

1946 - Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan

Application Details

Funding Opportunity: 1447-Virginia Community Flood Preparedness Fund - Project Grants - CY23 Round 4
Funding Opportunity Due Date: Nov 12, 2023 11:59 PM
Program Area: Virginia Community Flood Preparedness Fund
Status: Under Review
Stage: Final Application

Initial Submit Date: Nov 9, 2023 4:38 PM
Initially Submitted By: Olivia Askew
Last Submit Date:
Last Submitted By:

Contact Information

Primary Contact Information

Active User*: Yes
Type: External User
Name*: Ms. Jasmine Janea Bryson
Salutation First Name Middle Name Last Name
Title: City of Hampton Grant Administrator
Email*: jbryson@hampton.gov
Address*: 22 Lincoln St.
7th Floor

Hampton Virginia 23669
City State/Province Postal Code/Zip
Phone*: 757-725-1050 Ext.
Phone

Fax: ### ### ####
Comments:

Organization Information

Status*: Approved
Name*: HAMPTON, CITY OF
Organization Type*: Local Government
Tax ID*: 54-6001336
Unique Entity Identifier (UEI)*: H43KALPESBP1

Organization Website: <https://hampton.gov>
Address*: 22 Lincoln Street

Hampton Virginia 23669-
City State/Province Postal Code/Zip
Phone*: (757) 727-6392 Ext.

Fax: ### ###
Benefactor:
Vendor ID:
Comments:

VCFPF Applicant Information

Project Description

Name of Local Government*: City of Hampton
Your locality's CID number can be found at the following link: [Community Status Book Report](#)

NFIP/DCR Community Identification Number (CID)*: 515527

If a state or federally recognized Indian tribe,

Name of Tribe:

Authorized Individual*: Brian DeProfo
First Name Last Name

Mailing Address*: 22 Lincoln Street, 8th Floor
Address Line 1
Address Line 2

Hampton Virginia 23669
City State Zip Code

Telephone Number*: 757-727-6392

Cell Phone Number*: 757-727-6392

Email*: bdeprofo@hampton.gov

Is the contact person different than the authorized individual?

Contact Person*: Yes

Contact: Olivia Askew
First Name Last Name

22 Lincoln Street
Address Line 1

5th Floor
Address Line 2

Hampton Virginia 23669
City State Zip Code

Telephone Number: 757-727-6301

Cell Phone Number: 757-727-6301

Email Address: olivia.askew@hampton.gov

Enter a description of the project for which you are applying to this funding opportunity

Project Description*:

This proposal seeks funding to forward Resilient Hampton's vision and goals by completing the initial concept development and conceptual design of nature-based or hybrid projects in Fox Hill, Grandview, and Harris Creek. Funding would finance the planning and conceptual design process for the Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan.

Low-income geographic area means any locality, or community within a locality, that has a median household income that is not greater than 80 percent of the local median household income, or any area in the Commonwealth designated as a qualified opportunity zone by the U.S. Secretary of the Treasury via his delegation of authority to the Internal Revenue Service. A project of any size within a low-income geographic area will be considered.

Is the proposal in this application intended to benefit a low-income geographic area as defined above?

Benefit a low-income geographic area*: Yes

Information regarding your census block(s) can be found at [census.gov](https://www.census.gov)

Census Block(s) Where Project will Occur*: Tract 121 Block Groups 1,2,3; Tract 101.03 Block Groups 2,3,4,5,6; Tract 101.04 Block Group 5

Is Project Located in an NFIP Participating Community?*: Yes

Is Project Located in a Special Flood Hazard Area?*: Yes

Flood Zone(s) (if applicable): VE9, VE10, VE11, AE7, AE8, AE9, AE10, X-Shaded

Flood Insurance Rate Map Number(s) (if applicable): 5155270014H, 0013H, 0012H, 0019H, 0020H, 0005H, 0006H, 0007H

Eligibility CFPF - Round 4 - Projects

Eligibility

Is the applicant a local government (including counties, cities, towns, municipal corporations, authorities, districts, commissions, or political subdivisions created by the General Assembly or pursuant to the Constitution or laws of the Commonwealth, or any combination of these)?

Local Government*: Yes
Yes - Eligible for consideration
No - Not eligible for consideration

Does the local government have an approved resilience plan and has provided a copy or link to the plan with this application?

Resilience Plan*: Yes
Yes - Eligible for consideration under all categories
No - Eligible for consideration for studies, capacity building, and planning only

If the applicant is not a town, city, or county, are letters of support from all affected local governments included in this application?

Letters of Support*: N/A
Yes - Eligible for consideration
No - Not eligible for consideration
N/A - Not applicable

Has this or any portion of this project been included in any application or program previously funded by the Department?

Previously Funded*: No
Yes - Not eligible for consideration
No - Eligible for consideration

Has the applicant provided evidence of an ability to provide the required matching funds?

Evidence of Match Funds*: Yes
Yes - Eligible for consideration
No - Not eligible for consideration
N/A - Match not required

Scoring Criteria for Flood Prevention and Protection Projects - Round 4

Scoring

Category Scoring:

Hold CTRL to select multiple options

Project Category*: All hybrid approaches whose end result is a nature-based solution, All other projects

Is the project area socially vulnerable? (based on [ADAPT Virginia's Social Vulnerability Index Score](#))

Social Vulnerability Scoring:

Very High Social Vulnerability (More than 1.5)

High Social Vulnerability (1.0 to 1.5)

Moderate Social Vulnerability (0.0 to 1.0)

Low Social Vulnerability (-1.0 to 0.0)

Very Low Social Vulnerability (Less than -1.0)

Socially Vulnerable*: Low Social Vulnerability (-1.0 to 0.0)

Is the proposed project part of an effort to join or remedy the community's probation or suspension from the NRP?

NFIP*: No

Is the proposed project in a low-income geographic area as defined below?

"Low-income geographic area" means any locality, or community within a locality, that has a median household income that is not greater than 80 percent of the local median household income, or any area in the Commonwealth designated as a qualified opportunity zone by the U.S. Secretary of the Treasury via his delegation of authority to the Internal Revenue Service. A project of any size within a low-income geographic area will be considered.

Low-Income Geographic Area*: Yes

Projects eligible for funding may also reduce nutrient and sediment pollution to local waters and the Chesapeake Bay and assist the Commonwealth in achieving local and/or Chesapeake Bay TMDLs. Does the proposed project include implementation of one or more best management practices with a nitrogen, phosphorus, or sediment reduction efficiency established by the Virginia Department of Environmental Quality or the Chesapeake Bay Program Partnership in support of the Chesapeake Bay TMDL Phase III Watershed Implementation Plan?

Reduction of Nutrient and Sediment Pollution*: No

Does this project provide ?community scale? benefits?

Community Scale Benefits*: More than one census block

Expected Lifespan of Project

Expected Lifespan of Project*: Over 20 Years

Comments:

See page 28 of Attachment B: Scope of Work Narrative for scoring criteria justifications.

Scope of Work - Projects - Round 4

Scope of Work

Upload your Scope of Work

Please refer to Part IV, Section B. of the grant manual for guidance on how to create your scope of work

Scope of Work*: [CID515527_CityofHampton_CFPF_Att1_ScopeofWorkNarrative.pdf](#)

Comments:

Attachment 1: Scope of Work Narrative

Budget Narrative

Budget Narrative Attachment*: [CID515527_CityofHampton_CFPF_Att2_BudgetNarrative.pdf](#)

Comments:

Attachment 2: Budget Narrative

Scope of Work Supporting Information - Projects

Supporting Information - Projects

Provide population data for the local government in which the project is taking place

Population*: 137148.00

Provide information on the flood risk of the project area, including whether the project is in a mapped floodplain, what flood zone it is in, and when it was last mapped. If the property or area around it has been flooded before, share information on the dates of past flood events and the amount of damage sustained

Historic Flooding data and Hydrologic Studies*: [CID515527_CityofHampton_CFPF_SupDoc_HistoricalFlooding.pdf](#)

Include studies, data, reports that demonstrate the proposed project minimizes flood vulnerabilities and does not create flooding or increased flooding (adverse impact) to other properties

No Adverse Impact*: [CID515527_CityofHampton_CFPF_SupDoc_NoAdverseImpact.pdf](#)

Include supporting documents demonstrating the local government's ability to provide its share of the project costs. This must include an estimate of the total project cost, a description of the source of the funds being used, evidence of the local government's ability to pay for the project in full or quarterly prior to reimbursement, and a signed pledge agreement from each contributing organization

Ability to Provide Share of Cost*: [CID515527_HAMPTON_CFPF-1_Funding Letter.pdf](#)

A benefit-cost analysis must be submitted with the project application

Benefit-Cost Analysis*: [CID515527_CityofHampton_CFPF_SupDoc_BCA.pdf](#)

Provide a list of repetitive loss and/or severe repetitive loss properties. Do not provide the addresses for the properties, but include an exact number of repetitive loss and/or severe repetitive loss structures within the project area

Repetitive Loss and/or Severe Repetitive Loss Properties*: [CID515527_CityofHampton_CFPF_SupDoc_HistoricalFlooding.pdf](#)

Describe the residential and commercial structures impacted by this project, including how they contribute to the community such as historic, economic, or social value. Provide an exact number of residential structures and commercial structures in the project area

Residential and/or Commercial Structures*:

See page 12-13 of Attachment 1: Scope of Work Narrative

If there are critical facilities/infrastructure within the project area, describe each facility

Critical Facilities/Infrastructure*:

See page 13 of Attachment 1: Scope of Work Narrative

Explain the local government's financial and staff resources. How many relevant staff members does the local government have? To what relevant software does the local government have access? What are the local government's capabilities?

Financial and Staff Resources*:

See page 14-15 of Attachment 1: Scope of Work Narrative

Identify and describe the goals and objectives of the project. Include a description of the expected results of the completed project and explain the expected benefits of the project. This may include financial benefits, increased awareness, decreased risk, etc.

Goals and Objectives*:

See page 19-21 of Attachment 1: Scope of Work Narrative

Outline a plan of action laying out the scope and detail of how the proposed work will be accomplished with a timeline identifying expected completion dates. Determine milestones for the project that will be used to track progress. Explain what deliverables can be expected at each milestone, and what the final project deliverables will be. Identify other project partners

Approach, Milestones, and Deliverables*: [CID515527_CityofHampton_CFPF_SupInfo_Approach.pdf](#)

Where applicable, briefly describe the relationship between this project and other past, current, or future resilience projects. If the applicant has received or applied for any other grants or loans, please identify those projects, and, if applicable, describe any problems that arose with meeting the obligations of the grant and how the obligations of this project will be met

Relationship to Other Projects*:

See page 25-26 of Attachment 1: Scope of Work Narrative

For ongoing projects or projects that will require future maintenance, such as infrastructure, flood warning and response systems, signs, websites, or flood risk applications, a maintenance, management, and monitoring plan for the projects must be provided

Maintenance Plan*: [CID515527_CityofHampton_CFPF_SupDoc_MaintenancePlan.pdf](#)

Describe how the project meets each of the applicable scoring criteria contained in Appendix B. Documentation can be incorporated into the Scope of Work Narrative

Criteria*:

See page 28 of Attachment 1: Scope of Work Narrative

Budget

Budget Summary

Grant Matching Requirement*: Projects that will result in hybrid solutions - Fund 60%/Match 40%

Total Project Amount*: \$600,000.00

REQUIRED Match Percentage Amount: \$240,000.00

BUDGET TOTALS

Before submitting your application be sure that you meet the match requirements for your project type.

Match Percentage: 40.00%
Verify that your match percentage matches your required match percentage amount above.

Total Requested Fund Amount: \$360,000.00

Total Match Amount: \$240,000.00

TOTAL: \$600,000.00

Personnel

Description	Requested Fund Amount	Match Amount	Match Source
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No Data for Table

Fringe Benefits

Description	Requested Fund Amount	Match Amount	Match Source
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No Data for Table

Travel

Description	Requested Fund Amount	Match Amount	Match Source
-------------	-----------------------	--------------	--------------

No Data for Table

Equipment

Description	Requested Fund Amount	Match Amount	Match Source
-------------	-----------------------	--------------	--------------

No Data for Table

Supplies

Description	Requested Fund Amount	Match Amount	Match Source
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No Data for Table

Construction

Description	Requested Fund Amount	Match Amount	Match Source
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No Data for Table

Contracts

Description	Requested Fund Amount	Match Amount	Match Source
Consulting Services	\$360,000.00	\$240,000.00	General Obligation Bond funds
	\$360,000.00	\$240,000.00	

Maintenance Costs

Description	Requested Fund Amount	Match Amount	Match Source
No Data for Table			

Pre-Award and Startup Costs

Description	Requested Fund Amount	Match Amount	Match Source
No Data for Table			

Other Direct Costs

Description	Requested Fund Amount	Match Amount	Match Source
No Data for Table			

Long and Short Term Loan Budget - Projects - VCFPF

Budget Summary

Are you applying for a short term, long term, or no loan as part of your application?

If you are not applying for a loan, select "not applying for loan" and leave all other fields on this screen blank

Long or Short Term*: Not Applying for Loan

Total Project Amount: \$0.00

Total Requested Fund Amount: \$0.00

TOTAL: \$0.00

Salaries

Description	Requested Fund Amount
No Data for Table	

Fringe Benefits

Description	Requested Fund Amount
No Data for Table	

Travel

Description	Requested Fund Amount
No Data for Table	

Equipment

Description	Requested Fund Amount
-------------	-----------------------

No Data for Table

Supplies

Description	Requested Fund Amount
-------------	-----------------------

No Data for Table

Construction

Description	Requested Fund Amount
-------------	-----------------------

No Data for Table

Contracts

Description	Requested Fund Amount
-------------	-----------------------

No Data for Table

Other Direct Costs

Description	Requested Fund Amount
-------------	-----------------------

No Data for Table

Supporting Documentation

Supporting Documentation

Named Attachment	Required	Description
Detailed map of the project area(s) (Projects/Studies)		Attachment 3: Detailed Map of Project Area
FIRMette of the project area(s) (Projects/Studies)		Attachment 5: FIRM Panels for the Project Area
Historic flood damage data and/or images (Projects/Studies)		Supplemental Document: Historical Flooding
A link to or a copy of the current floodplain ordinance		https://library.municode.com/va/hampton/codes/zoning?nodeId=CH9OVDI_ARTIVDILZOOV
Maintenance and management plan for project		
A link to or a copy of the current hazard mitigation plan		https://www.hrpdcva.gov/uploads/docs/2017%20Hampton%20Roads%20Hazard%20Mitigation%20Plan%20Update%20FINAL.pdf https://www.hrpdcva.gov/uploads/docs/2017%20Hampton%20Roads%20Hazard%20Mitigation%20Plan%20Update%20Appendices%20FI
A link to or a copy of the current comprehensive plan		https://hampton.gov/DocumentCenter/View/574/final-plan-2006?bidId=
Social vulnerability index score(s) for the project area		
Authorization to request funding from the Fund from governing body or chief executive of the local government		Attachment: Funding Authorization
Signed pledge agreement from each contributing organization		
Maintenance Plan		
<i>Benefit-cost analysis must be submitted with project applications over \$2,000,000. in lieu of using the FEMA benefit-cost analysis tool, applicants may submit a narrative to reduction benefits of a flood mitigation project and compares those benefits to its cost-effectiveness.</i>		
Benefit Cost Analysis		
Other Relevant Attachments		

Letters of Support

Description	File Name	Type	Size	Upload Date
Letter of Support: Fox Hill Neighborhood Center	CID515527_CityofHampton_CFPF_Support Letter-FHNC.pdf	pdf	233 KB	11/03/2023 01:11 PM
Letter of Support: Grandview Island Beach Partners	CID515527_CityofHampton_CFPF_Support Letter-GMBP.pdf	pdf	307 KB	11/06/2023 09:28 AM
Letter of Support: Grandview Trust	CID515527_CityofHampton_CFPF_Support Letter-GrandviewTrust.pdf	pdf	278 KB	11/03/2023 01:12 PM
Letter of Support: Tides and Flooding Student Research Group	CID515527_CityofHampton_CFPF_Support Letter-Student.pdf	pdf	481 KB	11/09/2023 09:43 AM

Resilience Plan

Resilience Plan

Description	File Name	Type	Size	Upload Date
Attachment 8: Executive Summary of Resilience Plan Components	CID515527_CityofHampton_CFPF_Att8_ResiliencePlan.pdf	pdf	644 KB	11/08/2023 10:21 AM

Virginia Community Flood Preparedness Fund Application

Attachment 8: Executive Summary of Resilience Plan Elements





November 3, 2023

Virginia Department of Conservation and Recreation
Virginia Community Flood Preparedness Fund
Dam Safety and Floodplain Management
600 East Main Street, 24th Floor
Richmond, Virginia 23219

To whom it may concern:

The enclosed documents represent the City of Hampton's Resilience Plan under the criteria set forth by the Commonwealth of Virginia's Department of Conservation and Recreation in the 2023 Grant Manual for the Virginia Community Flood Preparedness Fund.

Over the past decade, the City of Hampton has embarked on a community-wide effort to holistically address flooding through its plans and projects. In the past five years, this effort has grown into the Living with Water priority area established by the City, which includes the Resilient Hampton Initiative. Hampton has embraced a vision to live with water sustainably, built upon methods of nature-based water management which treat water as an asset. We aim to address the chronic stresses and extreme events of flooding while improving residents' quality of life, economic vitality, and environmental health.

Our City's vision and plans for a resilient future are explained in the following documents, which have been embraced by City Council.

- [**Living with Water Hampton: A Holistic Approach to Addressing Sea Level Rise and Resiliency.**](#) This city-wide plan was endorsed by City Council on January 24, 2018. It presents the challenge of flooding in Hampton based on the best available science; outlines Hampton's community-driven principles, values, and goals for resilience, including a commitment to equity; outlines place-based analysis and strategies grounded in nature-based infrastructure; and identifies next steps for Hampton's resilience work.
- [**Hampton Community Plan.**](#) Hampton's comprehensive plan was formally amended to incorporate resilience on July 11, 2018. Changes were made to the plan's vision and goals, land use, and environmental stewardship sections. The amendment added resilience goals and policies to guide development and land use decisions, and maps depicting storm surge, projected sea level rise, and FEMA floodplain areas.
- [**Resilient Hampton Newmarket Creek Pilot Project Area Water Plan.**](#) The Newmarket Creek water plan was endorsed by City Council on January 22, 2020

and adopted as an amendment to the Comprehensive Plan on October 11, 2023. This document presents resilience projects for the communities in the Newmarket Creek watershed that are grounded in the principles, vision, and goals for resilience identified in the Living With Water plan. The projects identified in this plan will serve as pilots for the entire city as Hampton moves forward with watershed level resilience plans city-wide. Successful projects will be adapted and replicated in other watersheds.

- **[Resilient Hampton Downtown, Phoebus, & Buckroe Water Plan](#)**. The Downtown, Phoebus, and Buckroe water plan was endorsed by Council and adopted as an amendment to the Comprehensive Plan on October 11, 2023. This document presents resilience projects for the three historic urban and economic cores and the neighborhoods that connect the cores. These projects follow the principles, vision, and goals of the Living With Water plan.
- **[Hampton Roads Regional Hazard Mitigation Plan](#)**. The 2022 Hampton Roads Hazard Mitigation Plan and Appendices were adopted by the City. The 2022 update included analysis of natural hazards including flooding, sea level rise and land subsidence, tropical and coastal storms, and shoreline erosion. The plan identifies projects at the regional and local scale to mitigate flooding impacts, including acquisition of at-risk properties.

Living with Water Hampton is the primary, overarching planning document which guides Hampton’s flood mitigation and resiliency work. This document, in combination with the watershed-level Water Plans, Community Plan, Zoning Ordinance, Emergency Operations Plan, and regional Hazard Mitigation Plan, fulfills each of the “Elements of Resilience Plans” criteria established in the 2023 Grant Manual as described below.

- **Project-based with projects focused on flood control and resilience.**
The Place-Driven Analysis of the Living With Water Hampton plan (pages 46-79) features city-wide strategies with bullets for specific potential solutions (pages 50-56), as well as location specific analysis with a set of strategies for each geographic area (pages 60-74).
Next Steps (pages 90-83) outlines specific bulleted action items for forwarding resilience efforts, and identifies two major next steps: the Hampton-Langley Joint Land Use Study and Phase II – Implementable Projects.
- **Incorporates nature-based infrastructure to the maximum extent possible.**
Hampton’s Living with Water approach is fundamentally predicated on understanding and working with natural systems, beginning with soils and water. It also prioritizes creating multiple benefits and valuing water, including the wildlife its habitats support (Living With Water Hampton pages 16-17). “Natural” is one of the plan’s eight values (Living With Water Hampton pages 36-37). Our approach and this value are carried throughout the planning document.

- **Includes considerations of all parts of a locality regardless of socioeconomics or race.**

Living With Water Hampton encompasses the entirety of the City of Hampton, as evidenced by the Place-Driven Analysis section (pages 46-79) and the Atlas section (pages 94-117). Further, the plan explicitly establishes equity as one of our values, stating that we will “prioritize strategies that create benefits for all” and recognizing that in order to ensure equitable outcomes, we must also address socioeconomic drivers of inequity, and work toward social justice (page 36).

- **Identifies and includes all flooding occurring in all areas of the community, not just within the SFHAs, and provides the number and location of repetitive loss and severe repetitive loss properties.**

The City uses repetitive and severe repetitive loss data and recorded flooding data for resilience planning efforts. A citywide map of repetitive loss data and recorded flooding is used in the Living With Water Hampton plan as a tool to determine potential project areas (page 79, 105). In addition, the [Newmarket Creek Pilot Project Atlas](#) includes place-based analysis of the intersection between flood loss and document flooding and income, home value, social vulnerability, and storm surge.

The City takes seriously the privacy and confidentiality of FEMA repetitive and severe repetitive loss data. As such, the City does not generally disclose the locations of these properties. When applicable, the City will analyze the effectiveness of a proposed flood mitigation project by determining the impact the project will have on repetitive loss properties (eg. Downtown, Phoebus, & Buckroe Water Plan page 96, 121).

- **Includes a strategy for debris management.**

The City’s Emergency Management Operation Plan, updated in 2022, includes the Debris Management Support Annex (pages 236 – 266), which (1) provides information about debris removal to initiate the debris removal process, (2) facilitates and coordinates the removal, collection, and disposal of debris following a disaster in order to mitigate against any potential threat to the health, safety, and welfare of the impacted citizens, (3) expedites recovery efforts in the impacted area, and (4) addresses any threat of significant damage to improved public or private property.

- **Includes administrative procedures for substantial development/substantial improvement of structures within the SFHA.**

The City of Hampton Zoning Ordinance Flood Zone Overlay includes procedures for substantial improvement of structures within the SFHA in Sections 9-32, 9-33, 9-34, and 9-35. These procedures are administered by the floodplain administrator, or their designee.

- **Includes coordination with other local and inter-jurisdictional projects, plans, and activities.**

Local coordination – Analysis conducted throughout the Place-Driven Analysis section of Living With Water Hampton are predicated upon information from other local plans, including the Hampton Community Plan and Master Plans (pages 46-79). Next steps identified include local coordination, such as incorporating recommendations into the City’s Community Plan and City codes and ordinances. Further, the plan sets forward a path to develop an evaluation tool to serve as a method of mainstreaming resiliency values across all City projects, with the goal of ensuring that the ideas encapsulated in this plan are widely implemented.

Inter-jurisdictional coordination – Living With Water Hampton was initially conceptualized in partnership with the City of Norfolk, who alongside Hampton was selected as a pilot area for the Dutch Dialogues Virginia process in 2015. The spirit of collaboration remained an important element of this plan, as exemplified through the list of stakeholders included in its development (pages 35-36). Key inter-jurisdictional priorities are identified in the Next Steps section. Action items include pursuing changes to state legal frameworks where necessary, continued collaboration with partners, and partnership with Langley Air Force Base to develop a resiliency component to the Joint Land Use Study (page 92). This study has since been completed, and the City is collaborating with Joint Base Langley-Eustis to implement the identified next steps.

- **Has a clearly articulated timeline or phasing for plan implementation.**

Living With Water Hampton is articulated as Phase I of a multi-phase effort for Resilient Hampton. Page 93 explains Phase II of this effort. In Phase II, the City is conducting detailed watershed and neighborhood level analysis of each of the geographic areas mapped on page 59 and described in the location-specific analysis that follows (pages 60-77). Page 78 identifies potential geographic areas in which Phase II will occur. Phase II of this work has already begun; the Newmarket Creek Water Plan and Downtown, Phoebus, and Buckroe Water Plan, linked in this letter, are a key element of this work.

- **Based on the best available science, and incorporates climate change, sea level rise, storm surge, and current flood maps.**

The Assessment: Best Data section of Living With Water Hampton describes and presents the science used in developing this plan, which included projections for future climate change impacts (pages 22-27). The Atlas section presents maps, including flood maps (pages 94-117). “Use Best Data” is one of the guiding principles established in the plan (page 35). The value “integrated” means we will create “well-informed strategies by using the best data and information available” (page 37) while the value “nimble” includes an expectation that Resilient Hampton’s efforts will adjust plans and projects alongside updated data (page 38).

Each of these documents identifies strategies and projects throughout our City which address current and future anticipated challenges from tidal flooding, storm surge, and stormwater for all. They have served as the blueprint for project design and City investment, and will continue to direct our decisions for flood mitigation and community-wide, equitable adaptation to climate change.

Should you have any questions regarding our Resilience Plan submission, please do not hesitate to contact us.

Sincerely,

Olivia Askew
Resiliency Specialist
City of Hampton
Olivia.askew@hampton.gov | 757.727.6301



November 3, 2023

RE: Community Flood Preparedness Fund (CFPF) Round 4 - City of Hampton (CID 515527) Project Application for Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan

Scope of Work Supporting Information – Projects

Provide information on the flood risk of the project area, including whether the project is in a mapped floodplain, what flood zone it is in, and when it was last mapped. If the property or area around it has been flooded before, share information on the dates of past flood events and the amount of damage sustained

Response:

Fox Hill, Grandview, and Harris Creek are each in a mapped floodplain and subject to recurrent flooding powered by environmental factors, and complicated by patterns of human development. A FEMA-generated FIRM panel, effective May 16, 2016, for the project area may be found in Attachment 5 of this proposal. The project area contains SFHAs VE9, VE10, VE11, AE7, AE8, AE9 and AE10. X-Shaded, with a 0.2% chance of annual flood occurrence, is also found within the project area.

The project area is subject to reoccurring flooding. The following information is a summary of repetitive and severe repetitive loss data for the project area.

	Fox Hill	Grandview	Harris Creek	TOTAL
Total Repetitive & Severe Repetitive Loss Properties	193	50	46	289
Total Losses	498	157	101	756
Average Loss Per Property	2.6	3.1	2.2	2.6
Total Building Payments	\$ 7,321,770.16	\$ 2,641,469.26	\$ 1,113,433.52	\$ 11,076,672.94
Total Content Payments	\$ 699,256.87	\$ 526,217.14	\$ 176,288.99	\$ 1,401,763.00
Total Paid	\$ 8,021,027.03	\$ 3,167,686.40	\$ 1,289,722.51	\$ 12,478,435.94
Average Paid	\$ 6,223.97	\$ 6,341.25	\$ 5,687.22	\$ 6,084.15
Past Flood Events*	4/26/1978 1/28/1998 2/5/1998 9/15/1999 9/15/2004 9/18/2003 10/7/2006 11/12/2009 8/28/2011	4/26/1978 10/25/1982 11/5/1985 8/17/1986 4/14/1988 10/31/1991 12/14/1992 11/18/1994 10/8/1996	9/18/2003 9/1/2006 10/7/2006 11/12/2009 8/27/2011	

	10/29/2012	4/30/1997		
	9/25/2015	1/28/1998		
	10/6/2015	2/4/1998		
		8/31/1999		
		1/25/2000		
		10/15/2002		
		4/10/2003		
		9/18/2003		
		9/5/2006		
		10/6/2006		
		11/22/2006		
		11/12/2009		
		8/27/2011		
		10/29/2012		
		10/2/2015		

** The past flood events above represent flood events documented through the FEMA NFIP repetitive & severe repetitive loss data and does not include the dates of nuisance flooding of roadways and property.*

See pages 9-11 for more information about the floodplain and flood risk.



Beach Road



Beach Road



Fox Hill



Salt Ponds Road & Fox Hill Road

2009 Nor'easter



Near Gosnold's Hope Park



Near Gosnold's Hope Park



Fox Hill



Fox Hill



Beach Road Fire Station



Fox Hill



Behind Beach Road Fire Station



Behind Beach Road Fire Station



Grandview



Grandview

2009 Nor'easter



Hall Road



Dandy Point Road

Hurricane Matthew



Beach Road & Clark Road



Fox Hill Road

Hurricane Isabel



Fox Hill



Fox Hill

Hurricane Isabel



Fox Hill



Fox Hill

Hurricane Isabel



Grandview



Grandview



Beach Road



Fox Hill - Routten Rd

Virginia Community Flood Preparedness Fund Application

Attachment 7: City of Hampton Floodplain Ordinance



ARTICLE IV. - O-FZ DISTRICT—FLOOD ZONE OVERLAY

Footnotes:

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Editor's note— Ord. No. Z16-03, adopted April 13, 2016, repealed former art. IV., §§ 9-31—9-36, and enacted a new art. IV., §§ 9-31—9-37. Former art. IV. pertained to similar subject matter and derived from the original Code and Ord. No. Z15-15, adopted August 12, 2015.

Sec. 9-31. - General provisions.

- (1) *Statutory authorization and purpose.* This article is adopted pursuant to the authority granted to localities by section 15.2-2280 of the Code of Virginia. The purpose of these provisions is to prevent: the loss of life and property, the creation of health and safety hazards, the disruption of commerce and governmental services, the extraordinary and unnecessary expenditure of public funds for flood protection and relief, and the impairment of the tax base by:
 - (a) Regulating uses, activities, and development which, alone or in combination with other existing or future uses, activities, and development, will cause unacceptable increases in flood heights, velocities, and frequencies;
 - (b) Restricting or prohibiting certain uses, activities, and development from locating within districts subject to flooding;
 - (c) Requiring all those uses, activities, and developments that do occur in flood-prone districts to be protected and/or flood-proofed against flooding and flood damage; and
 - (d) Protecting individuals from buying land and structures which are unsuited for intended purposes because of flood hazards.
- (2) *Applicability.* These provisions shall apply to all privately and publicly owned lands within the jurisdiction of the City of Hampton (city) and identified as special flood hazard areas (SFHA) or other flood areas or shown on the flood insurance rate map (FIRM) or included in the flood insurance study (FIS) that are provided to the city by FEMA.
- (3) *Compliance and liability.*
 - (a) No land shall hereafter be developed and no structure shall be located, relocated, constructed, reconstructed, enlarged, or structurally altered except in full compliance with the terms and provisions of this article.
 - (b) The degree of flood protection sought by the provisions of this article is considered reasonable for regulatory purposes and is based on acceptable engineering methods of study, but does not imply total flood protection. Larger floods may occur on rare occasions.

Flood heights may be increased by man-made or natural causes, such as ice jams and bridge openings restricted by debris. This article does not imply that districts outside the floodplain district or land uses permitted within such district will be free from flooding or flood damages.

- (c) This article shall not create liability on the part of the city or any officer or employee thereof for any flood damages that result from reliance on this article or any administrative decision lawfully made thereunder.
- (4) *Records.* Records of actions associated with administering this ordinance shall be kept on file and maintained by or under the direction of the floodplain administrator in perpetuity.
- (5) *Abrogation and greater restrictions.* To the extent that the provisions are more restrictive, this article supersedes any article or ordinance currently in effect in flood-prone districts, however, any such existing article or ordinance shall remain in full force and effect to the extent that its provisions are more restrictive than this article or do not conflict.
- (6) *Severability.* If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance shall be declared invalid for any reason whatever, such decision shall not affect the remaining portions of this article. The remaining portions shall remain in full force and effect; and for this purpose, the provisions of this ordinance are hereby declared to be severable.
- (7) *Administration and enforcement.* The provisions of this article shall be enforced in accordance with chapter 1 of the zoning ordinance. In addition to the above penalties, all other actions are hereby reserved, including an action in equity for the proper enforcement of this article. The imposition of a fine or penalty for any violation of, or noncompliance with, this article shall not excuse the violation or noncompliance or permit it to continue; and all such persons shall be required to correct or remedy such violations within a reasonable time. Any structure constructed, reconstructed, enlarged, altered or relocated in noncompliance with this article may be declared by the city to be a public nuisance and abatable as such. Flood insurance may be withheld from structures constructed in violation of this article.

(Ord. No. Z16-03, 4-13-2016)

Sec. 9-32. - Administration.

- (1) *Designation of the floodplain administrator.* The zoning administrator or his designee shall act as floodplain administrator to administer and implement the flood plain regulations. The floodplain administrator may delegate duties and responsibilities to qualified technical personnel, plan examiners, inspectors, and other employees and enter into a written agreements with other communities and private sector entities to administer specific provisions of these regulations.
- (2) *Duties and responsibilities of the floodplain administrator.* The duties and responsibilities of the floodplain administrator shall include those set forth in the code of federal regulations, including but not limited to:

- (a) Review applications for permits to determine whether proposed activities will be located in the Special Flood Hazard Area (SFHA).
- (b) Interpret floodplain boundaries and provide available base flood elevation and flood hazard information.
- (c) Review applications to determine whether proposed activities will be reasonably safe from flooding and require new construction and substantial improvements to meet the requirements of these regulations.
- (d) Review applications to determine whether all necessary permits have been obtained from the federal, state or local agencies from which prior or concurrent approval is required; in particular, permits from state agencies for any construction, reconstruction, repair, or alteration of a dam, reservoir, or waterway obstruction (including bridges, culverts, structures), any alteration of a watercourse, or any change of the course, current, or cross section of a stream or body of water, including any change to the 100-year frequency floodplain of free-flowing non-tidal waters of the State.
- (e) Require applicants proposing an alteration of a watercourse to provide proof that they have notified adjacent communities, the Department of Conservation and Recreation (Division of Dam Safety and Floodplain Management), and other appropriate agencies (VADEQ, USACE) and have submitted copies of such notifications to FEMA.
- (f) Advise applicants for new construction or substantial improvement of structures regarding whether or not the proposed development is within an area of the Coastal Barrier Resources System established by the Coastal Barrier Resources Act where Federal flood insurance is not available; areas subject to this limitation are shown on Flood Insurance Rate Maps as Coastal Barrier Resource System Areas (CBRS) or Otherwise Protected Areas (OPA).
- (g) Review applications to develop in flood hazard areas for compliance with this article.
- (h) In accordance with chapter 1, administer and enforce the terms of this article, including but not limited to inspections of buildings, structures, and other development subject to this article.
- (i) Review elevation certificates and require incomplete or deficient certificates to be corrected.
- (j) Submit to FEMA, or require applicants to submit to FEMA, data and information necessary to maintain FIRMs, including hydrologic and hydraulic engineering analyses prepared by or for the city, within six months after such data and information becomes available if the analyses indicate changes in base flood elevations.
- (k) Maintain and permanently keep records that are necessary for the administration of these regulations, including:
 - (i) Flood insurance studies, flood insurance rate maps (including historic studies and maps and current effective studies and maps) and Letters of Map Change; and

- (ii) Documentation supporting issuance and denial of permits, elevation certificates, documentation of the elevation (in relation to the datum on the FIRM) to which structures have been floodproofed, inspection records, other required design certifications, variances, and records of enforcement actions taken to correct violations of these regulations.
- (l) In accordance with chapter 1, administer and enforce the terms of this article.
- (m) Upon application for a variance from this article, prepare a staff report to the board of zoning appeals containing an analysis of the variance requirements applicable to this article.
- (n) Administer the requirements related to proposed work on existing buildings:
 - (i) Make determinations as to whether buildings and structures that are located in flood hazard areas and that are damaged by any cause have been substantially damaged.
 - (ii) Make reasonable efforts to notify owners of substantially damaged structures of the need to obtain a permit to repair, rehabilitate, or reconstruct. Prohibit the non-compliant repair of substantially damaged buildings except for temporary emergency protective measures necessary to secure a property or stabilize a building or structure to prevent additional damage.
- (o) Undertake, as determined appropriate by the floodplain administrator due to the circumstances, other actions which may include but are not limited to: issuing press releases, public service announcements, and other public information materials related to permit requests and repair of damaged structures; coordinating with other federal, state, and local agencies to assist with substantial damage determinations; providing owners of damaged structures information related to the proper repair of damaged structures in special flood hazard areas; and assisting property owners with documentation necessary to file claims for increased cost of compliance coverage under NFIP flood insurance policies.
- (p) Notify the Federal Emergency Management Agency when the corporate boundaries of the city have been modified and:
 - (i) Provide a map that clearly delineates the new corporate boundaries or the new area for which the authority to regulate pursuant to these regulations has either been assumed or relinquished through annexation; and
 - (ii) If the FIRM for any annexed area includes special flood hazard areas that have flood zones that have regulatory requirements that are not set forth in these regulations, prepare amendments to these regulations to adopt the FIRM and appropriate requirements, and submit the amendments to the governing body for adoption; such adoption shall take place at the same time as or prior to the date of annexation and a copy of the amended regulations shall be provided to Department of Conservation and Recreation (Division of Dam Safety and Floodplain Management) and FEMA.

- (q) Upon the request of FEMA, complete and submit a report concerning participation in the NFIP which may request information regarding the number of buildings in the SFHA, number of permits issued for development in the SFHA, and number of variances issued for development in the SFHA.
- (3) *Use and interpretation of FIRMs.* The floodplain administrator shall make interpretations, where needed, as to the exact location of special flood hazard areas, floodplain boundaries, and floodway boundaries based upon the applicable FIRM. Should a dispute arise concerning the boundaries of any of the districts, the floodplain administrator's interpretation may be appealed to the board of zoning appeals in accordance with the provisions of chapter 13 of the zoning ordinance. The following shall apply to the use and interpretation of FIRMs and data:
- (a) Where field surveyed topography indicates that adjacent ground elevations are:
- (i) Below the base flood elevation, even in areas not delineated as a special flood hazard area on a FIRM, the area shall be considered as special flood hazard area and subject to the requirements of these regulations;
 - (ii) Above the base flood elevation, the area shall be regulated as special flood hazard area unless the applicant obtains a letter of map change that removes the area from the SFHA.
- (b) In FEMA-identified special flood hazard areas where base flood elevation and floodway data have not been identified and in areas where FEMA has not identified SFHAs, any other flood hazard data available from a Federal, State, or other source shall be reviewed and reasonably used.
- (c) Base flood elevations and designated floodway boundaries on FIRMs and in FISs shall take precedence over base flood elevations and floodway boundaries by any other sources if such sources show reduced floodway widths and/or lower base flood elevations.
- (d) Other sources of data shall be reasonably used if such sources show increased base flood elevations and/or larger floodway areas than are shown on FIRMs and in FISs.
- (e) If a Preliminary Flood Insurance Rate Map and/or a Preliminary Flood Insurance Study has been provided by FEMA, the City will advise applicants for proposed development in a SFHA of the impact of the preliminary map changes.
- (i) Upon the issuance of a letter of final determination by FEMA, the city will prepare a statement, under FEMA's direction, which will be signed by all parties confirming flood insurance implications regarding any decision to proceed with development based on the current FIRM and FIS. The statement will be used until adoption of the new FIRM and FIS.
- (4) *District boundary changes.* The delineation of any of the floodplain districts may be revised by the city where natural or man-made changes have occurred and/or where more detailed studies have been conducted or undertaken by the U.S. Army Corps of Engineers or other qualified agency, or

an individual documents the need for such change. However, prior to any such change, approval must be obtained from the Federal Emergency Management Agency as evidenced by a completed LOMR.

- (5) *Submitting model backed technical data.* A community's base flood elevations may increase or decrease resulting from physical changes affecting flooding conditions. As soon as practicable, but not later than six months after the date such information becomes available, a community shall notify the Federal Emergency Management Agency of the changes by submitting technical or scientific data. The community may submit data via a LOMR. Such a submission is necessary so that upon confirmation of those physical changes affecting flooding conditions, risk premium rates and flood plain management requirements will be based upon current data.
- (6) *Letters of map revision.* When development in the floodplain will cause or causes a change in the base flood elevation, the applicant, including state agencies, must notify FEMA by applying for a Conditional Letter of Map Revision (CLOMR) and then a Letter of Map Revision (LOMR).

Example cases:

- (a) Any development that causes a rise in the base flood elevations within the floodway.
- (b) Any development occurring in Zones A1-30 and AE without a designated floodway, which will cause a rise of more than one foot in the base flood elevation.
- (c) Alteration or relocation of a stream (including but not limited to installing culverts and bridges) 44 Code of Federal Regulations §65.3 and §65.6(a)(12).

(Ord. No. Z16-03, 4-13-2016)

Sec. 9-33. - Establishment of zoning districts.

- (1) *Description of special flood hazard districts.*
 - (a) *Basis of districts.*
 - (i) The various special flood hazard districts shall include the special flood hazard areas and other flood areas. The basis for the delineation of these districts shall be the FIS and the FIRM for the city prepared by the Federal Emergency Management Agency, Federal Insurance Administration, dated May 16, 2016, and any subsequent revisions or amendments thereto.
 - (ii) The city may identify and regulate local flood hazard or ponding areas that are not delineated on the FIRM. These areas may be delineated on a "Local Flood Hazard Map" using best available topographic data and locally derived information such as flood of record, historic high water marks or approximate study methodologies.
 - (iii) The boundaries of the SFHA Districts are established as shown on the FIRM which is declared to be a part of this ordinance and which shall be kept on file at the office of the floodplain administrator.

- (b) The floodway district is in an AE Zone and is delineated, for purposes of this article, using the criterion that certain areas within the floodplain must be capable of carrying the waters of the one percent annual chance flood without increasing the water surface elevation of that flood more than one (1) foot at any point. The areas included in this district are specifically defined in Table 5 of the above-referenced FIS and shown on the accompanying FIRM. The following provisions shall apply within the floodway district of an AE zone:
- (i) Within any floodway area, no encroachments, including fill, new construction, substantial improvements, or other development shall be permitted unless it has been demonstrated through hydrologic and hydraulic analysis performed in accordance with standard engineering practice that the proposed encroachment will not result in any increase in flood levels within the community during the occurrence of the base flood discharge. Hydrologic and hydraulic analyses shall be undertaken only by professional engineers or others of demonstrated qualifications, who shall certify that the technical methods used correctly reflect currently-accepted technical concepts. Studies, analyses, computations, etc., shall be submitted in sufficient detail to allow a thorough review by the floodplain administrator.
 - (aa) Development activities which increase the water surface elevation of the base flood may be allowed, provided that the applicant first applies—with the city's endorsement—for a Conditional Letter of Map Revision (CLOMR), and receives the approval of the Federal Emergency Management Agency.
 - (bb) If Section 9-33(1)(b)(i) is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of Section 9-34.
 - (ii) The placement of manufactured homes (mobile homes) is prohibited, except when replacing an existing manufactured home in an existing manufactured home park or subdivision. A replacement manufactured home may be placed on a lot in an existing manufactured home park or subdivision provided the anchoring, elevation, and encroachment standards are met.
- (c) The AE, or AH Zones on the FIRM accompanying the FIS shall be those areas for which one-percent annual chance flood elevations have been provided and the floodway has not been delineated. The following provisions shall apply within an AE or AH zone where FEMA has provided base flood elevations.
- (i) Until a regulatory floodway is designated, no new construction, substantial improvements, or other development (including fill) shall be permitted within the areas of special flood hazard, designated as Zones A1-30, AE, or AH on the FIRM, unless it is demonstrated that

the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the city.

- (aa) Development activities in Zones AI-30, AE, or AH on the city's FIRM which increase the water surface elevation of the base flood by more than one foot may be allowed, provided that the applicant first applies—with the city's endorsement—for a Conditional Letter of Map Revision, and receives the approval of the Federal Emergency Management Agency.
- (d) The A Zone on the FIRM accompanying the FIS shall be those areas for which no detailed flood profiles or elevations are provided, but the one percent annual chance floodplain boundary has been approximated. For these areas, the following provisions shall apply:
 - (i) The approximated floodplain district shall be that floodplain area for which no detailed flood profiles or elevations are provided, but where a one percent annual chance floodplain boundary has been approximated. Such areas are shown as Zone A on the maps accompanying the FIS. For these areas, the base flood elevations and floodway information from federal, state, and other acceptable sources shall be used, when available. Where the specific one percent annual chance flood elevation cannot be determined for this area using other sources of data, such as the U. S. Army Corps of Engineers Floodplain Information Reports, U. S. Geological Survey Flood—Prone Quadrangles, etc., then the applicant for the proposed use, development and/or activity shall determine this base flood elevation. For development proposed in the approximate floodplain the applicant must use technical methods that correctly reflect currently accepted practices, such as point on boundary, high water marks, or detailed methodologies hydrologic and hydraulic analyses. Studies, analyses, computations, etc., shall be submitted in sufficient detail to allow a thorough review by the floodplain administrator.
 - (aa) The floodplain administrator reserves the right to require a hydrologic and hydraulic analysis for any development. When such base flood elevation data is utilized, the lowest floor shall be elevated to or above the base flood level plus eighteen inches.
 - (bb) During the permitting process, the floodplain administrator shall obtain:
 - 1. The elevation of the lowest floor (in relation to the datum specified on the effective FIRM), including the basement, of all new and substantially improved structures; and,
 - 2. If the structure has been flood-proofed in accordance with the requirements of this article, the elevation (in relation to the datum specified on the effective FIRM) to which the structure has been flood-proofed.

- (e) The AO Zone on the FIRM accompanying the FIS shall be those areas of shallow flooding identified as AO on the FIRM. For these areas, the following provisions shall apply:
- (i) All new construction and substantial improvements of residential structures shall have the lowest floor, including basement, elevated to or above the flood depth specified on the FIRM, above the highest adjacent grade at least as high as the depth number specified in feet on the FIRM. If no flood depth number is specified, the lowest floor, including basement, shall be elevated no less than two feet above the highest adjacent grade.
 - (ii) All new construction and substantial improvements of non-residential structures shall:
 - (aa) Have the lowest floor, including basement, elevated to or above the flood depth specified on the FIRM, above the highest adjacent grade at least as high as the depth number specified in feet on the FIRM. If no flood depth number is specified, the lowest floor, including basement, shall be elevated at least two feet above the highest adjacent grade; or,
 - (bb) Together with attendant utility and sanitary facilities be completely flood-proofed to the specified flood level so that any space below that level is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy.
 - (iii) Adequate drainage paths around structures on slopes shall be provided to guide floodwaters around and away from proposed structures.
- (f) The Coastal A Zone is labelled as AE on the FIRM; it is those areas that are shoreward of the limit of moderate wave action (LiMWA) line. As defined by the VA USBC, these areas are subject to wave heights between 1.5 feet and 3 feet. For these areas, the following provisions shall apply:
- (i) Buildings and structures within this zone shall have the lowest floor elevated to or above the design flood elevation, and must comply with the provisions in sections 9-33(1)(c), 9-34(2) and 9-34(3).
- (g) The VE or V Zones on FIRMs accompanying the FIS shall be those areas that are known as Coastal High Hazard areas, extending from offshore to the inland limit of a primary frontal dune along an open coast or other areas subject to high velocity waves. For these areas, the following provisions shall apply:
- (i) All new construction and substantial improvements in Zones V and VE shall be elevated on pilings or columns so that:
 - (aa) The bottom of the lowest horizontal structural member of the lowest floor (excluding the pilings or columns) is elevated to or above the design flood elevation.
 - (bb)

The pile or column foundation and structure attached thereto is anchored to resist flotation, collapse, and lateral movement due to the effects of wind and water loads acting simultaneously on all building components. Wind and water loading values shall each have a one percent chance of being equaled or exceeded in any given year (one-percent annual chance).

- (ii) A registered professional engineer or architect shall develop or review the structural design, specifications and plans for the construction, and shall certify that the design and methods of construction to be used are in accordance with accepted standards of practice for meeting the provisions of Section 9-33(1)(g)(i).
- (iii) The floodplain administrator shall obtain an elevation certificate, which shall identify the bottom of the lowest horizontal structural member of the lowest floor (excluding pilings and columns) of all new and substantially improved structures in Zones V and VE.
- (iv) All new construction shall be located landward of the reach of mean high tide.
- (v) All new construction and substantial improvements shall have the space below the lowest floor either free of obstruction or constructed with non-supporting breakaway walls, open wood-lattice work, or insect screening intended to collapse under wind and water loads without causing collapse, displacement, or other structural damage to the elevated portion of the building or supporting foundation system. For the purpose of this section, a breakaway wall shall have a design safe loading resistance of not less than 10 and no more than 20 pounds per square foot. Use of breakaway walls which exceed a design safe loading resistance of 20 pounds per square foot (either by design or when so required by local codes) may be permitted only if a registered professional engineer or architect certifies that the designs proposed meet the following conditions:
 - (aa) Breakaway wall collapse shall result from water load less than that which would occur during the base flood; and
 - (bb) The elevated portion of the building and supporting foundation system shall not be subject to collapse, displacement, or other structural damage due to the effects of wind and water loads acting simultaneously on all building components (structural and nonstructural). Maximum wind and water loading values to be used in this determination shall each have a one percent chance of being equaled or exceeded in any give year.
- (vi) The enclosed space below the lowest floor shall be used solely for parking of vehicles, building access, or storage. Such space shall not be partitioned into multiple rooms, temperature-controlled, or used for human habitation. The enclosed space shall be no more than 299 square feet.
- (vii)

The use of fill for structural support of buildings is prohibited. When non-structural fill is proposed in a coastal high hazard area, appropriate engineering analyses shall be conducted to evaluate the impacts of the fill prior to issuance of a development permit.

- (viii) The man-made alteration of sand dunes, which would increase potential flood damage, is prohibited.
 - (ix) New, replacement, or substantially improved manufactured homes are prohibited within Zones V1—V30, V and VE on the city's Flood Insurance Rate Map.
 - (x) Recreational vehicles to be placed within Zones V1—V30, V, and VE on the city's Flood Insurance Rate Map on sites must meet the standards of section 9-34(3)(d) and sections 9-33(1)(g)(i) through 9-33(1)(g)(ix).
- (h) Other flood areas shall be those areas identified as X (Shaded) or X500 on the FIRM for which there is a one-fifth percent (0.2%) annual chance of flooding.
- (i) All new construction as of September 10, 2014 shall have the lowest floor, including basement, elevated or flood-proofed to one and one-half (1.5) feet above the highest grade immediately adjacent to the structure except as described below:
 - (aa) When fill is placed to raise a structure at least one and one-half (1.5) feet above the highest existing grade immediately adjacent to the structure, as shown on a development plan prepared and stamped by a certified land surveyor or professional engineer.
- (2) *Overlay Concept.* The floodplain districts described above shall be overlays to the existing underlying districts as shown on the official zoning ordinance map, and as such, the provisions for the floodplain districts shall serve as a supplement to the underlying district provisions. If there is any conflict between the provisions or requirements of the Floodplain Districts and those of any underlying district, the more restrictive provisions and/or those pertaining to the floodplain districts shall apply. In the event any provision concerning a floodplain district is declared inapplicable as a result of any legislative or administrative actions or judicial decision, the basic underlying provisions shall remain applicable.

(Ord. No. Z16-03, 4-13-2016)

Sec. 9-34. - District provisions.

- (1) *Permit and application requirements.*
 - (a) *Permit requirement.* All uses, activities, and development occurring within any special flood hazard area and other flood areas, including placement of manufactured homes, shall be undertaken only upon the issuance of a zoning permit, land disturbance permit, or building permit when such a permit is required. Such development shall be undertaken only in strict compliance with the provisions of this article, all other applicable codes and ordinances, as

amended, such as the Virginia Uniform Statewide Building Code (VA USBC). Prior to the issuance of any such permit, the floodplain administrator shall require all applications to include compliance with all applicable state and federal laws.

- (b) *Site plans and building permit applications.* All site plan and building permit applications within any special flood hazard area or other flood areas shall incorporate the following information:
 - (i) The elevation of the base flood at the site, or the elevation of the highest adjacent grade in other flood areas where no base flood elevation is provided.
 - (ii) The elevation of the lowest floor (including basement) or, in V zones, the lowest horizontal structural member.
 - (iii) For structures to be flood-proofed (non-residential only), the elevation to which the structure will be flood-proofed.
 - (iv) Topographic information showing existing and proposed ground elevations.
- (c) *Small projects considered compliant with flood zone requirements.*
 - (i) Individual permits shall not be required for activities, uses, and development (collectively "Small Projects") which have been reviewed, assessed, and documented by the City of Hampton and approved by FEMA in accordance with federal regulations as having low-to-no impact on the flood plain. A list of Small Projects meeting this criteria entitled, "City Review of Development in Flood Zones - Permit Requirements," is hereby adopted by reference as part of this article as if fully set forth herein, shall be kept on file in the office of the department of community development, and may be administratively amended as deemed necessary by the floodplain administrator in accordance with all federal requirements.
 - (ii) Notwithstanding the foregoing section 9-34(c)(i), Small Projects which constitute a substantial improvement as defined in this article shall require submission of a zoning permit or building permit, as applicable, prior to commencement of construction or land disturbance. The floodplain administrator may require submittal of all plans, documents, and information deemed necessary to determine whether the Small Project is a substantial improvement and otherwise complies with this article.
- (2) *General standards.* In all special flood hazard areas the following provisions shall apply:
 - (a) The freeboard shall be three (3) feet. The freeboard, in addition to the base flood elevation, shall constitute the design flood elevation.
 - (b) New construction and substantial improvements shall be built according to this ordinance and the VA USBC, and anchored to prevent flotation, collapse or lateral movement of the structure.
 - (c)

Manufactured homes shall be anchored to prevent flotation, collapse, or lateral movement. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors. This standard shall be in addition to and consistent with applicable state anchoring requirements for resisting wind forces.

- (d) New construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.
- (e) New construction or substantial improvements shall be constructed by methods and practices that minimize flood damage.
- (f) Electrical, heating, ventilation, plumbing, air conditioning equipment and other service facilities, including duct work, shall be:
 - (i) Elevated and installed at or above the design flood elevation; or
 - (ii) Designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.
- (g) New and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the system.
- (h) New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters.
- (i) On-site waste disposal systems shall be located and constructed to avoid impairment to them or contamination from them during flooding.
- (j) Any alteration, repair, reconstruction or improvements to a building that is in compliance with the provisions of this article shall meet the requirements of "new construction" as contained in this article.
- (k) Any alteration, repair, reconstruction or improvements to a building that is not in compliance with the provisions of this article, shall be undertaken only if said non-conformity is not furthered, extended, or replaced.
- (l) Prior to any proposed alteration or relocation of any channels or of any watercourse, stream, etc., within this jurisdiction a permit shall be obtained from the U. S. Corps of Engineers, the Virginia Department of Environmental Quality, and the Virginia Marine Resources Commission (a joint permit application is available from any of these organizations). Furthermore, in riverine areas, notification of the proposal shall be given by the applicant to all affected adjacent jurisdictions, the Department of Conservation and Recreation (Division of Dam Safety and Floodplain Management), other required agencies, and the Federal Emergency Management Agency.
- (m) The flood carrying capacity within an altered or relocated portion of any watercourse shall be

maintained.

(n) For residential construction, the lowest floor shall not be below grade on all sides.

(3) *Elevation and construction standards.* In all special flood hazard areas where base flood elevations have been provided in the FIS or generated by a certified professional in accordance with Section 9-33(1)(d), the following provisions shall apply:

(a) *Residential construction.*

(i) New construction or substantial improvement of any residential structure (including manufactured homes) in Zones A1-30, AE, AH and A with detailed base flood elevations shall have the lowest floor, including basement, elevated to or above the design flood elevation. See sections 9-33(1)(f) and 9-33(1)(g) for requirements in the Coastal A and VE zones.

(b) *Non-residential construction.*

(i) New construction or substantial improvement of any commercial, industrial, or non-residential building (or manufactured home) shall have the lowest floor, including basement, elevated to or above the design flood elevation. See sections 9-33(1)(f) and 9-33(1)(g) for requirements in the Coastal A and VE zones.

(ii) Non-residential buildings located in all A1-30, AE, and AH zones may be flood-proofed in lieu of being elevated provided that all areas of the building components below the design flood elevation are water tight with walls substantially impermeable to the passage of water, and use structural components having the capability of resisting hydrostatic and hydrodynamic loads and the effect of buoyancy. A registered professional engineer or architect shall certify that the standards of this subsection are satisfied. Such certification, including the specific elevation (in relation to the datum specified on the effective FIRM) to which such structures are floodproofed, shall be maintained by the Floodplain Administrator.

(c) *Space below the lowest floor.* In zones A, AE, AH, AO, and A1-A30, fully enclosed areas, of new construction or substantially improved structures, which are below the regulatory flood protection elevation shall:

(i) Not be designed or used for human habitation, but shall be used solely for parking of vehicles, building access, or limited storage of maintenance equipment used in connection with the premises. Access to the enclosed area shall be the minimum necessary to allow for parking of vehicles (garage door) or limited storage of maintenance equipment (standard exterior door), or entry to the living area (stairway or elevator).

(ii) Be constructed entirely of flood resistant materials below the design flood elevation;

(iii)

Include measures to automatically equalize hydrostatic flood forces on walls by allowing for the entry and exit of floodwaters. To meet this requirement, the openings must either be certified by a professional engineer or architect or meet the following minimum design criteria:

- (aa) Provide a minimum of two (2) openings on different sides of each enclosed area subject to flooding.
 - (bb) The total net area of all openings must be at least one (1) square inch for each square foot of enclosed area subject to flooding or the flood openings shall be engineered flood openings that are designed and certified by a licensed professional engineer to automatically allow entry and exit of floodwaters; the certification requirement may be satisfied by an individual certification or issuance of an evaluation report by the ICC Evaluation Service, Inc.
 - (cc) If a building has more than one (1) enclosed area, each area must have openings to allow floodwaters to automatically enter and exit.
 - (dd) The bottom of all required openings shall be no higher than one (1) foot above the adjacent grade.
 - (ee) Openings may be equipped with screens, louvers, or other opening coverings or devices, provided they permit the automatic flow of floodwaters in both directions.
 - (ff) Foundation enclosures made of flexible skirting are not considered enclosures for regulatory purposes, and, therefore, do not require openings. Masonry or wood underpinning, regardless of structural status, is considered an enclosure and requires openings as outlined above.
- (d) *Standards for manufactured homes and recreational vehicles.*
- (i) In zones A, AE, AH, and AO, all manufactured homes placed, or substantially improved, on individual lots or parcels, in expansions to existing manufactured home parks or subdivisions, in a new manufactured home park or subdivision, or in an existing manufactured home park or subdivision on which a manufactured home has incurred substantial damage as the result of a flood, must meet all the requirements for new construction, including the elevation and anchoring requirements in sections 9-34(2) and 9-34(3).
 - (ii) All manufactured homes placed or substantially improved in an existing manufactured home park or subdivision in which a manufactured home has not incurred substantial damage as the result of a flood shall be elevated so that:
 - (aa) The lowest floor of the manufactured home is elevated no lower than design flood elevation; and
 - (bb) The manufactured home must be securely anchored to the adequately anchored foundation system to resist flotation, collapse and lateral movement.

(iii) All recreational vehicles placed on sites must either:

- (aa) Be on the site for fewer than 180 consecutive days, be fully licensed and ready for highway use (a recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices and has no permanently attached additions); or
- (bb) Meet all the requirements for manufactured homes in Section 9-34(3)(d)(i).

(4) *Standards for subdivision proposals.*

- (a) All subdivision proposals shall be consistent with the need to minimize flood damage;
- (b) All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical and water systems located and constructed to minimize flood damage;
- (c) All subdivision proposals shall have adequate drainage provided to reduce exposure to flood hazards, and
- (d) Base flood elevation data shall be obtained from other sources or developed using detailed methodologies, hydraulic and hydrologic analysis, comparable to those contained in a flood insurance study for subdivision proposals and other proposed development proposals (including manufactured home parks and subdivisions) that exceed five lots or five acres, whichever is the lesser.

(Ord. No. Z16-03, 4-13-2016; Ord. No. Z18-9, 7-11-2018)

Sec. 9-35. - Existing structures in floodplain areas.

- (1) Any structure or use of a structure or premises must be brought into conformity with these provisions when it is changed, repaired, or improved unless one of the following exceptions is established before the change is made:
 - (a) The floodplain administrator has determined that:
 - (i) Change is not a substantial repair or substantial improvement;
 - (ii) No new square footage is being built in the floodplain that is not compliant;
 - (iii) No new square footage is being built in the floodway; and
 - (iv) The change complies with this ordinance.
 - (b) The changes are required to comply with a citation for a health or safety violation.
 - (c) The structure is a historic structure and the change required would impair the historic nature of the structure.

(Ord. No. Z16-03, 4-13-2016)

Sec. 9-36. - Variances—Factors to be considered.

- (1) *Additional factors to be considered.* In considering applications for variances to this article, the board of zoning appeals shall satisfy all relevant factors and procedures specified in chapter 13 of the zoning ordinance and consider the following additional factors:
 - (a) The showing of good and sufficient cause.
 - (b) A determination that failure to grant the variance would result in exceptional hardship to the applicant.
 - (c) The danger to life and property due to increased flood heights or velocities caused by encroachments.
 - (d) The danger that materials may be swept on to other lands or downstream to the injury of others.
 - (e) The proposed water supply and sanitation systems and the ability of these systems to prevent disease, contamination, and unsanitary conditions.
 - (f) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owners.
 - (g) The importance of the services provided by the proposed facility to the community.
 - (h) The requirements of the facility for a waterfront location.
 - (i) The availability of alternative locations not subject to flooding for the proposed use.
 - (j) The compatibility of the proposed use with existing development and development anticipated in the foreseeable future.
 - (k) The relationship of the proposed use to the comprehensive plan and floodplain management program for the area.
 - (l) The safety of access by ordinary and emergency vehicles to the property in time of flood.
 - (m) The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters expected at the site.
 - (n) The repair or rehabilitation of historic structures upon a determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and the variance is the minimum necessary to preserve the historic character and design of the structure.
 - (o) Such other factors which are relevant to the purposes of this article.
- (2) *Technical assistance.* The board of zoning appeals may refer any application and accompanying documentation pertaining to any request for a variance to any engineer or other qualified person or agency for technical assistance in evaluating the proposed project in relation to flood heights and velocities, and the adequacy of the plans for flood protection and other related matters.
- (3) *Additional criteria to be applied.*

- (a) Variances shall be issued only after the board of zoning appeals has determined that the granting of such variance will not result in (1) unacceptable or prohibited increases in flood heights, (2) additional threats to public safety, (3) extraordinary public expense; and will not (4) create nuisances, (5) cause fraud or victimization of the public, or (6) conflict with local laws or ordinances.
- (b) Variances shall be issued only after the board of zoning appeals has determined that the variance will be the minimum required to provide relief from exceptional hardship to the applicant. The variance shall minimize changes to the requirements of this article, and maximize flood protection of the structure. No variance shall be granted by the board of zoning appeals for any proposed use, development, or activity within any floodway district that will cause any increase in the one hundred (100) year flood elevation.
- (c) Prior to the consideration of an application for a variance to the provisions of this article, the board of zoning appeals shall notify the applicant for a variance, in writing, that the grant of a variance to construct a structure below the one hundred (100) year flood elevation (a) increases the risks to life and property and (b) will result in increased premium rates for flood insurance.
- (d) A record shall be maintained of the above notification as well as all variance actions, including justification for the issuance of the variances. Any variances that are issued shall be noted in the annual or biennial report submitted to the federal insurance administrator.

(Ord. No. Z16-03, 4-13-2016)

Sec. 9-37. - Definitions.

To the extent that the following definitions conflict with chapter 2 of the zoning ordinance, they will prevail.

Base flood. The flood having a one percent chance of being equaled or exceeded in any given year.

Base flood elevation. The water surface elevations of the base flood, that is, the flood level that has a one percent or greater chance of occurrence in any given year. The water surface elevation of the base flood in relation to the datum specified on the community's flood insurance rate map. For the purposes of this section, the base flood is the 1% annual chance flood.

Basement. Any area of the building having its floor sub-grade (below ground level) on all sides.

Board of zoning appeals. The board appointed to review appeals made by individuals with regard to decisions of the zoning administrator in the interpretation of this chapter.

Breakaway wall. A wall that is not part of the structural support of the building and is intended through its design and construction to collapse under specific lateral loading forces, without causing damage to the elevated portion of the building or supporting foundation system.

Coastal A Zone. Flood hazard areas that have been delineated as subject to wave heights between 1.5 feet and 3 feet.

Coastal high hazard area. A special flood hazard area extending from offshore to the inland limit of a primary frontal dune along an open coast and any other area subject to high velocity wave action from storms or seismic sources.

Design Flood Elevation. The base flood elevation plus the freeboard required by this chapter.

Development. Any man-made change to improved or unimproved real estate, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials.

Elevated building. A non-basement building built to have the lowest floor elevated above the ground level by means of solid foundation perimeter walls, pilings, or columns (posts and piers).

Encroachment. The advance or infringement of uses, plant growth, fill, excavation, buildings, permanent structures or development into a floodplain, which may impede or alter the flow capacity of a floodplain.

Existing manufactured home park or subdivision. A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by a community.

Expansion of an existing manufactured home park or subdivision. The preparation of additional sites by the construction of facilities for servicing the lots on which the manufacturing homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

Existing construction. For the purposes of the insurance program, structures for which the "start of construction" commenced on or before December 31, 1974. "Existing construction" may also be referred to as "existing structures" and "pre-FIRM."

Flood or flooding.

1. A general or temporary condition of partial or complete inundation of normally dry land areas from
 - (a) The overflow of inland or tidal waters; or
 - (b) The unusual and rapid accumulation or runoff of surface waters from any source.
 - (c) Mudflows which are proximately caused by flooding as defined in paragraph (1)(b) of this definition and are akin to a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water and deposited along the path of

the current.

2. The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels or suddenly caused by an unusually high water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature such as flash flood or an abnormal tidal surge, or by some similarly unusual and unforeseeable event which results in flooding as defined in paragraph 1 (a) of this definition.

Flood Insurance Rate Map (FIRM). An official map of a community, on which the Federal Emergency Management Agency has delineated both the special hazard areas and the risk premium zones applicable to the community. A FIRM that has been made available digitally is called a Digital Flood Insurance Rate Map (DFIRM).

Flood Insurance Study (FIS). A report by FEMA that examines, evaluates and determines flood hazards and, if appropriate, corresponding water surface elevations, or an examination, evaluation and determination of mudflow and/or flood-related erosion hazards.

Floodplain or flood-prone area. Any land area susceptible to being inundated by water from any source.

Flood proofing. Any combination of structural and non-structural additions, changes, or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

Floodway. The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot at any point within the community.

Freeboard. A factor of safety usually expressed in feet above a flood level for purposes of floodplain management. "Freeboard" tends to compensate for the many unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as wave action, bridge openings, and the hydrological effect of urbanization in the watershed.

Functionally dependent use. A use which cannot perform its intended purpose unless it is located or carried out in close proximity to water. This term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and shipbuilding and ship repair facilities, but does not include long-term storage or related manufacturing facilities.

Highest adjacent grade. The highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

Historic structure. Any structure that is:

- 1.

Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the secretary of the Interior as meeting the requirements for individual listing on the National Register;

2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the secretary to qualify as a registered historic district;
3. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or
4. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:
 - (a) By an approved state program as determined by the Secretary of the Interior; or
 - (b) Directly by the Secretary of the Interior in states without approved programs.

Hydrologic and hydraulic engineering analysis. Analyses performed by a licensed professional engineer, in accordance with standard engineering practices that are accepted by the Virginia Department of Conservation and Recreation and FEMA, used to determine the base flood, other frequency floods, flood elevations, floodway information and boundaries, and flood profiles.

Letters of Map Change (LOMC). A Letter of Map Change is an official FEMA determination, by letter, that amends or revises an effective Flood Insurance Rate Map or Flood Insurance Study. Letters of Map Change include:

1. Letter of Map Amendment (LOMA): An amendment based on technical data showing that a property was incorrectly included in a designated special flood hazard area. A LOMA amends the current effective Flood Insurance Rate Map and establishes that a land as defined by meets and bounds or structure is not located in a special flood hazard area.
2. Letter of Map Revision (LOMR): A revision based on technical data that may show changes to flood zones, flood elevations, floodplain and floodway delineations, and planimetric features. A Letter of Map Revision Based on Fill (LOMR-F), is a determination that a structure or parcel of land has been elevated by fill above the base flood elevation and is, therefore, no longer exposed to flooding associated with the base flood. In order to qualify for this determination, the fill must have been permitted and placed in accordance with the community's floodplain management regulations.
3. Conditional Letter of Map Revision (CLOMR): A formal review and comment as to whether a proposed flood protection project or other project complies with the minimum NFIP requirements for such projects with respect to delineation of special flood hazard areas. A CLOMR does not revise the effective Flood Insurance Rate Map or Flood Insurance Study.

Lowest adjacent grade. The lowest natural elevation of the ground surface next to the walls of a structure.

Lowest floor. The lowest floor of the lowest enclosed area (including basement). An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access or storage in an area other than a basement area is not considered a building's lowest floor; provided, that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of Federal Code 44CFR §60.3.

Manufactured home. A structure, transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when connected to the required utilities. For floodplain management purposes the term "manufactured home" also includes park trailers, travel trailers, and other similar vehicles placed on a site for greater than 180 consecutive days.

Manufactured home park or subdivision. A parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

Mean sea level. An elevation point that represents the average height of the ocean's surface (such as the halfway point between the mean high tide and the mean low tide) which is used as a standard in reckoning land elevation.

New construction. For the purposes of determining insurance rates, structures for which the "start of construction" commenced on or after January 1, 1975, and includes any subsequent improvements to such structures. For floodplain management purposes, new construction means structures for which the start of construction commenced on or after the effective date of a floodplain management regulation adopted by a community and includes any subsequent improvements to such structures. Such structure is also referred to as "post-FIRM."

New manufactured home park or subdivision. A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of floodplain management regulations adopted by the city.

Other flood areas. Those areas identified as X (Shaded) or X500 on the FIRM for which there is a one-fifth percent (0.2%) annual chance of flooding.

Post-FIRM structures. A structure for which construction or substantial improvement occurred on or after January 1, 1975.

Pre-FIRM structures. A structure for which construction or substantial improvement occurred on or before December 31, 1974.

Primary frontal dune. A continuous or nearly continuous mound or ridge of sand with relatively steep seaward and landward slopes immediately landward and adjacent to the beach and subject to erosion and overtopping from high tides and waves during major coastal storms.

Recreational vehicle. A vehicle which is:

1. Built on a single chassis;
2. 400 square feet or less when measured at the largest horizontal projection;
3. Designed to be self-propelled or permanently towable by a light duty truck; and
4. Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational camping, travel, or seasonal use.

Regulatory flood protection elevation. An elevation equivalent to the design flood elevation.

Repetitive loss structure. A building covered by a contract for flood insurance that has incurred flood-related damages on two occasions in a 10-year period, in which the cost of the repair, on the average, equaled or exceeded 25 percent of the market value of the structure at the time of each such flood event; and at the time of the second incidence of flood-related damage, the contract for flood insurance contains increased cost of compliance coverage.

Severe repetitive loss structure. A structure that: (a) Is covered under a contract for flood insurance made available under the NFIP; and (b) Has incurred flood related damage (i) For which 4 or more separate claims payments have been made under flood insurance coverage with the amount of each such claim exceeding \$5,000, and with the cumulative amount of such claims payments exceeding \$20,000; or (ii) For which at least 2 separate claims payments have been made under such coverage, with the cumulative amount of such claims exceeding the market value of the insured structure.

Shallow flooding area. A special flood hazard area with base flood depths from one to three feet where a clearly defined channel does not exist, where the path of flooding is unpredictable and indeterminate, and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

Special flood hazard area. The land in the floodplain subject to a one percent or greater chance of being flooded in any given year as determined in section 9-33(1) of this article.

Start of construction. For other than new construction and substantial improvement, under the Coastal Barriers Resource Act (P.L. - 97-348), means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition, placement, substantial improvement or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or

walkways; nor does it include excavation for a basement, footings, piers, or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of the construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

Structure. For floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home.

Substantial damage. Damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the city's assessed value or the market value of the structure before the damage occurred as established by an independent, unbiased, third party appraiser licensed in the Commonwealth of Virginia.

Substantial improvement. Any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the city's assessed value or the market value of the structure before the start of construction of the improvement as established by an independent, unbiased, third party appraiser licensed in the Commonwealth of Virginia. This term includes structures which have incurred or substantial damage regardless of the actual repair work performed. The term does not, however, include either:

1. Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions,
2. Any alteration of a historic structure, provided that the alteration will not preclude the structure's continued designation as a historic structure, or
3. Historic structures undergoing repair or rehabilitation that would constitute a substantial improvement as defined above, must comply with all ordinance requirements that do not preclude the structure's continued designation as a historic structure. Documentation that a specific ordinance requirement will cause removal of the structure from the National Register of Historic Places or the state inventory of historic places must be obtained from the Secretary of the Interior or the state historic preservation officer. Any exemption from ordinance requirements will be the minimum necessary to preserve the historic character and design of the structure.

Violation. The failure of a structure or other development to be fully compliant with the community's floodplain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence of compliance required in this ordinance is presumed to be in violation until such time as that documentation is provided.

Watercourse. A lake, river, creek, stream, wash, channel or other topographic feature on or over which waters flow at least periodically. Watercourse includes specifically designated areas in which substantial flood damage may occur.

(Ord. No. Z16-03, 4-13-2016; Ord. No. Z18-9, 7-11-2018)

Secs. 9-38—9-40. - Reserved.

2017







Hampton Roads Hazard Mitigation Plan

City of Hampton
City of Newport News
City of Poquoson
City of Williamsburg
James City County
York County
City of Norfolk
City of Portsmouth
City of Suffolk
City of Virginia Beach
City of Chesapeake
Isle of Wight County
Town of Smithfield
Town of Windsor
City of Franklin
Southampton County
Town of Boykins
Town of Branchville
Town of Capron
Town of Courtland
Town of Ivor
Town of Newsoms



REPORT DOCUMENTATION

TITLE	REPORT DATE
Hampton Roads Hazard Mitigation Plan	January 10, 2017
ABSTRACT	
<p>The <i>Hampton Roads Hazard Mitigation Plan</i> is being updated for 2017. The region is vulnerable to a wide range of hazards that threaten the safety of residents and have the potential to damage or destroy both public and private property and disrupt the local economy and overall quality of life. While the threat from hazards may never be fully eliminated, the <i>Hampton Roads Hazard Mitigation Plan</i> recommends specific actions designed to protect residents, business owners and the built environment.</p>	
GRANT/SPONSORING AGENCY	ACKNOWLEDGEMENTS
<p>This report was funded by the Federal Emergency Management Agency through the Virginia Department of Emergency Management, via grant Agreement number HMGP-4072-001 for \$266,852.</p> <div style="text-align: center;">    </div>	<p>The HMPC would like to acknowledge the contributions of Salter's Creek Consulting, Inc., Hampton, Virginia, throughout the planning process, as well as the contributions of the members of Steering Committee and the extended planning committee that made the planning process work.</p> <div style="text-align: center;">  </div>

INTRODUCTION

2017 UPDATE

As part of the 2017 update process, six hazard mitigation plans have been combined into this single plan. The six separate plans and their year of adoption include:

Southside Hampton Roads Hazard Mitigation Plan (2011)
City of Franklin All-Hazards Mitigation Plan (2011)
Southampton County All-Hazards Mitigation Plan (2011)
Peninsula Hazard Mitigation Plan (2011)
City of Chesapeake, Virginia Hazard Mitigation Plan (2014)
City of Poquoson, Virginia Hazard Mitigation Plan (2015)

Accordingly, each section of this plan has been broadly updated as part of the 2017 update process. At the beginning of each section, there is a synopsis of the changes made to that section as part of the update, although the process of combining the six plans accounts for many of the changes that cannot be individually enumerated.

Section 1 was updated to modify the scope to include all 22 communities participating in this planning process.

BACKGROUND

The Hampton Roads region of southeastern Virginia is vulnerable to a wide range of natural hazards that threaten the safety of residents, and have the potential to damage or destroy both public and private property and disrupt the local economy and overall quality of life.

While the threat from hazards may never be fully eliminated, much can be done to lessen their potential impact. The concept and practice of reducing risks associated with known hazards is referred to as *hazard mitigation*. As discussed in the National Mitigation Framework, mitigation includes the capabilities necessary to reduce loss of life and property by lessening the impact of disasters.

Hazard mitigation techniques include both structural measures, such as strengthening or protecting buildings and infrastructure, and non-structural measures, such as the adoption of sound land use or floodplain management policies and the creation of public awareness programs. Effective mitigation measures are often implemented at the county or municipal level, where decisions that regulate and control development are made. A comprehensive mitigation approach addresses hazard vulnerabilities that exist today and in the foreseeable future. Therefore, projected patterns of future development must be evaluated and considered in terms of how that growth will increase or decrease a community's hazard vulnerability over time.

As a community formulates a comprehensive approach to reduce the impacts of hazards, a key means to accomplish this task is through the development, adoption, and regular update of a local hazard mitigation plan. A hazard mitigation plan establishes the community vision, guiding principles, and the specific actions designed to reduce current and future hazard vulnerabilities.



FEMA Definition of Hazard Mitigation

"Any sustained action taken to reduce or eliminate the long-term risk to human life and property from hazards."

The Hampton Roads Hazard Mitigation Plan (hereinafter referred to as “Hazard Mitigation Plan”, “Plan”, or “HMP”) is a logical part of incorporating hazard mitigation principles and practices into routine government activities and functions. The Plan recommends specific actions designed to protect residents, business owners, and the developed environment from those hazards that pose the greatest risk. Mitigation actions should go beyond recommending structural solutions to reduce existing vulnerability, such as elevation of structures, retrofitting, and acquisition projects. Local policies that guide community growth and development, incentives tied to natural resource protection, and public awareness and outreach activities should be considered to reduce the region’s future vulnerability to identified hazards.

In keeping with federal requirements and to present a review of Hampton Road’s risk and vulnerability, state and regional capabilities, and current local capabilities, the Hampton Roads Planning District Commission (HRPDC) prepared this updated Hazard Mitigation Plan in 2015 and 2016. The planning committee worked throughout the two-year planning period to update mitigation goals, objectives, and recommended actions, as outlined in detail in Section 2. As part of the ongoing mitigation planning process, this Plan is the result of the 2015/2016 mitigation evaluation.

DISASTER MITIGATION ACT OF 2000

In an effort to reduce the Nation’s mounting natural disaster losses, Congress passed the Disaster Mitigation Act of 2000 (DMA 2000). Section 322 of DMA 2000 requires that state and local governments develop a hazard mitigation plan in order to remain eligible for pre- and post-disaster mitigation funding. These funds include the Hazard Mitigation Grant Program (HMGP), Hazard Mitigation Assistance (HMA) and the Pre-Disaster Mitigation (PDM) program, which are administered by the Federal Emergency Management Agency (FEMA). Communities with an adopted and federally approved hazard mitigation plan are eligible for available mitigation funds before and after the next disaster strikes.

This Plan was prepared and updated in coordination with FEMA and the Virginia Department of Emergency Management (VDEM) to make certain it meets all applicable state and federal mitigation planning requirements. In addition, guidance from the March 2013 FEMA manual, *Local Mitigation Planning Handbook* was used by the committee and professional consultants to guide the plan update process. The *Local Mitigation Plan Review Tool*, found in Appendix A, provides a summary of FEMA’s current minimum standards of acceptability, and notes the location within the Plan where each planning requirement is met.

NATIONAL MITIGATION FRAMEWORK

The National Mitigation Framework establishes a common platform and forum for coordinating and addressing how the Nation manages risk through mitigation capabilities. Mitigation reduces the impact of disasters by supporting protection and prevention activities, easing response, and speeding recovery to create better prepared and more resilient communities. This Framework describes mitigation roles across a whole community. The Framework addresses how the Nation will develop, employ, and coordinate core mitigation capabilities to reduce loss of life and property by lessening the impact of disasters. Building on a wealth of objective and evidence-based knowledge and community experience, the Framework seeks to increase risk awareness and leverage mitigation products, services, and assets across a whole community or, in this case, across a region.

National Mitigation Framework, May 2013 was published by the Department of Homeland Security to further discuss seven core capabilities required for entities involved in mitigation: threat and hazard identification, risk and disaster resilience assessment, planning, community resilience, public information and warning, long-term vulnerability reduction, and operational coordination. The document focuses on the need for the whole community (or region) to be engaged in examining and implementing the doctrine contained in the Framework and to create a culture that embeds risk management and mitigation in all planning, decision making and development.

The operational work plan for this Hazard Mitigation Plan Update considered the objectives of the National Mitigation Framework in many aspects of its implementation: building the committee and choosing committee leaders; providing risk and vulnerability data early in the planning process; requesting capability update information from communities to foster understanding of capability gaps early in the planning process; and creating regional mitigation actions that help create a culture of mitigation at the regional level that brings together a larger group of stakeholders.

PURPOSE

The general purposes of this Hazard Mitigation Plan are to:

- protect life and property by reducing the potential for future damages and economic losses that result from natural hazards;
- qualify for additional grant funding, in both the pre-disaster and post-disaster environment;
- speed recovery and redevelopment following future disasters;
- integrate existing flood mitigation documents;
- demonstrate a firm local commitment to hazard mitigation principles; and
- comply with state and federal legislative requirements tied to local hazard mitigation planning.

SCOPE

This Hazard Mitigation Plan shall be updated and maintained to continually address those natural hazards determined to be of high and moderate risk as defined by the results of the risk assessment (see “Conclusions on Hazard Risk” in Section 5: *Vulnerability Assessment*). This enables Hampton Road’s planning committees to prioritize mitigation actions based on those hazards which present the greatest risk to lives and property.

The planning area includes the following communities in Hampton Roads, which were further broken down into 3 categories based on geography:

The Peninsula:

City of Hampton
City of Newport News
City of Poquoson
City of Williamsburg
James City County
York County

The Southside:

City of Norfolk
City of Portsmouth
City of Suffolk
City of Virginia Beach
City of Chesapeake

Western Tidewater:

Isle of Wight County
Town of Smithfield
Town of Windsor
City of Franklin
Southampton County

Town of Boykins
Town of Branchville
Town of Capron
Town of Courtland
Town of Ivor
Town of Newsoms

AUTHORITY

This updated Hazard Mitigation Plan was adopted by each of the participating communities in early 2017. A copy of each resolution adopting the Plan is included in Appendix B.

This Plan was developed and updated in accordance with current state and federal rules and regulations governing local hazard mitigation plans. The Plan shall be monitored and updated on a routine basis to maintain compliance with the following legislation:

- Section 322, Mitigation Planning, of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as enacted by Section 104 of the Disaster Mitigation Act of 2000 (P.L. 106-390); and
- Title 44 Code of Federal Regulations, Part 201, used as the basis for the October 1, 2011 update to FEMA's *Local Mitigation Plan Review Guide*.

PLANNING PROCESS

2017 UPDATE

Summaries of each meeting and the procedures followed during the update process were created for each subsection. Summaries of previous planning processes were removed for brevity and because they are available in other plans.

OVERVIEW OF MITIGATION PLANNING

Local hazard mitigation planning involves the process of organizing community resources, identifying and assessing hazard risks, and determining how to minimize or manage those risks. This process results in a hazard mitigation plan that identifies specific actions designed to meet the goals established by those that participate in the planning process. To ensure the functionality of each mitigation action, responsibility is assigned to a specific individual, department or agency along with a schedule for its implementation. Plan maintenance procedures are established to help ensure that the plan is implemented, as well as evaluated and enhanced as necessary. Developing clear plan maintenance procedures helps ensure that the Hazard Mitigation Plan remains a current, dynamic, and effective planning document over time.

Participating in a hazard mitigation planning process can help local officials and citizens achieve the following results:

- save lives and property;
- save money;
- speed recovery following disasters;
- reduce future vulnerability through wise development and post-disaster recovery and reconstruction;
- enhance coordination within and across neighboring jurisdictions;
- expedite the receipt of pre-disaster and post-disaster grant funding; and
- demonstrate a firm commitment to improving community health and safety.

Mitigation planning is an important tool to produce long-term recurring benefits by breaking the repetitive cycle of disaster loss. A core assumption of hazard mitigation is that pre-disaster investments will significantly reduce the demand for post-disaster assistance by lessening the need for emergency response, repair, recovery, and reconstruction. Furthermore, mitigation practices will enable local residents, businesses, and industries to re-establish themselves in the wake of a disaster, getting the community economy back on track sooner and with less interruption.

The benefits of mitigation planning go beyond reducing hazard vulnerability. Measures such as the acquisition or regulation of land in known hazard areas can help achieve multiple community goals, such as preserving open space, improving water quality, maintaining environmental health, and enhancing recreational opportunities. It is the intent of this document to help identify overlapping community objectives and facilitate the sharing of resources to achieve multiple aims, and to include information wherever possible to demonstrate when the plan is or has been implemented through other planning mechanisms.

PREPARING THE PLAN

44 CFR Requirement

44 CFR Part 201.6(c)(1): The plan shall include documentation of the planning process used to develop the plan, including how it was prepared, who was involved in the process and how the public was involved.

The HRPDC used FEMA guidance (FEMA Publication Series 386) to develop and update this Hazard Mitigation Plan. A *Local Mitigation Plan Review Tool*, found in Appendix A, provides a detailed summary of FEMA’s current minimum standards of acceptability for compliance with DMA 2000 and notes the location where each requirement is met within the Plan. These standards are based upon FEMA’s Interim Final Rule as published in the Federal Register on February 26, 2002, and October 31, 2007, in Part 201 of the Code of Federal Regulations (CFR).

The planning process included eight major steps that were completed during 2015 through 2017; they are shown in green and yellow in **Figure 2.1**. Each of the planning steps illustrated in Figure 2.1 resulted in work products and outcomes that collectively make up the Hazard Mitigation Plan.

Table 2.1 provides a summary of the National Flood Insurance Program’s Community Rating System (CRS) User’s Manual 10-step guidance for plan preparation and how that guidance fits within the 10-step, 4-phase process advocated by FEMA. This plan strives to accomplish the steps in each of these processes.

TABLE 2.1: FEMA GUIDANCE AND CRS HAZARD MITIGATION PLANNING GUIDANCE	
FEMA Guidance	CRS Guidance
Phase I: Organize Resources Step 1. Get Organized Step 2. Plan for Public Involvement Step 3. Coordinate with Other Departments & Agencies	Step 1. Organize Step 2. Involve the Public Step 3. Coordinate
Phase II: Assess Risk Step 4. Identify the Hazards Step 5. Assess the Risks	Step 4. Assess the hazard Step 5. Assess the Problem
Phase III: Develop Mitigation Plan Step 6: Review Mitigation Alternatives Step 7: Draft an Action Plan Step 8: Set Planning Goals	Step 6. Set Goals Step 7. Review Possible Activities Step 8. Draft an Action Plan
Phase IV: Adopt & Implement Step 9: Adopt the Plan Step 10: Implement the Plan	Step 9. Adopt the Plan Step 10. Implement, Evaluate, Revise

FIGURE 2.1: HAMPTON ROADS HAZARD MITIGATION PLANNING PROCESS



THE PLANNING COMMITTEE

A community-based planning team made up of local government officials and key stakeholders has continually helped guide the development of this Plan. The committee organized local meetings and planning workshops to discuss and complete tasks associated with preparing the Plan, including reviewing plan drafts and providing timely comments. Additional participation and input from residents and other identified stakeholders was sought through public meetings that described the planning process, the findings of the risk assessment, and the proposed mitigation actions. The committee convened in 2015.

HAMPTON ROADS MITIGATION PLANNING COMMITTEE

Due to the large geographic area covered and the number of communities participating, the project leaders felt that a Steering Committee was necessary to help more efficiently guide the planning process

and facilitate the numerous Working Group members. Thus, the representatives for the communities and stakeholders were divided into a primary Steering Committee and a Working Group. The division was based on discussions with potential committee members from each community and stakeholders and a determination as to which members were most willing to commit themselves to the entire process, to do the majority of the work, to debate goals and objectives and discuss alternatives, and to report back to their constituencies and Working Group members. The participants listed in **Table 2.2** are the Steering Committee members for the 2017 Hampton Roads Hazard Mitigation Plan Update. Specifically, the tasks assigned to the Steering Committee members included:

- participate in mitigation planning meetings and workshops;
- provide best available data as required for the risk assessment portion of the Plan;
- provide copies of any mitigation or hazard-related documents for review and incorporation into the Plan;
- support the development of the Mitigation Strategy, including the design and adoption of community goals and objectives;
- help design and propose appropriate mitigation actions for incorporation into the Mitigation Action Plan;
- review and provide timely comments on all study findings and draft components of the plan; and
- support the adoption of the Hazard Mitigation Plan by community leaders.

In many cases, the Working Groups for individual communities also met outside of the more official planning process in informal meetings facilitated by Steering Committee members. Additional participation and input from other identified community staff and stakeholders was sought by the Steering Committee during the planning process primarily through e-mails and phone calls. Stakeholder involvement is discussed in more detail later in this section.

TABLE 2.2: HAZARD MITIGATION PLANNING STEERING COMMITTEE MEMBERS		
NAME	COMMUNITY	DEPARTMENT and/or EXPERTISE
Gayle Hicks	City of Hampton	Public Works/ Structural Flood Control Projects
Hui-Shan Walker	City of Hampton	Emergency Management, Public Information
George Glazner	City of Newport News	Emergency Management/Public Information
Louis Bott	City of Newport News	Environmental Services/Property Protection
Michael Bryant	City of Poquoson	Emergency Management, Public Information
Ken Somerset	City of Poquoson	Preventive Measures, Property Protection
Kate Hale	James City County	Emergency Management, Public Information
Darryl Cook	James City County	Capital Projects Engineer/Structural Flood Control Projects
Stephen Kopczynski	York County	Fire Department/Emergency Management, Public Information
Kent Henkel	York County	Property Protection, Natural Resource Protection
Robert Tajan	City of Norfolk	Planning/Preventive Measures, Property Protection
Steven Pyle	City of Norfolk	Emergency Management, Public Information
Meg Pittenger	City of Portsmouth	Environmental Manager/Natural Resource Protection
B.K. Russell	City of Portsmouth	Emergency Management, Public Information
Whitney McNamara	City of Virginia Beach	Planning Department
Erin Sutton	City of Virginia Beach	Emergency Management, Public Information

TABLE 2.2: HAZARD MITIGATION PLANNING STEERING COMMITTEE MEMBERS

NAME	COMMUNITY	DEPARTMENT and/or EXPERTISE
Martha Burns	City of Chesapeake	Emergency Management, Public Information
Rob Braidwood	City of Chesapeake	Emergency Management, Public Information
Andrea Clontz	Isle of Wight County	Emergency Management, Public Information
Kim Hummel	Isle of Wight County	GIS/Property Protection
Stuart Speitz	Stakeholder: Chesapeake NEMAC, Citizen member	Public Information, Property Protection
Charles Kline	Stakeholder: Va Department of Conservation & Recreation	Preventive Measures, Property Protection
Charley Banks	Stakeholder: Va Department of Conservation & Recreation	Preventive Measures, Property Protection
Bill Sammler	Stakeholder: NOAA National Weather Service	Public Information
Shep Moon	Stakeholder: Va Department of Environmental Quality, Coastal Zone Management Program	Natural Resource Protection
John Sadler	Stakeholder: Hampton Roads Planning District Commission	Emergency Management, Public Information
Ben McFarlane	Stakeholder: Hampton Roads Planning District Commission	Natural Resource Protection, Property Protection
Josh Gillespie	Stakeholder: Fort Monroe Authority	Property Protection
Michelle Hamor	Stakeholder: U.S. Army Corps of Engineers	Structural Flood Control Projects
Skip Stiles	Stakeholder: Wetlands Watch	Natural Resource Protection
Mary-Carson Stiff	Stakeholder: Wetlands Watch	Natural Resource Protection
Amy Howard	Stakeholder: Va Department of Emergency Management	Emergency Services
Matt Wall	Stakeholder: Va Department of Emergency Management	Emergency Services
Matt McCullough	Stakeholder: FEMA, Region III	Emergency Services
Cynthia Darden	Stakeholder: American Red Cross	Emergency Services
Christine Tombleson	Stakeholder: Virginia Institute of Marine Science	Natural Resource Protection, Public Information
Kenton Towner	Stakeholder: College of William & Mary	Emergency Management, Public Information
Karen Stone	Colonial Williamsburg	Public Information
Leigh Chapman	Stakeholder: Salter's Creek Consulting, Inc.	Preventive Measures, Property Protection
Chris Harvey	Stakeholder: MITRE	Emergency Services
Emily Frye	Stakeholder: MITRE	Emergency Services
Patrick Lewis	Stakeholder: Chesapeake Regional Medical Center	Public Information

2015/2016 COMMUNITY MEETINGS AND WORKSHOPS

Below is a summary of the key meetings and community workshops during the 2015/2016 update process. Routine discussions and additional meetings were held by local officials to accomplish planning tasks specific to their department or agency. A consultant (Salter's Creek Consulting, Inc., of Hampton, Virginia) was hired with grant funds to update the hazard identification and vulnerability analysis, to guide the committee through the planning process based on the revised information and to assist each community with adoption of the final plan. All meeting summary information is included in Appendix C, which includes committee and public meeting minutes, attendance sheets, and correspondence with committee members and stakeholders.

FEBRUARY 2, 2015: PROJECT KICKOFF MEETING

Participants in the Kickoff Meeting discussed the overall approach to updating the Hazard Mitigation Plan, including strategies for outreach and public participation, as well as the steps necessary to meet the requirements of the DMA 2000, and the CRS of the National Flood Insurance Program (NFIP). The consultant initiated data collection efforts at the meeting and reviewed the existing list of hazards with the representatives present.

The group discussed project schedule, CRS requirements and discussed potential stakeholders and how they would be asked to participate, including tasks such as: reviewing drafts, participating on the committee, and/or attending public meetings. Due the large land area encompassed by the Plan, the group and the consultant decided that each of the main three meetings would be held in three different locations, providing opportunity for each community to travel to the location closest or most convenient to their location and schedule.

OCTOBER 21, 22 AND 23, 2015: FIRST PLANNING COMMITTEE MEETINGS

The consultant provided an overview of the proposed update approach to committee members. The Committee reviewed the Hazard Identification and Vulnerability Assessment information updated by the consultant prior to this meeting. Committee members discussed the hazards of most critical concern to the region, and concurred to adjust the names of several hazards, removed several hazards and added hazards.

The committee members present voted on their mitigation priorities and ranked hazards using the methodology described in Section 5. The committee considered a list of hazards that included flood, sea level rise, tropical storm, severe thunderstorm, tsunami, urban fire, winter storm/nor'easter, drought, dam failure, tornado, extreme heat, earthquake, wildfire, erosion, sinkhole, mosquito diseases, hazardous materials incidents, terrorism, biological threats, radiological threats, and pandemic flu.



Members of the Hazard Mitigation Committee discuss the Hazard Identification and Risk Analysis for the 2016 update at the October 21, 2015 meeting in Virginia Beach.

The committee reviewed and discussed manmade (or man-influenced) and technological hazard planning as it was incorporated into the existing plans. The Committee agreed to focus this plan on natural hazards because the manmade hazard identification and vulnerability analyses contain a great deal of protected data. The public, and even some committee members, cannot view this data and therefore cannot participate in the planning process for updating the manmade hazard portion contained in some of the existing plans. Another significant consideration was that previous mitigation action items to address manmade hazards were either excerpted from or incorporated into other types of community plans already in existence, such as Emergency Operation Plans, SARA Title III Emergency Response Plans, existing state plans for radiological emergencies, and the Hampton Roads Homeland Security Strategy. In addition, DMA 2000 specifically requires mitigation planning for *natural hazards*, but not for manmade hazards. The manmade hazards examined and discussed during this planning process included: Hazardous Materials Incidents, Terrorism, Biological Threats, Radiological Threats, Pandemic Flu and Electro-Magnetic Pulse/sustained power disruption. While these hazards were determined to be outside the scope of this Committee's work, the group acknowledged that these threats do exist in Hampton Roads, but felt that existing plans are sufficient at this time. The exception was Hazardous Materials Incidents, which the Committee determined has enough overlap with natural hazards to warrant consideration as part of the Plan.

NOVEMBER 17, 18, AND 19, 2015: SECOND PLANNING COMMITTEE MEETINGS

The second Planning Committee meeting was the beginning of the "Mitigation Strategy Workshop." The meeting began with a detailed presentation on how a complete capability assessment contributes to identification of effective mitigation strategies. The discussion focused on local capabilities, the capability matrix each community was asked to complete, and updated information regarding completed mitigation actions in each community.

The consultant helped Committee members review several documents in preparation for the goal setting exercise which was the focus of the workshop. This background helped Committee members maintain continuity between various local, regional, and state planning efforts.

Data, documents, plans and procedures reviewed as part of the planning process included:

- Each community's Comprehensive Plan goal statements and Land Use plans –
 - These goals were reviewed during the meeting to update goals and objectives to determine community priorities primarily for future land use planning and capital improvement projects.
- Each community's Emergency Operations Plan (EOP) -
 - Familiarity with these plans on behalf of the emergency managers on the committee was used primarily during the development of the Mitigation Action Plan and tying the mitigation priorities to the response and preparedness activities in the EOP.
- *2013 Commonwealth of Virginia Hazard Mitigation Plan* goals and objectives –
 - These items were reviewed by committee members prior to the work on updating the goals and objectives to help ensure that the regional plan supports and does not contradict the State's goals and objectives.
- Virginia *Governor's Commission on Climate Change Final Report*, December 2008 –
 - The conclusions of this report, while slightly dated, represent some level of State opinion on sea level rise and what the Commonwealth can do to address the issue. The conclusions were reviewed by committee members again to help provide linkages between the regional mitigation goals and the State's approach.
- *Mitigation Ideas: A Resource for Reducing Risk to Natural Hazards*, FEMA January 2013
- Hampton Roads Planning District Commission three-part study entitled "Climate Change in Hampton Roads"
 - Impacts and Stakeholder Involvement (Phase I, released in February 2010)
 - Storm Surge Vulnerability and Public Outreach (Phase II, released June 2011)
 - Sea Level Rise in Hampton Roads, Virginia (Phase III, released July 2012)

- *Recommendations to the Secure Commonwealth Panel on the Issue of Sea Level Rise and Recurrent Flooding in Coastal Virginia*, September 5, 2014, by the Recurrent Flooding Sub-Panel
- *VDEM 2015 Report on the Status of Emergency Response Plans and Preparedness Efforts in the Commonwealth*, December 2015
- Each of the six existing plan's Goals and Objectives –
 - As discussed in the next paragraph, this plan is an update to six separate plans and common ground between the plans' goals and objectives was a necessary starting point to the update process.
- Each community's:
 - Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) – used in the Hazard Identification and Risk Assessment section to determine high flood risk areas;
 - floodplain management regulations – reviewed by the consultant to highlight community capabilities and possible mitigation opportunities;
 - site plan review process – reviewed by the consultant to highlight possible mitigation opportunities; and,
 - permitting procedures - reviewed by the consultant to highlight possible mitigation opportunities.

The group was provided a list of potential, broad community goal key words extracted from the existing plans in order to encourage brainstorming about revising the goal statements. The members also reviewed existing goal statements from the current plan and other plans pertinent to the region. The group chose their top key phrases, and then went to work carefully reviewing the existing mitigation plan goal statements. At each of the three workshops, each subgroup was encouraged to critique each word in light of the goal key words identified earlier. The facilitator reworked, grouped together, and presented the revised goals and objectives at the final two meetings so that each group could arrive at a consensus on the broader mitigation goals and objectives associated with the updated mitigation plan.

DECEMBER 9, 10 AND 11, 2015: THIRD MITIGATION PLANNING COMMITTEE MEETINGS

The consultant shared additional review notes on floodplain management regulations, as well as other capabilities of note, and suggested numerous possible mitigation actions based on capability gaps and other observations. The group again reviewed a general list of potential mitigation actions categorized by type.

Committee members worked carefully through a review of the list of existing mitigation actions from their existing plan, deciding which actions to modify or delete based on their progress toward completion. The group then selected and discussed priorities for several new proposed actions. The consultant discussed a variety of mitigation categories for considering and evaluating possible mitigation action alternatives appropriate to each community.

INFORMAL COMMUNITY-SPECIFIC WORKING GROUP MEETINGS

Several communities involved in the plan, including Hampton, Newport News, Norfolk, Virginia Beach, and Chesapeake held informal meetings at the community level to discuss their final Mitigation Action Plan. Additional information on these meetings, including dates and attendance, are available from the Emergency Managers in those communities.

INVOLVING THE PUBLIC

44 CFR Requirement

Part 201.6(b)(1): The planning process shall include an opportunity for the public to comment on the plan during the drafting stage and prior to plan approval.

Individual citizen involvement provides the planning committee with a greater understanding of local concerns and increases mitigation success by developing community “buy-in” from those directly affected by public policy and planning decisions. As citizens become more involved in decisions that affect their life and safety, they are more likely to gain appreciation of the natural hazards present in their community and take personal steps to reduce hazard impacts. Public awareness is a key component of an overall mitigation strategy aimed at making a home, neighborhood, school, business or city safer from the effects of natural hazards.

Public input was initially sought using three primary methods: (1) open public meetings advertised in local newspapers with highest circulation; (2) HRPDC web site posting regarding committee meetings (which were open to the public, but not advertised via newspaper); and, (3) the posting of the draft Hazard Mitigation Plan on the HRPDC web site. Public meetings were held at two stages of the planning process; early in the process to introduce the plan update process, and after the planning committee workshops, but well prior to adoption by governing bodies.

2015/2016 Public Meetings

Seven open public meetings were held to present the planning process and to review mitigation actions to be included in the Hazard Mitigation Plan.

The first public meeting to be held was scheduled and advertised for February 26, 2015, in Hampton. Unfortunately, due to inclement weather, the meeting facility was closed and the meeting was cancelled and not rescheduled because two other meetings being held the following week were deemed sufficient by project leaders. The second and third public meetings were held March 2, 2015 in Smithfield, and March 3, 2015, in Norfolk.

The meetings were advertised twice each in *The Virginian-Pilot* (weekday circulation 300,000), *The Daily Press* (weekday circulation 55,000), *The Tidewater News* (circulation 5,000), and the *New Journal and Guide*. These publications have local and regional circulation which ensured local officials, residents, businesses, and other public and private interests in the region, including neighboring communities, were notified on how to be involved in the local mitigation planning process. Additionally, HRPDC and several communities advertised the meetings on their web sites. The public meeting advertisements are included in Appendix C, which also includes all committee and public meeting minutes, attendance sheets, and invitation correspondence.



Participants in the March 2, 2015 Public Meeting listen to information regarding the planning process.

Upon completion of a draft Plan, the Committee held three open public meetings on the draft Hazard Mitigation Plan on May 31, June 2 and June 9, 2016. The meetings were advertised in the same manner, and provided further opportunities for the public and identified stakeholders to review and comment on the draft plan (minus Appendix D). At least two communities, Williamsburg and Chesapeake, advertised the public meetings and provided a link to the plan on their community web sites (see Appendix C for

screenshots). The plan was posted on the HRPDC web site on May 24, 2016, and contact information for the HRPDC Emergency Management Division was provided if the public needed instructions for submitting comments. The meetings and initial 2-week review period after the June 9 meeting, provided citizens with an opportunity to review the content of the Plan's sections. In response to a citizen's request, the review period was extended by an additional week.

Despite the best intentions of the committee, resulting public feedback was far less than anticipated, and less than seen in similar, previous regional planning efforts; there was also public concern on this topic. As a result, in early summer 2016, the Steering Committee committed to provide additional opportunities for:

- guided committee member assessment of the draft plan based on compiled public input (see Appendix H);
- public input via posting of the Public Participation Survey on Survey Monkey in coordination with community's Public Information Officers, or equivalent staff;
- reposting of the plan draft for public input in coordination with community's Public Information Officers, or equivalent staff; and,
- readvertising and conduct of an additional feedback session held on September 27, 2016.

The session on September 27, 2016 was termed the "Feedback Forum" in an effort to solicit public comment and feedback on the draft plan. Once again, the committee relied on the efforts of multiple community Public Information Officers, web masters, and other communication specialists to use a variety of sources to spread the word about the planning effort. Because newspaper advertisement of public meetings had resulted in limited turnout previously, project leaders attempted alternative methods of social media advertisement and terminology in order to attract more citizen involvement in the Feedback Forum. Records of these advertisements and solicitations for involvement are included in Appendix C (meeting minutes), Appendix D (public survey response summaries), Appendix E (responses to public comments), and Appendix H (Committee Assessment of Public Input forms).

Additionally, the plan was reviewed and presented to each community's elected officials at a public hearing prior to adoption. Though the plan was in its final format for these meetings, this did provide additional opportunity to answer questions and present findings to the public and elected officials. The resolution of adoption by each community is included in Appendix B. Adoption dates are shown in **Table 2.3**.

TABLE 2.3: DATE OF PLAN ADOPTION BY ELECTED OFFICIALS

SUBREGION	COMMUNITY	DATE OF PLAN ADOPTION
Peninsula	City of Hampton	February 22, 2017
	City of Newport News	January 10, 2017
	City of Poquoson	February 27, 2017
	City of Williamsburg	January 12, 2017
	James City County	March 14, 2017
	York County	March 21, 2017
Southside	City of Norfolk	March 28, 2017
	City of Portsmouth	February 28, 2017
	City of Suffolk	February 15, 2017
	City of Virginia Beach	March 7, 2017
	City of Chesapeake	February 14, 2017
Western Tidewater	Isle of Wight County	February 16, 2017
	Town of Smithfield	February 7, 2017
	Town of Windsor	March 14, 2017
	City of Franklin	February 27, 2017
	Southampton County	January 23, 2017
	Town of Boykins	February 14, 2017
	Town of Branchville	February 20, 2017
	Town of Capron	March 6, 2017
	Town of Courtland	February 14, 2017
	Town of Ivor	February 13, 2017
Town of Newsoms	March 6, 2017	

Public Survey

A public survey was distributed at all public meetings to solicit additional feedback from attendees. As indicated above, the public survey was also distributed online via Survey Monkey in Summer 2016 as part of the committee's effort to improve and use public feedback. The results of a total 1,115 responses collected over the planning period are summarized in Appendix D. Appendix H details how the communities assessed all of the public feedback and used it in their review and analysis of various sections of the plan.

HRPDC Web Site

Throughout the planning process, HRPDC maintained a web site at <http://www.hrpdcva.gov/departments/emergency-management/hampton-roads-hazard-mitigation-plan/> that provided a description of the planning process and posted meeting information. The page posted a copy of the draft plan prior to the final Public Meetings to provide the public an opportunity to comment. Those comments are addressed through the standard comment/response format documented in Appendix E. The web site was also used in summer and fall 2016 to post information related to the additional public comment period and public survey data collection effort.

INVOLVING STAKEHOLDERS

44 CFR Requirement

Part 201.6(b)(2): The planning process shall include an opportunity for neighboring communities, local and regional agencies involved in hazard mitigation activities, and agencies that have authority to regulate development, as well as businesses, academia and other private and non-profit interests to be involved in the planning process.

A range of stakeholders, including neighboring communities, agencies, businesses, academia, nonprofits, hospitals, and other interested parties were invited and encouraged to participate in the development of the Hazard Mitigation Plan. Stakeholder involvement was encouraged through notifications and invitations to agencies or individuals to participate in Planning Committee meetings and the Mitigation Strategy Workshops.

In addition to the Planning Committee meetings, the committee encouraged open and widespread participation in the mitigation planning process through the design and publication of newspaper advertisements that promoted the open public meetings. These media advertisements and the HRPDC web page postings provided opportunities for local officials, residents, and businesses to offer input.

During the 2015/2016 update process, additional stakeholders were invited to participate in one of three ways: 1) attend and participate in Committee meetings; 2) attend and participate in the Public Meetings; and/or 3) review draft documents and provide comments and critique. The additional stakeholders invited included:

- State agency representatives;
- HRPDC;
- Neighboring jurisdictions;
- Representatives from colleges and universities in the region;
- the National Weather Service;
- Representatives from utilities servicing the region;
- Representatives from military bases in the region; and,
- Representatives from the medical community.

The stakeholders identified as such in **Table 2.2** responded to a more formal request to serve as stakeholders and to participate in the planning process through one of the methods identified above.

COMMUNITY PROFILE

2017 UPDATE

Section 3 was updated to align the format and content of the existing plans and incorporate the most recent data available for each community. Tables and figures were updated, when necessary, to incorporate data from the 2010 U.S. Census, the HRPDC and other sources.

GEOGRAPHY AND THE ENVIRONMENT

Located in the southeastern quadrant of Virginia, the portion of Hampton Roads included in this study is bordered to the north by Gloucester County, to the south by Currituck and Camden Counties in North Carolina, to the east by the Atlantic Ocean and Chesapeake Bay, and to the west by the counties of Surry, Sussex and Greenville (**Figure 3.1**). Although Surry County and Gloucester County are generally considered part of the Hampton Roads region for planning purposes, those counties are participating in hazard mitigation planning processes in conjunction with other, adjacent planning districts.

Table 3.1 provides a summary of the geographic characteristics of each of the participating communities derived from the U.S. Census Bureau, 2010 Census.

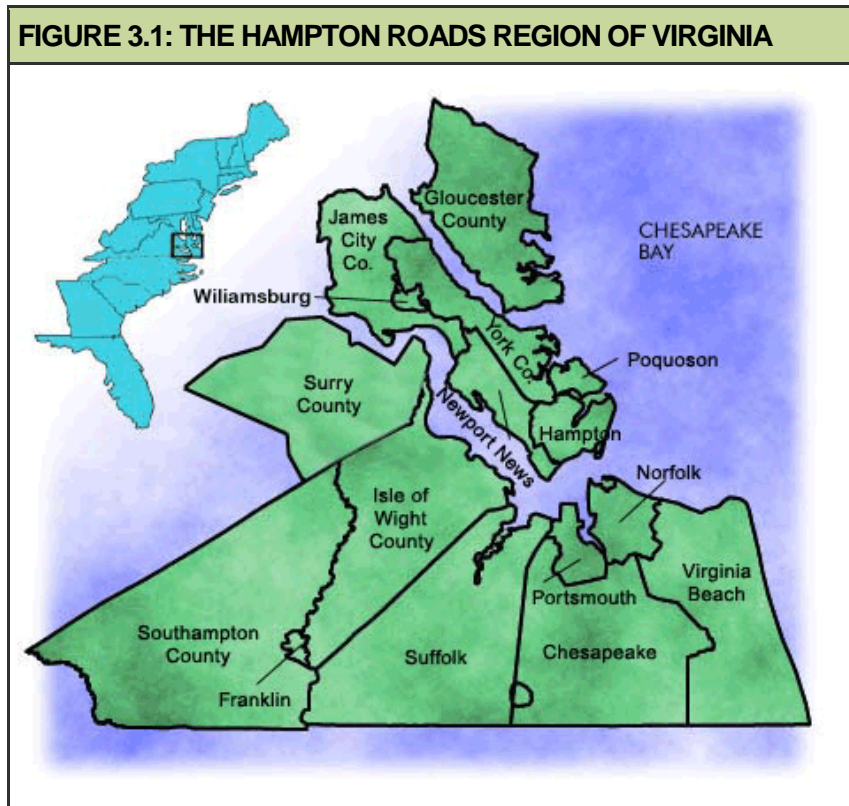
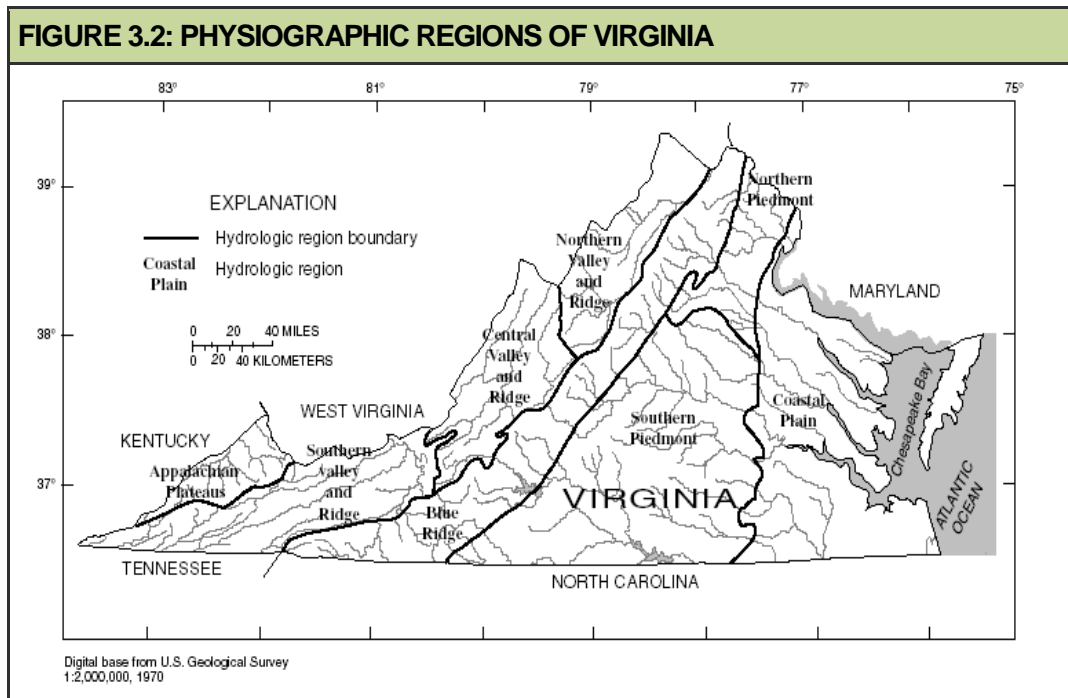


TABLE 3.1: SUMMARY OF GEOGRAPHIC CHARACTERISTICS						
SUBREGION	COMMUNITY	AREA IN SQUARE MILES			DENSITY PER SQUARE MILE OF LAND AREA	
		TOTAL AREA	WATER AREA	LAND AREA	POPULATION	HOUSING UNITS
Peninsula	Hampton	136	85	51	2673	1159
	Newport News	119	51	69	2630	1109
	Poquoson	78	63	15	793	309
	Williamsburg	9	0.2	9	1559	574
	James City County	179	37	142	470	209
	York County	215	110	105	625	256
Southside	Norfolk	96	43	54	4,496	1,760
	Portsmouth	47	13	33	2,895	1,237
	Suffolk	429	29	400	211	83
	Virginia Beach	497	249	248	1,766	717
	Chesapeake	351	10	341	652	244
Western Tidewater	Isle of Wight County	363	47	316	112	46
	Smithfield	10	1	10	809	332
	Windsor	1	0	1	2,626	1,059
	Franklin	8.75	0.14	8.21	1,046	475
	Southampton County	602	3	599	31	13
	Boykins	0.69	0	0.69	812.3	388.9
	Branchville	0.43	0	0.43	267.1	121.8
	Capron	0.17	0	0.17	1004.2	423.5
	Courtland	0.92	0	0.92	1400.3	567.1
	Ivor	1	0	1	339	156
REGION TOTAL		3143.96	741.34	2404.42		

Source: U.S. Census Bureau, 2010

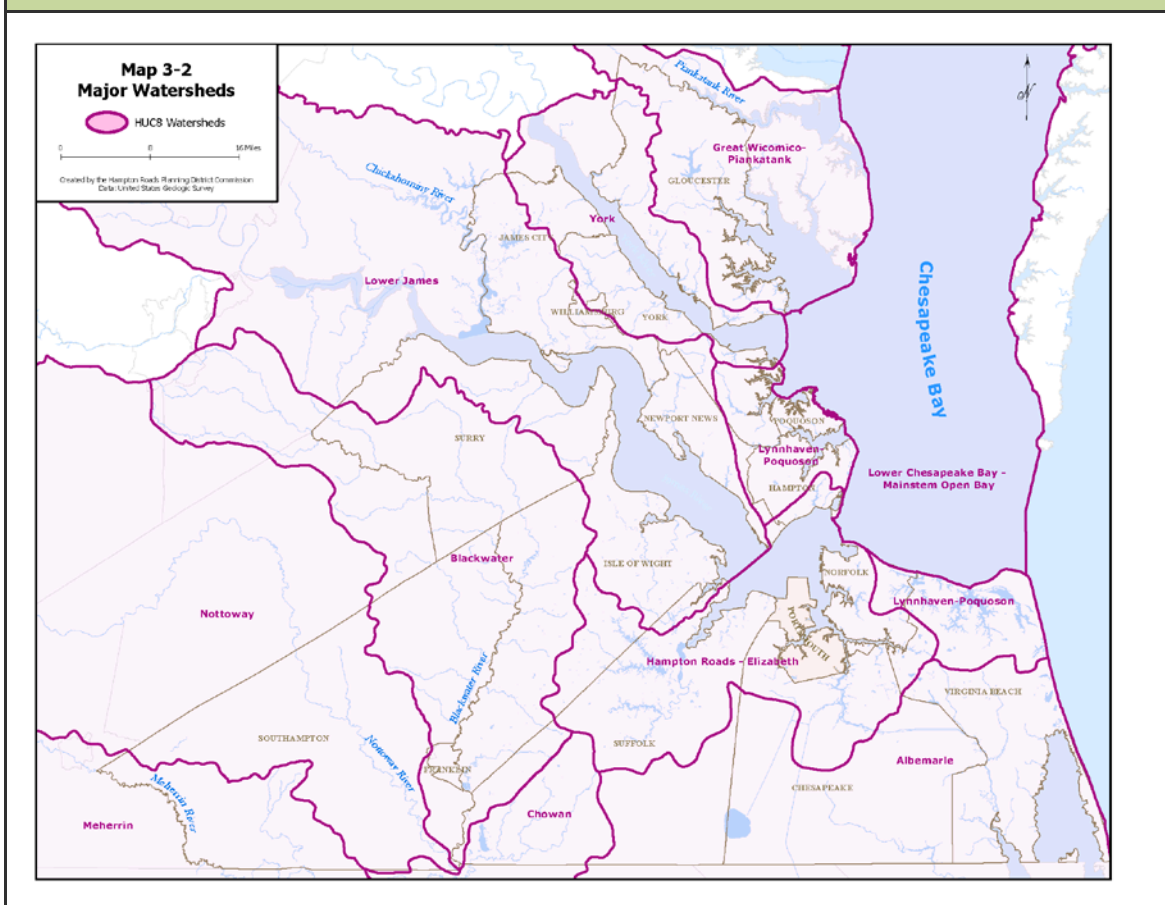
Hampton Roads is located within the Atlantic Coastal Plain Physiographic Province, which is characterized by its low, flat relief (**Figure 3.2**). Much of the region's elevation is nearly level, with the highest elevation point in the study area being just 177 feet above sea level. For example, the overall elevation for the City of Chesapeake averages about 12.2 feet above sea level.

The Atlantic Coastal Plain is the easternmost of Virginia's physiographic zones. The zone extends from New Jersey to Florida, and includes all of Virginia east of the Fall Line, which is the point at which east-flowing rivers cross from the hard, igneous, and metamorphic rocks of the Southern Piedmont to the relatively soft, unconsolidated strata of the Coastal Plain (U.S. Geological Survey (USGS) 2001).



Hampton Roads contains portions of four major river basins: the James River Basin, the York River Basin, Lower Chesapeake Bay, and the Albemarle-Chowan Basin. **Figure 3.3** provides a graphical illustration of the watersheds designated by their USGS Hydrologic Unit Code (HUC). The James River Watershed encompasses approximately 10,200 square miles, and its headwaters are located in Bath and Highland Counties. The James River, which is a part of the larger Chesapeake Bay Basin, empties into the Chesapeake Bay at Hampton Roads. The Lower James subbasin, as shown in **Figure 3.3**, has an area of 1,440 square miles, and the Hampton Roads – Elizabeth subbasin has an area of 425 square miles. The York River Basin encompasses 2,626 square miles with headwaters in Orange County, Virginia. The Lower York River subbasin shown in **Figure 3.3** has an area of just 275 square miles. Several tributaries in the study area flow directly into the Chesapeake Bay, including Poquoson River, Back River, and Lynnhaven River, but the basin also includes the small bays, river inlets, islands and shoreline of the Bay. While the entire basin includes just over 3,000 square miles of land area, just 53% of that land area is within the study area.

Land in both North Carolina and Virginia contribute runoff to the Albemarle-Chowan River Basin. The drainage basin within Virginia is 4,061 square miles, and the basin begins as far west as Charlotte County. Major tributaries include the Meherrin, Nottaway and Blackwater Rivers. In Virginia, there are four distinct sub-watersheds — the Great Dismal Swamp, North Landing River, Northwest River, and Back Bay. These waters flow into the Albemarle and Pamlico Sounds in southeastern North Carolina.

FIGURE 3.3: HYDROGRAPHIC REGIONS OF HAMPTON ROADS

Source: *Hampton Roads Regional Water Supply Plan, HRPDC, 2011*

According to the Virginia Department of Conservation and Recreation (DCR) natural heritage inventory, there are at least seven important ecological community groups in Hampton Roads that are interrelated with the water resources of the region:

- Pine/Scrub Oak Sandhills – includes slightly elevated sand deposits along the Blackwater and Nottoway Rivers in Southampton and Isle of Wight counties and the City of Suffolk.
- Fluvial Terrace Woodlands – Nottoway River and Chickahominy River
- Bald Cypress – Tupelo Swamps – swamps dominated by old-growth bald cypress along the Blackwater River in Isle of Wight County and the Nottoway River in Southampton County.
- Coastal Plain/Piedmont Swamp Forests;
- Coastal Plain/Piedmont Floodplain Forests;
- Tidal Bald Cypress Forests and Woodlands; and,
- Tidal Freshwater and Oligohaline Aquatic Beds

The Virginia Scenic Rivers program, administered by DCR, identifies, recognizes and provides limited protection to rivers whose scenic beauty, historic importance, recreation value, and natural characteristics make them resources of particular importance. Reaches of the Blackwater, lower James, North Landing and Nottoway Rivers are all designated scenic rivers through the program. Similarly, the Nationwide Rivers Inventory is a register of river segments that possess unique, rare or exemplary features that are

significant at a comparative regional or national scale. Segments of the Blackwater, Chickahominy, James, Northwest, Nottoway, Ware, Yarmouth, and York Rivers are designated on the National Rivers Inventory for various reasons. Additional information on the significance of each designated reach can be found at: <http://www.nps.gov/ncrc/programs/rtca/nri/states/va.html>.

The summer, fall, spring, and winter temperatures in the Hampton Roads region are typically mild. **Table 3.2** provides the annual meteorological averages for maximum, minimum, and mean temperatures, as well as total precipitation from three airports in the coastal part of the region. The region usually receives small amounts of snowfall annually. Additional discussion of weather extremes, including winter storms, are included in Section 4.

TABLE 3.2: ANNUAL METEOROLOGICAL AVERAGES				
WEATHER STATION	TEMPERATURE (DEGREES FAHRENHEIT)			TOTAL PRECIPITATION (INCHES)
	MAXIMUM	MINIMUM	MEAN	
Joint Base Langley-Eustis (Hampton) 1918-2007	67.5	51.3	59.4	43.6
Holland (Suffolk) 1933-2008	70.2	47.4	58.8	48.4
Norfolk International Airport 1946-2008	68.5	51.4	59.9	45.3

Source: *Hampton Roads Regional Water Supply Plan, HRPDC, 2011*

The following information provides a brief overview of the history, geography and unique characteristics of the jurisdictions in the study area.

City of Hampton

Hampton is the oldest continuously settled English-speaking community in the United States. The area now occupied by Hampton was first noted by English colonists before they sailed up the James River to settle in Jamestown, where they visited an Indian village called Kecoughtan.

In 1610, the construction of Fort Henry and Fort Charles at the mouth of Hampton Creek marked the beginnings of Hampton. In 1619, the settlers chose an English name for the community, Elizabeth City. The settlement was known as Hampton as early as 1680, and in 1705 Hampton was recognized as a town. The City of Hampton was first incorporated in 1849. In 1952, Hampton, the independent town of Phoebus, and Elizabeth City County, encompassing Buckroe and Fox Hill, were consolidated under one municipal government.

Benjamin Syms and Thomas Eaton founded the first free public schools in the United States in Hampton. Hampton is the site of Hampton University, established in 1868 to educate freed slaves. St. John's Episcopal parish was founded in 1610, making it the oldest in the country.

Fort Monroe was the only active moat-encircled fort in the country from 1819 until it was decommissioned in 2011. For a long period during the Civil War, the fort was the only Union outpost in the Confederacy. The famous battle between the first ironclad battleships, the Monitor and the Merrimac, was fought just offshore in Hampton Roads, near the Hampton-Newport News municipal boundary.

During the Civil War, rather than surrender to the Federal army, Hampton was burned down by its own troops. Before the fire, Hampton had 30 businesses and over 100 homes. Fewer than six buildings remained intact after the fire. In 1884, fire again besieged Hampton and almost completely destroyed the downtown business district.

Hampton is now a thriving city with numerous industries including high-tech firms, seafood processing, NASA, military, and tourism. Fort Monroe was the headquarters for the U.S. Army Training and Doctrine Command until its decommission in 2011. It has since been redeveloped as a result of the 2005 Base Realignment Closure Commission. The *Fort Monroe Reuse Plan* was signed into effect August 2008, and the city, the Fort Monroe Authority and the Federal government have worked together on implementation of the Plan. Today, Fort Monroe is a National Park with housing units, offices, and public access to the waterfront and the entire fort. The Fort Monroe Authority works to preserve the history of the Fort and maintain the buildings and grounds for continued use. Langley Air Force Base, where historic Langley field was constructed in 1917, is home of the First Fighter Wing. NASA Langley Research Center, where America's first astronauts were trained, is now a major center for aviation research.

City of Newport News

Established as a town in 1880, Newport News was incorporated as a city in 1896. In the 1960s, the City of Newport News merged with Warwick County to create today's incorporated area.

The most widely accepted version of how Newport News was named relates to Captain Christopher Newport's return to the area from England in 1610. Newport met the Jamestown colonists on Mulberry Island, (located offshore on the James River) as they were preparing to return to England. The news of his arrival with three vessels, a plentiful supply of provisions, and 150 men gave heart to the dispirited colonists who agreed to go back to Jamestown. In gratitude, they named the point of landing "Newport's News." Over the years, the "s" was dropped, thus the name Newport News.

The City of Newport News played a major role in the Peninsula Campaign during the Civil War. Numerous earthen fortifications and attractions that relate to the Civil War are still visible. Additionally, the famous Battle of the Ironclads took place off the shores of Newport News in 1862. Collis P. Huntington, a Northern railroad tycoon from Connecticut, established two major industries in Newport News: the C&O Railroad and Newport News Shipbuilding. Newport News Shipbuilding and Dry Dock Company, established in 1886, built many of the United States' aircraft carriers, including the Enterprise, Kennedy, Washington, Vinson, and Roosevelt. On November 7, 2001, Newport News Shipbuilding signed a merger agreement with Northrop Grumman, and officially became Northrop Grumman Newport News.

The U.S. Army designated the City of Newport News as a Port of Embarkation immediately after America's entry into World War I. The final major military base during WWI was Camp Eustis, which later became known as Fort Eustis. Named after the founder of Fort Monroe's Artillery School of Practice and a War of 1812 veteran, Brigadier General Abraham Eustis, the camp was created in 1918 to meet the need for an artillery firing range. Today, Fort Eustis is the home of the U.S. Army Transportation Corps, and the Transportation Corps Regiment. The U.S. Army Transportation Museum is also located at Fort Eustis.

City of Poquoson

The name "Poquoson" comes from a Native American term that has been translated as either "flat land" or "great marsh." Plum Tree Island National Wildlife Refuge covers approximately 5.5 square miles and dominates the eastern portion of the City. Together with privately owned salt marsh lands, the area makes up the largest saline marsh in the lower Chesapeake Bay.

Poquoson was part of York County for over three centuries and incorporated as a town in 1952. It was later chartered as a city in 1975. It is the oldest continuously named city in Virginia. General agriculture and seafood related businesses remained the predominant activities of the City until the construction of Langley Field in 1917 prior to the United States' entry into World War I. The Field offered residents many employment opportunities either working directly for Langley Field, its many military contractors, or ancillary businesses. Since World War II, Poquoson has been a residential community for people working all over the peninsula.

City of Williamsburg

In 1699, the General Assembly of Virginia established the City of Williamsburg as the colony's capital. The new city, formerly known as Middle Plantation, was named in honor of King William III. In 1722, King George I granted a royal charter incorporating the City of Williamsburg after the fashion of the English municipal borough.

During the 1700's, Williamsburg developed into a bustling capital city and played a singularly historic role in events leading to American Independence. In 1780, the capital of Virginia moved to Richmond, and the Williamsburg area reverted to a quiet college town and rural county seat. In retrospect, Williamsburg's loss of capital city status was its salvation. Many eighteenth century buildings survived into the early twentieth century, when John D. Rockefeller Jr. supported a massive restoration effort. Now a center of tourism and history, the area is preserved and managed by the Colonial Williamsburg Foundation, a non-profit organization.

The College of William and Mary, located in Williamsburg, currently enrolls 5,800 undergraduate and almost 2,000 graduate students. Originally founded on February 8, 1693, William and Mary is the second-oldest institution of higher learning in the United States and the fourth oldest in North America. The school was one of the original Colonial colleges; the College's Wren Building is one of the oldest academic buildings in continuous use in the United States. The College educated several American leaders, including three U.S. Presidents. George Washington served as one of the College's first Chancellors. Current chancellor, Sandra Day O'Connor, was the first woman to serve on the United States Supreme Court.

William and Mary was occupied during the Civil War and closed from 1862-1865 due to financial strains (the College had invested in Confederate bonds). In 1865, William and Mary reopened its doors and began to expand. Today, William and Mary is one of Virginia's most-cherished universities and was one of the first universities to become coeducational in 1918. William and Mary is consistently ranked among the premier public universities in America.

James City County

On May 13, 1607, 144 English explorers arrived and soon established James Towne as the administrative center or capitol. In 1634, by order of the King of England, Charles I, eight shires or counties with a total population of approximately 5,000 inhabitants were established in the colony of Virginia. James City Shire, as well as the James River and Jamestown, took their name from King James I, the father of King Charles I. During 1642 or 1643, the name of the James City Shire was changed to James City County. The original county included what is now Surry County across the James River, part of Charles City County, and some of New Kent County.

Williamsburg became an independent city from James City County in 1884; however, the city is still the county seat of James City County, and they share a school system, courts, and some constitutional officers.

James City County encompasses land important in the early history of our nation. Three jurisdictions, James City County, York County, and the City of Williamsburg, work collaboratively on policies, programs, infrastructure, and land use to preserve this historic area.

York County

York County was formed in 1634 as Charles River Shire, named for King Charles I. It was one of the eight original shires in the Colony of Virginia. The county was renamed in 1642-43 as York County. The river, county, and town are believed to have been named for York, a city in Northern England. The first courthouse and jail were located near what is now Yorktown, although the port used for shipping tobacco to Europe was variously called Port of York, Borough of York, York, or Town of York, until Yorktown was established in 1691. Never incorporated as a town, Yorktown is the county seat of York County. The

only town ever incorporated within the county's boundaries was Poquoson, which was incorporated in 1952 and became an independent city in 1975.

York County is most famous as the site of the surrender of General Cornwallis to General George Washington in 1781, ending the American Revolutionary War. Yorktown also figured prominently in the Civil War, serving as a major port to supply both Union and Confederate towns, depending upon who held Yorktown at the time.

Yorktown is part of an important national resource known as the Historic Triangle of Yorktown, Jamestown, and Williamsburg, and is the eastern terminus of the Colonial Parkway.

City of Norfolk

The City of Norfolk, located on the Elizabeth River, was founded in 1682 but was not incorporated as a city until 1845. Initially comprised of only 50 acres, the city has grown to a total of 96 square miles today.

Norfolk has seven miles of Chesapeake Bay waterfront and a total of 144 miles of shoreline, including lakefront, rivers and the Bay. Naval Station Norfolk, which was established on the old Jamestown Exposition grounds in 1917, is the world's largest naval base. The city is also home to the North American Headquarters for the North American Treaty Organization (NATO). Norfolk is the most densely developed jurisdiction in the Southside Hampton Roads region at 4,486 people per square mile.

City of Portsmouth

The City of Portsmouth was founded as a town in 1752 on the shores of the Elizabeth River by Colonel William Crawford. In 1858, the town was separated from the county government and given status as an independent city.

Portsmouth's location as an East Coast deep-water port, and available business sites in proximity to the nation's largest shipyard, have provided a significant impetus for economic growth in the area. Today Portsmouth is in the middle of the dynamic Norfolk-Virginia Beach metropolitan area and home to almost 100,000 people. In addition to the many medical, cultural and recreational facilities within the immediate community, Portsmouth's downtown is bustling with retail, restaurant and service-related businesses. The historic waterfront neighborhood of Olde Towne lines the Elizabeth River and is easily traversed by the famous downtown seawall, and the City of Norfolk is easily accessible by a 5-minute ferry ride across the river.

City of Suffolk

In 1742, the Town of Suffolk, which was originally part of the County of Nansemond, was established. The town was burned by the British in 1779 and damaged by other fires throughout the next century, but survived to eventually become incorporated as a city in 1910. In 1974, the City of Suffolk consolidated with the towns of Holland and Whaleyville, and the County of Nansemond. At that point it became the largest city (geographically) in Virginia and the 11th largest in the country, encompassing a total of nearly 430 square miles. This large area is made up of land with woods, lakes, rivers, and rolling terrain.

The City of Suffolk is located along the Nansemond River and is still largely recognized as the "Peanut Capital" of the world and as the home of "Mr. Peanut." In 1912, an Italian immigrant named Amedeo Obici moved from Pennsylvania to Suffolk and opened Planters Nut and Chocolate Company. Today, Suffolk remains a major peanut processing center and transportation hub.

City of Virginia Beach

The first settlement inside the city limits of Virginia Beach was made on Lynnhaven Bay in 1621, and the area first became incorporated as a town in 1908. In 1963, the Town of Virginia Beach merged with Princess Anne County to form the independent City of Virginia Beach.

The city consists of 249 square miles of inland water and 248 square miles of land. The topography is relatively flat with an average elevation of twelve feet above sea level. The area contains extensive brackish tidal areas, such as the Lynnhaven and Elizabeth River systems, and expansive freshwater tidal areas, such as the North Landing River and Back Bay systems.

Due to a combination of the city's geographic position on the mid-Atlantic coastline and the straddling of two ecologically significant estuaries, Chesapeake Bay and Pamlico Sound, the area serves as the southern limit of many northern plant and animal species. The Back Bay National Wildlife Refuge, established in 1938 and managed by the U.S. Fish and Wildlife Service, is an 8,000-acre fresh water refuge that borders the Atlantic Ocean on the east and Back Bay on the west. The barrier islands feature large sand dunes, maritime forests, fresh water marshes, ponds, ocean beach, and large impoundments for wintering wildfowl.

Virginia Beach is best known as a major resort destination, with miles of beaches and dozens of hotels, motels, and restaurants. It is also home to several state parks, several protected beach areas, four military bases, a number of large corporations, and two universities. Much of the land remained undeveloped until World War II when the Navy built Oceana Naval Air Station, followed by three more military bases, including Little Creek, Fort Story, and Dam Neck. Since the end of the war, Virginia Beach has experienced continued rapid growth and is the region's most populous jurisdiction at more than 430,000 people.

City of Chesapeake

Chesapeake's history dates back much further than 1963 when Norfolk County and the City of South Norfolk merged to create Chesapeake. The first English settlement of the area began around 1620 along the banks of the Elizabeth River. Norfolk County's founding dates back to 1636.

In the early months of the Revolutionary War, in December 1775, British Royal Governor Lord Dunmore moved his forces from Norfolk to Great Bridge where his army entrenched itself to await the arrival of American forces. The two armies clashed on December 9, 1775, in the historic Battle of Great Bridge, just a few hundred yards from where the Chesapeake Municipal Center complex stands today. In a brief but decisive battle, the Americans routed Lord Dunmore's forces which fled to Norfolk and later abandoned that city.

In 1793, work began on the Dismal Swamp Canal, an idea first envisioned by George Washington in 1763, when he visited the swamp. Because the canal was dug completely by hand, progress was slow and expenses were high. The canal opened in 1805. Now on the National Register of Historic Places, the Dismal Swamp Canal is the oldest operating artificial waterway in the country. Both the Dismal Swamp Canal and the Albemarle and Chesapeake Canal are operated by the Army Corps of Engineers and form part of the Atlantic Intracoastal Waterway. According to the City of Chesapeake 2003 Legislative Program Document, the City has more miles of deep-water canals than any other city in the country.

The first local encounter of the Civil War occurred at Sewell's Point in May 1861. Although no battles were fought in the Chesapeake area, Union troops occupied and laid waste to much of the land. When the war ended, Norfolk County took advantage of its abundant natural resources. Its coastal location, miles of riverfront and deep-water harbors and the fertile, level farmland allowed county residents to recover quickly from the wartime destruction, moving without hesitation into the 20th century.

While most of the area retained its rural atmosphere through the early 1900s, the northern section near the growing City of Norfolk began to develop as the suburb of South Norfolk. By 1900, South Norfolk had

its own waterworks, public schools and a post office. Two rail lines spurred rapid growth, allowing South Norfolk to incorporate as an independent town in 1919 and a city of the first class, independent of Norfolk County, in 1950.

The area that now comprises Chesapeake grew with residential and commercial development of "community crossroads." These areas are still commonly referred to today with community names such as Pleasant Grove, Great Bridge, Oak Grove, Fentress, South Norfolk, Portlock, Deep Creek, Western Branch, Indian River and Hickory.

During the 1950s, both Norfolk County and South Norfolk fell victim to annexation suits filed by neighboring cities. Between 1950 and 1960, the county lost nearly 50,000 residents and 30 square miles of land area. Under these circumstances, both Norfolk County and South Norfolk officials found it difficult to plan for the future.

In the fall of 1961, city and county officials met to discuss the feasibility of a merger. After several weeks of negotiations, both governing bodies approved a merger agreement on December 22, 1961. On February 13, 1962, citizens of both communities turned out in near-record numbers for a special election and approved the merger. Later that year, in June, the citizens voted again and selected the name "Chesapeake" for the new city. On January 2, 1963, the Chesapeake City Council, with five members from South Norfolk and five from Norfolk County, met for the first time.

Isle of Wight County

Isle of Wight County was established as Worrosquoyacke County in 1634, one of eight counties divided from the Virginia colony. The original boundaries of the county included Lawne's Creek to the north, the James River to the east, the head of Colonel Pitt's Creek to the south and undeveloped wooded area to the west. In 1656, Ragged Island and Nansemond County were incorporated into Isle of Wight County. A long dispute between the counties of Isle of Wight and Nansemond continued until 1674, when the General Assembly established the boundaries that exist today.

Isle of Wight County is thirty-seven miles in length and maintains an average breadth of eleven miles. The county is comprised of approximately 363 square miles, of which 80 percent is land area. The area contains relatively flat, but rolling terrain with average elevation of approximately 80 feet above sea level. The land generally dips to the northeast from a plateau west of Bethel Church, and from that same plateau, the land dips to the northwest and west. Several swamps, ravines and creeks drain to the James River, the Blackwater River and the Nansemond River.

Today, Isle of Wight's residents enjoy the rural nature of the County coupled with the quaint atmosphere of the two incorporated towns, Smithfield and Windsor. While the local economy remains agriculturally-based, the area's scenic beauty, history and proximity to other attractions in the Hampton Roads area greatly contribute to the tourist draw. In addition, the County is close enough to the transportation hubs and employment centers of the Norfolk-Virginia Beach area to attract year round residents and businesses alike.

Town of Smithfield

The Town of Smithfield was incorporated in 1752 by Arthur Smith, IV, who parceled out his family farm into 72 lots and 4 streets in order to house British merchants and ship captains. The town is located on the banks of the Pagan River, which flows into the James River. Smithfield was a river town from its very beginning, and the livelihood of its residents and continued growth over the years has been influenced by the river. The town measures approximately ten square miles.

Nurtured by trade and commerce, Smithfield soon became a town of industry with four plants devoted to the art of curing the world famous "Smithfield Ham." Located within the town is Smithfield Foods, Inc., the area's largest meat-processing industry as well as a major employer for the region.

Smithfield has many of the charms associated with Hampton Roads communities, including many historic homes representing 18th and 19th century architecture, a revitalized historic downtown, and the character of a former colonial seaport. To preserve the historical charm, the Town of Smithfield and individual property owners enacted a Historic Preservation District Ordinance in 1979. Smithfield offers residents a small-town atmosphere, a high quality school system, affordable housing, a historic downtown, and a state-of-the-art community/conference center.

Town of Windsor

The Town of Windsor is located in the heart of Isle of Wight County. The town's original name was Corrowaugh and it was established as a post office in 1852. Five years later, the Norfolk and Petersburg Railroad obtained the post office and built a depot called Windsor Station. In 1902, a town charter was granted by the General Assembly and the town became known simply as Windsor.

In 1950, the Windsor Ruritan Club and the Town of Windsor built a "Community House" which has been a valuable asset to the community over the years. Over the next three decades, town services improved and expanded. The streets were upgraded and paved, sidewalks extended, additional streetlights installed, drainage improved, and ditches piped. The privately owned water systems in the town limits were purchased by the town, upgraded, extended and an above ground water storage tower was erected. In 1971, the Windsor Volunteer Rescue Squad was founded and continues to provide service to the town and surrounding community.

In July 2001, the Town of Windsor annexed 2.82 square miles of Isle of Wight County. As a result, the total area increased from one square mile to 3.82 square miles and population increased from approximately 900 to 2,347. Also in 2001, Isle of Wight County helped install a central sewer system in the town which opened up many areas for new homes and businesses. The Town of Windsor remains a small rural town amidst the region's larger, more populated cities which are easily accessible through two main roads bisecting the town, Route 460 and Route 258.

City of Franklin

Franklin was incorporated as a Town within Southampton County in March of 1876. The first official census of 1880 indicated that there were 447 inhabitants within its limits. By 1970, nearly 7,000 people lived in Franklin.

Franklin developed considerable steamboat commerce along the Blackwater River southward to North Carolina ports from the late 1800s and early 1900s through the 1920s. The combination of rail and water transportation led to more rapid growth in Franklin than in the other towns. The steady growth of the Camp family's lumber business after the Civil War accelerated this growth. Franklin also became a major collection point for peanuts in that period. Franklin is now the major center of commerce and industry for Southampton County.

The Blackwater River is a relatively slow moving, dark river that traverses the City and serves as a valuable resource. Residents rely on the river for recreation, using it heavily for boating and freshwater fishing.

Southampton County and towns

The earliest explorations of the area began a few years after the settlement of Jamestown. The inhabitants were then members of several small Indian tribes, mainly the Nottoways and Meherrins, with settlements along the rivers that now bear their names. In 1634, the western limit of English colonization was established at the "Blackwater Line," which extended southeast from Fort Henry (now Petersburg) through the Blackwater Swamp. Increasing pressure from colonists resulted in lifting of the line in 1705, and in following years the County lay in the path of the general southwesterly migration from the James River settlements. The soils were good for farming and there were forests for timber. More settlers were attracted, and later their slaves, as the Indians were gradually collected in reservations before they finally

dispersed. There was a remnant of the Nottoway reservation still in existence in 1856 and probably for some years thereafter.

Water commerce to the south on the Blackwater and Nottoway Rivers was prominent in the early history of the County during both the Revolutionary and Civil Wars. Efforts to maintain or interrupt these routes for military supplies resulted in skirmishes on several occasions, but no major battles. South Quay on the Blackwater River was an established port from the early years of the 18th century. A most dramatic event of the County's history between the Revolutionary and Civil Wars was the slave rebellion led by Nat Turner in 1831. This bloody revolt and its aftermath resulted in the deaths of approximately 100 blacks and whites and drew national and international attention from both pro- and anti-slavery factions.

In order to establish a more convenient administrative center, the present County was split off from Isle of Wight County in 1749. The County seat was Jerusalem, renamed and incorporated as Courtland in 1888. The new County is believed to have been named for Henry Wriothesley, third Earl of Southampton, who was active in promoting colonization of Virginia under the English King James I.

The isolation of Southampton County diminished with the coming of the first railroad in 1834, as the first leg of the Portsmouth and Roanoke Railroad (now CSX) extended to the Nottoway River on its way to western Virginia and made connection with water travel to the south on the river. The Petersburg Railroad (now also CSX) had gone into operation west of the Meherrin only a year before. With the coming of the Portsmouth and Roanoke line, Southampton farmers now had access to both the Petersburg and Norfolk markets. In 1858, the Petersburg and Norfolk Railroad was completed, crossing the northeastern section of the County. Courtland eventually gained rail service with the coming of the Atlantic and Danville Railroad in 1888, about the same time the Surry, Sussex and Southampton Railway (now abandoned) provided service from the north central County to Scotland Wharf on the James River in Surry County. The Virginian Railroad (also abandoned) was built through Sebrell and Sedley in 1906. Over the years, the economic life of the County became centered on the railroad depots that were established at road crossings. Towns and villages gradually formed at these points: Newsoms, Boykins, and Branchville; Courtland, Capron, and Drewryville; and Sedley and Sebrell. Ivor to the northeast, perhaps somewhat more associated with the other towns along its railroad (Waverly, Wakefield and Zuni) also formed.

In more recent times the County's highways have assumed an increasing share of the responsibility for transporting farm products, timber, and manufactured products. In addition, improved roads and widespread automobile ownership have enabled the same kind of widely dispersed residential pattern once maintained by farming, but now maintained by community centers of trade, services, and manufacturing employment.

POPULATION AND DEMOGRAPHICS

According to the *U.S. Census Bureau 2009-2013 American Community Survey 5-Year Estimates*, the study area portion of Hampton Roads has a population of 1,633,548 people. **Table 3.3** shows total population breakdowns, including percent of children under the age of 18, percent of elderly population (age 65 and over), and percent of population living below the poverty level. Data in Table 3.3 are based on 2010 Census data and the most recent American Community Survey.

TABLE 3.3: DEMOGRAPHIC CHARACTERISTICS						
SUBREGION	COMMUNITY	TOTAL POPULATION (2013 ACS)	UNDER 18 YEARS OLD (%)	65 YEARS AND OVER (%)	MEDIAN AGE	PERSONS IN POVERTY (%)
Peninsula	Hampton	136,957	30,705 (22)	17,152 (13)	35.5	19,474 (14)
	Newport News	181,025	43,506 (24)	19,717 (11)	32.5	25,090 (14)
	Poquoson	12,117	2,853 (24)	1,964 (16)	43.6	492 (4)
	Williamsburg	14,579	1,491 (10)	2,009 (14)	24.0	1,730 (12)
	James City County	68,171	14,534 (21)	14,546 (21)	45.1	5,760 (8)
	York County	65,762	16,741 (25)	8,348 (13)	39.5	3,454 (5)
Southside	Norfolk	244,090	50,408 (21)	23,159 (10)	29.8	40,416 (17)
	Portsmouth	95,901	22,669 (24)	12,836 (13)	35.2	16,002 (17)
	Suffolk	84,842	21,850 (26)	10,143 (12)	38.1	9,670 (11)
	Virginia Beach	442,151	104,513 (24)	48,819 (11)	34.9	31,634 (7)
	Chesapeake	225,597	57,312 (25)	24,455 (11)	36.6	18,002 (8)
Western Tidewater	Isle of Wight County	35,373	7,760 (22)	5,444 (15)	44.2	3,697 (10)
	Smithfield	8,159	1,857 (23)	1,187 (15)	43.4	1,075 (13)
	Windsor	2,624	641 (24)	374 (14)	42.9	355 (14)
	Franklin	8,539	2,090 (24)	1,468 (17)	39.9	1,944 (23)
	Southampton County	18,444	3,734 (20)	2,994 (16)	44.8	2,977 (16)
	Boykins	718	163 (23)	159 (22)	39.5	146 (22)
	Branchville	113	25 (22)	9 (8)	35.3	11 (9)
	Capron	118	25 (21)	24 (20)	46.5	9 (9.4)
	Courtland	1,605	468 (29)	302 (19)	37.4	733 (44)
	Newsoms	456	78 (17)	77 (17)	35.7	68 (14)
	Ivor	400	99 (25)	67 (17)	43.2	22 (5)

Source: U.S. Census Bureau 2010 Census and 2009-2013 American Community Survey 5-Year Estimates

Table 3.4 provides the population change experienced by communities in the region between 1970 and 2010, as well as the HRPDC population projection through 2040. While the cities of Hampton, Newport

News, Norfolk and Portsmouth have experienced stable to small decreases in recent population, other jurisdictions have experienced a fairly steady increase since 1970.

TABLE 3.4: REGIONAL POPULATION CHANGE AND PROJECTED CHANGE, 1970 - 2040							
SUBREGION	COMMUNITY	1970	1980	1990	2000	2010	2040
Peninsula	Hampton	120,779	122,617	133,811	138,437	137,436	137,200
	Newport News	138,177	144,903	171,439	180,150	180,719	189,100
	Poquoson	5,441	8,726	11,005	11,566	12,150	12,400
	Williamsburg	9,069	10,294	11,530	11,998	14,068	17,200
	James City County	17,853	22,339	34,859	48,102	67,009	104,200
	York County	27,762	35,463	42,422	56,297	65,464	82,700
Southside	Norfolk	307,951	266,979	261,250	234,403	242,803	253,200
	Portsmouth	110,963	104,577	103,910	100,565	95,535	98,200
	Suffolk	45,024	47,621	52,143	63,677	84,585	182,700
	Virginia Beach	172,106	262,199	393,089	425,257	437,994	497,500
	Chesapeake	89,580	114,486	151,982	199,184	222,209	314,600
Western Tidewater	Isle of Wight County	18,285	21,603	25,053	29,728	35,270	62,800
	Franklin	6,880	7,308	7,864	8,346	8,582	10,800
	Southampton County	18,582	18,731	17,550	17,482	18,570	25,500
REGION TOTAL		1,090,422	1,189,826	1,419,897	1,527,192	1,624,404	1,990,140

Source: *Hampton Roads 2040 Socioeconomic Forecast and TAZ Allocation*, HRPDC, 2013

HOUSING, INFRASTRUCTURE AND LAND USE

According to the U.S. Census Bureau, *2009-2013 American Community Survey 5-Year Estimates*, there are 662,161 housing units in the study area portion of Hampton Roads with more than 90-percent of the units classified as occupied. The majority of structures were built after 1970 (65%), and 56% of all housing units are owner-occupied. Slightly more than 40% of the housing units are mortgaged. **Table 3.5** summarizes data on housing characteristics. More specific information regarding the vulnerability of residential units to various hazards is provided in Section 5 *Vulnerability Assessment*.

TABLE 3.5: HOUSING CHARACTERISTICS						
SUBREGION	COMMUNITY	TOTAL HOUSING UNITS	AVERAGE HOUSEHOLD SIZE	MEDIAN VALUE	OCCUPIED UNITS (%)	HOUSING STRUCTURES BUILT BEFORE 1970 (%)
Peninsula	Hampton	59,746	2.52 persons	\$195,400	52,511 (88%)	30,403 (51%)
	Newport News	76,637	2.50 persons	\$200,100	69,211 (90%)	30,355 (40%)
	Poquoson	4,736	2.62 persons	\$302,400	4,591 (97%)	1,589 (34%)
	Williamsburg	5,192	2.29 persons	\$311,800	4,391 (85%)	1,898 (37%)
	James City County	30,253	2.50 persons	\$327,100	26,883 (89%)	2,819 (9%)
	York County	26,797	2.69 persons	\$316,800	24,071 (90%)	5,432 (20%)
Southside	Norfolk	95,271	2.59 persons	\$202,800	85,557 (90%)	59,411 (62%)
	Portsmouth	40,833	2.52 persons	\$175,600	36,690 (90%)	24,521 (60%)
	Suffolk	33,372	2.75 persons	\$242,000	30,492 (91%)	10,135 (30%)
	Virginia Beach	178,753	2.62 persons	\$267,600	164,944 (92%)	39,881 (22%)
	Chesapeake	84,403	2.77 persons	\$261,600	79,421 (94%)	19,540 (23%)
Western Tidewater	Isle of Wight County	14,781	2.59 persons	\$249,600	13,560 (92%)	3,630 (25%)
	Franklin	3,895	2.37 persons	\$186,700	3,551 (91%)	1,796 (46%)
	Southampton County	7,492	2.52 persons	\$150,000	6,708 (90%)	3,072 (41%)
REGION TOTAL		662,161	2.61 persons	\$240,000	602,581 (91%)	234,482 (35%)

Source: U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Estimates

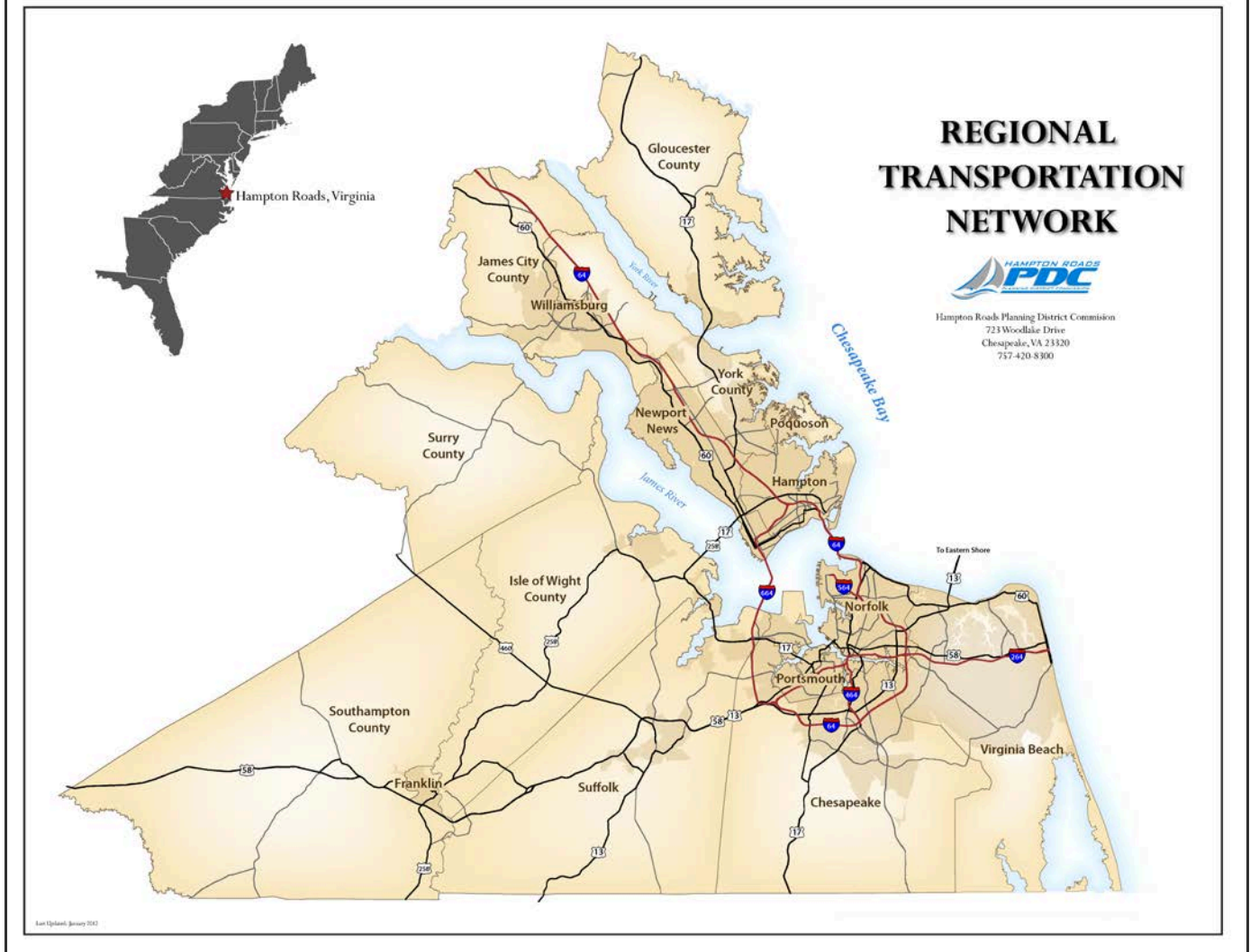
The Hampton Roads region provides an integrated network of transportation facilities and infrastructure that includes many interstates (I-64, I-264, I-464, I-564, I-664) and highways (U.S. 13, 17, 58, 60, 258, 460 and State Route 164), along with hundreds of secondary roadways and bridges throughout the area. Route 168 is a four-lane highway that links I-64 to North Carolina and the Outer Banks region, a major tourist destination throughout the year. US Route 58 and Interstate 64 link Hampton Roads with I-95 and I-85, which are the primary north-south interstate highways in Virginia. The Chesapeake Bay Bridge-Tunnel, which opened in 1964, connects Virginia's Eastern Shore with Virginia Beach and remains one of the world's modern engineering wonders. **Figure 3.4** illustrates the transportation network in the region. Freight rail service is provided by CSX Transportation and Norfolk Southern, Commonwealth Railroad, the Chesapeake and Albemarle Railroad, and the Norfolk/ Portsmouth Beltline. The nearest passenger rail is available through Amtrak at the Newport News station on the Peninsula and a recently added station in downtown Norfolk.

Convenient commercial air service is available through two major airports: Southside's Norfolk International Airport which offers over 260 flights per day, and the Peninsula's Newport News/Williamsburg International Airport, which services over 544,000 customers each year. The military maintains a long list of airfields in the region with national significance, including Oceana Naval Air Station in Virginia Beach, Naval Station Norfolk, the airfield at Joint Base Langley-Eustis in Hampton, and Fentress Naval Auxiliary Landing Field in Chesapeake. Several other small airports across the region service private aviation.

Water-related infrastructure is prevalent throughout the region's waterways for commercial, industrial, and recreational uses. On the Peninsula, Newport News Shipbuilding, a Division of Huntington Ingalls Industries, is located near the mouth of the James River in Newport News. Massive coal loading piers and facilities were established in the late 19th and early 20th century by the Chesapeake & Ohio (C&O), Norfolk & Western, and Virginian Railways at the end of the Peninsula in Newport News. CSX Transportation now serves the former C&O facility at Newport News. On Southside, over 95 percent of the world's shipping lines call on the Port of Norfolk and Portsmouth linking Virginia and the U.S. to more than 250 ports in over 100 countries around the world. With its four marine terminals, the Port of Hampton Roads is the second largest volume port on the East Coast in terms of general cargo (break-bulk and containerized cargo), and the leading U.S. port in total tonnage.

Also intersecting the southern part of the study area is a portion of the Atlantic Intracoastal Waterway, a series of federally maintained inland navigation channels that extends from Norfolk, Virginia to Miami, Florida. The Intracoastal Waterway was authorized by the Rivers and Harbors Act of 1938, and was developed and is still maintained by the U.S. Army Corps of Engineers.

FIGURE 3.4: REGIONAL TRANSPORTATION NETWORK



Source: Hampton Roads Planning District Commission

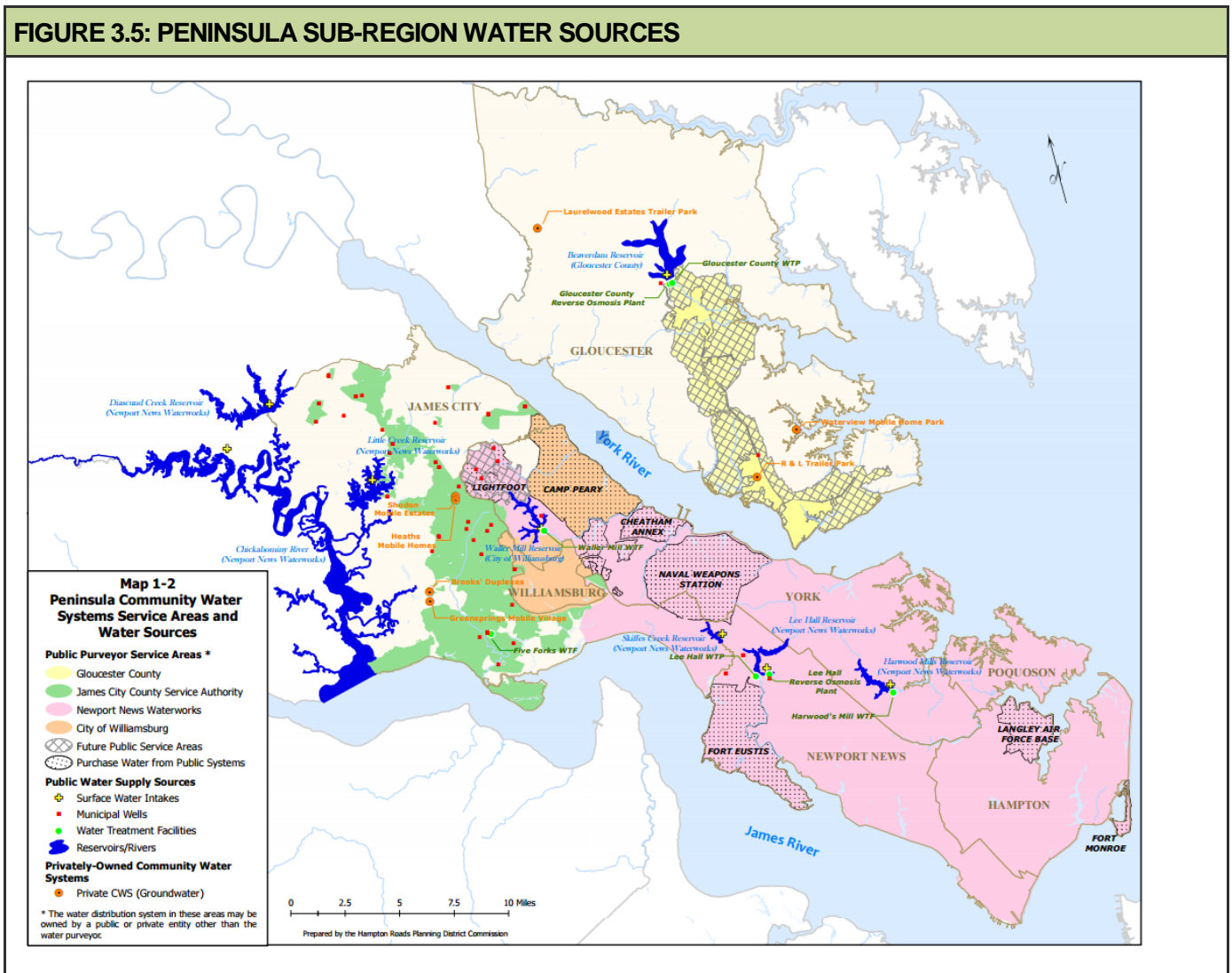
According to the HRPDC, *Hampton Roads Benchmarking Study*, 2015, the transportation network in Hampton Roads has garnered considerable attention as aging infrastructure and traffic congestion are closely tied to the economy and quality of life within the region. The recent downturn in the economy has affected many aspects of the region's transportation system, with growth in roadway travel coming to a halt and a decrease in air travel from Hampton Roads airports. Over the last decade, Hampton Roads has experienced a decrease in terms of per capita vehicle miles traveled. In spite of relatively lower amounts of travel per capita in Hampton Roads than in competitor regions, congestion is a significant issue, particularly at the bridges and tunnels. Only Washington, DC, Baltimore, and Atlanta had a higher indexed measurement of the extra amount of time trips take during congested peak travel periods in 2011.

Public transportation continues to play a small role in the region when compared to some other areas of similar size due in part to low population density and the geography of interspersed water bodies. Norfolk has completed building the region's first light rail line, running 7.4 miles from Eastern Virginia Medical Center to Newtown Road. Light rail has the capability to impact future land use decisions and encourage increased density in development.

The communities of Hampton Roads maintain a significant number of critical facilities and infrastructure that include hospitals, schools, police stations, fire stations, energy facilities, water and wastewater facilities and hazardous material facilities (further discussed in Section 5: *Vulnerability Assessment*). The large military presence provides its own significant facilities and infrastructure base, though these are located on federal land and outside the planning area. Electrical service is supplied throughout the region by Dominion Virginia Power and Franklin Municipal Power & Light (City of Franklin and surrounding areas), and natural gas is provided by Columbia Gas and Virginia Natural Gas. Verizon, Verizon Wireless, FIOS and Cox Communications are primary service provider for cable television, phone and internet service.

In order to examine the existing sources of water in Hampton Roads, the region is divided into three sub-regions. The first sub-region is the Peninsula sub-region, and it is composed of the cities of Hampton, Newport News, Poquoson, and Williamsburg and the counties of Gloucester, James City, and York. There are 26 community water systems that provide water to this sub-region as seen in **Figure 3.5**. According to the Hampton Roads District Planning Commission, these community water systems serviced about 512,000 people in 2011. The water used in the Peninsula sub-region comes from groundwater, reservoirs and the Chickahominy River and serves both urban and rural areas. The majority of the water used comes from surface water in five reservoirs located throughout the sub-region.

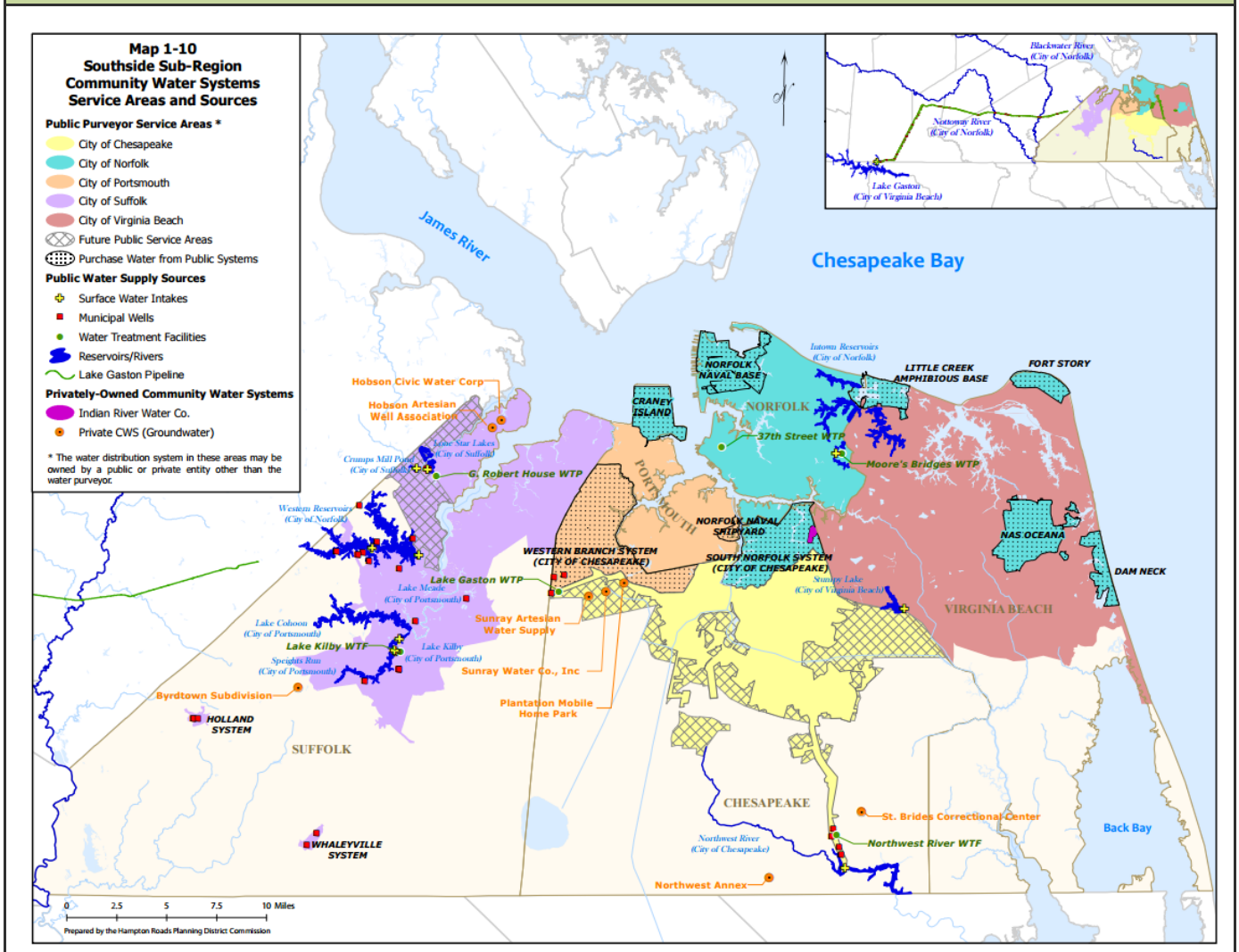
FIGURE 3.5: PENINSULA SUB-REGION WATER SOURCES



Source: *Hampton Roads Regional Water Supply Plan, HRPDC, 2011*

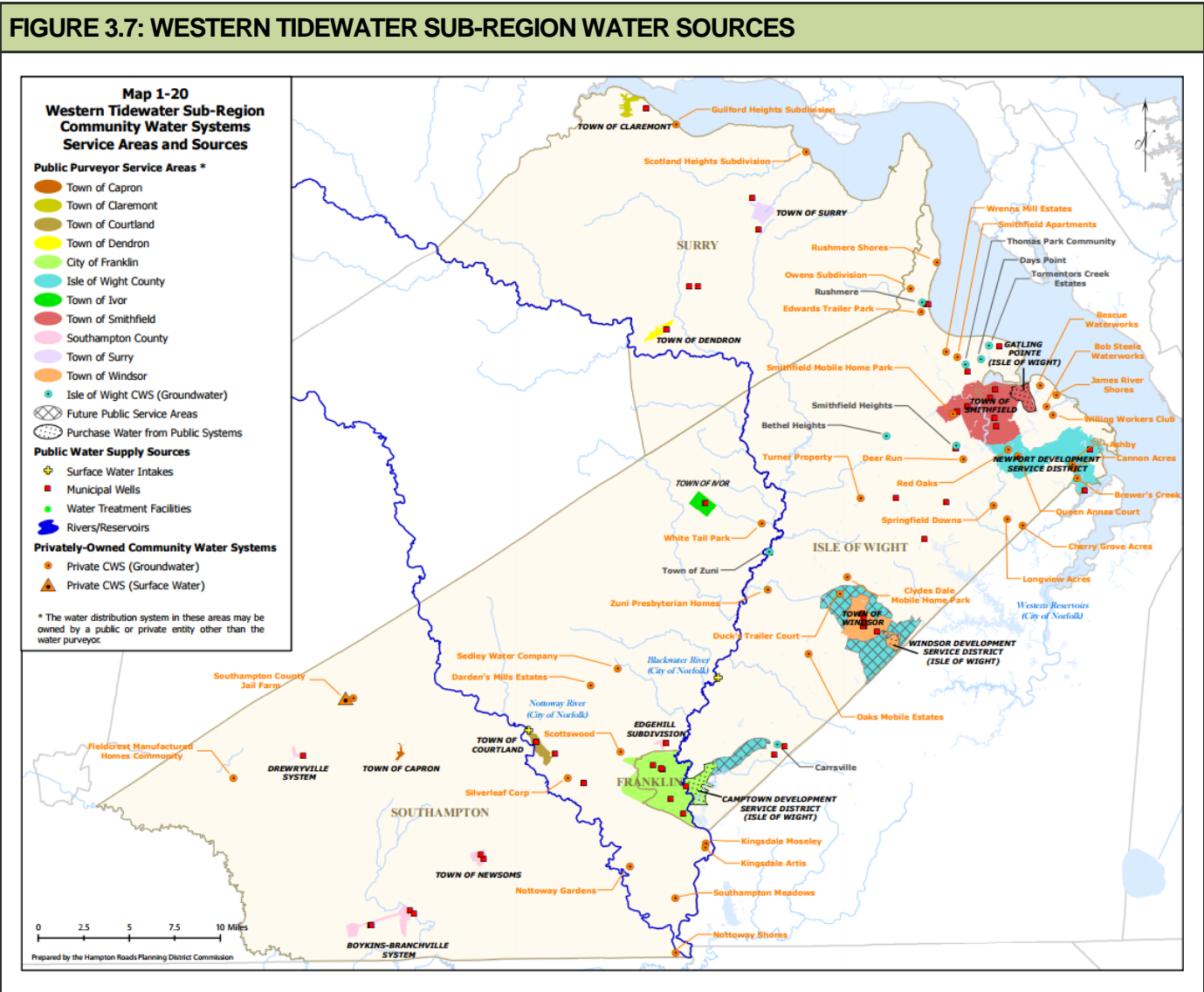
The Southside sub-region includes the cities of Chesapeake, Norfolk, Portsmouth, Suffolk, and Virginia Beach. Approximately 975,000 people were served by 15 publicly-owned community water systems in 2011. Water sources for the Southside sub-region include aquifers, reservoirs, Lake Gaston, and the Northwest, Blackwater, and Nottoway Rivers and can be seen in **Figure 3.6**. Both urban and rural areas are serviced by the community water systems in the Southside sub-region.

FIGURE 3.6: SOUTHSIDE SUB-REGION WATER SOURCES



Source: Hampton Roads Regional Water Supply Plan, HRPDC, 2011

The third sub-region in Hampton Roads is the Western Tidewater sub-region. It includes the city of Franklin and the Counties of Isle of Wight, Southampton, and Surry. Since it is a mostly rural sub-region, all but one of the 24 community water systems use groundwater to service 28,000 people. The water sources for the Western Tidewater sub-region can be seen in **Figure 3.7**.



Source: Hampton Roads Regional Water Supply Plan, HRPDC, 2011

EMPLOYMENT AND INDUSTRY

Nearly two million people live in or within an hour's drive of the Hampton Roads region, and because of the presence of several military bases, a large proportion of the total population is employed in military and service related industries. The military bases not only contribute billions of dollars annually to the regional economy, but also supply a skilled labor force. Over 15,000 trained and disciplined personnel leave the military installations each year, and many of these persons decide to stay in the area and look for local private sector employment. In addition, there are approximately 40,000 military spouses available to work. The region's tourism industry creates over 10,000 seasonal jobs during summer months. This group provides an additional source of workers to companies with personnel needs that peak at other times of the year. Lastly, over 86,000 students attend eight universities and four community colleges in the area. Most of these students are permanent residents available for part-time or full-time employment while in school and upon graduation.

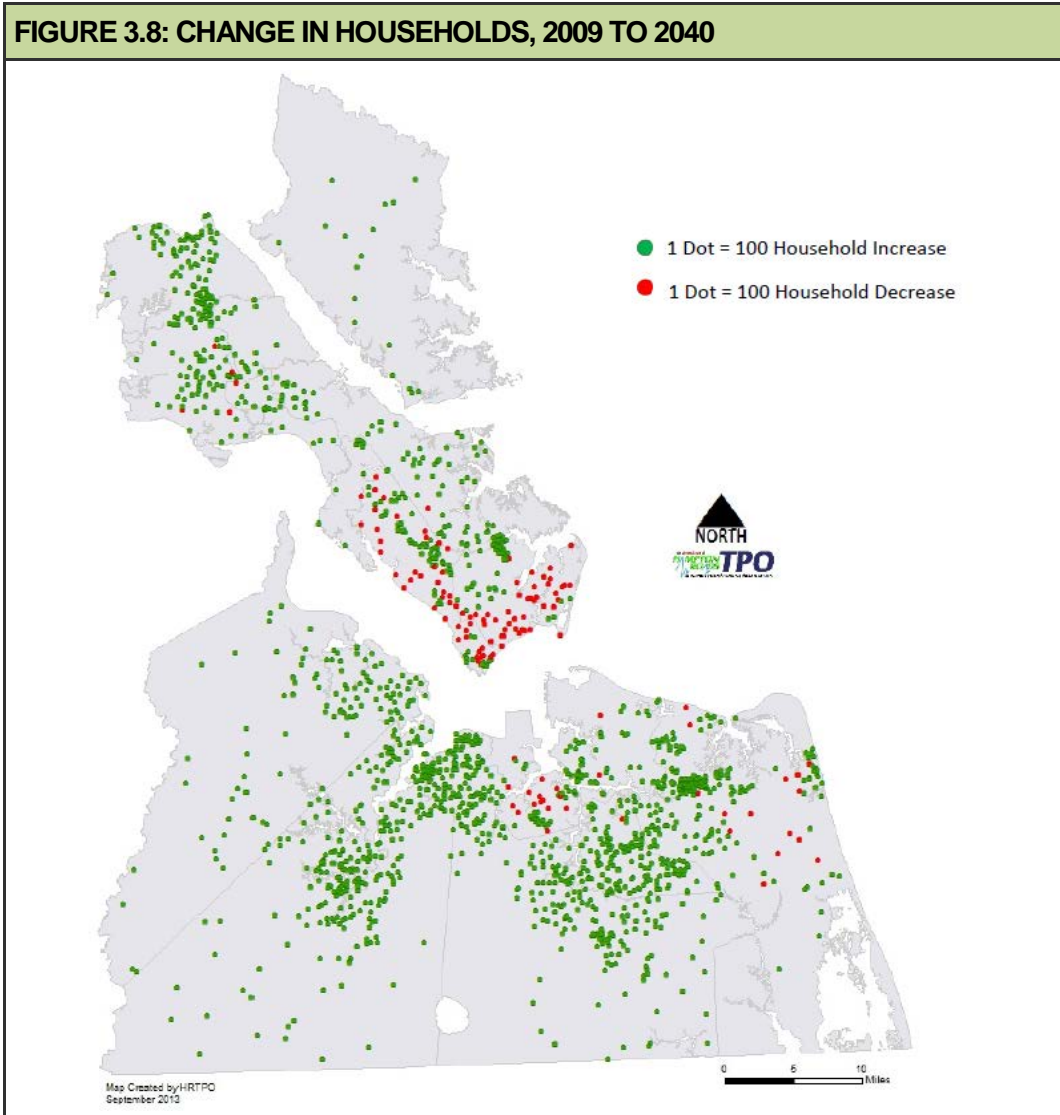
Table 3.6 shows basic employment data for the study area.

TABLE 3.6: REGIONAL EMPLOYMENT			
SUB-REGION	COMMUNITY	CIVILIAN LABOR FORCE (2013)	UNEMPLOYMENT RATE (%) (2013)
Peninsula	Hampton	67,144	10.7
	Newport News	91,426	9.8
	Poquoson	6,105	4.4
	Williamsburg	6,540	8.4
	James City County	32,238	6.4
	York County	30,934	5.1
Southside	Norfolk	116,232	11.9
	Portsmouth	45,810	10.6
	Suffolk	41,772	8.6
	Virginia Beach	226,234	6.5
	Chesapeake	113,620	7.5
Western Tidewater	Isle of Wight County	18,500	7.7
	Franklin	3,709	12.3
	Southampton County	8,812	6.9
	VIRGINIA	4,238,636	5.4

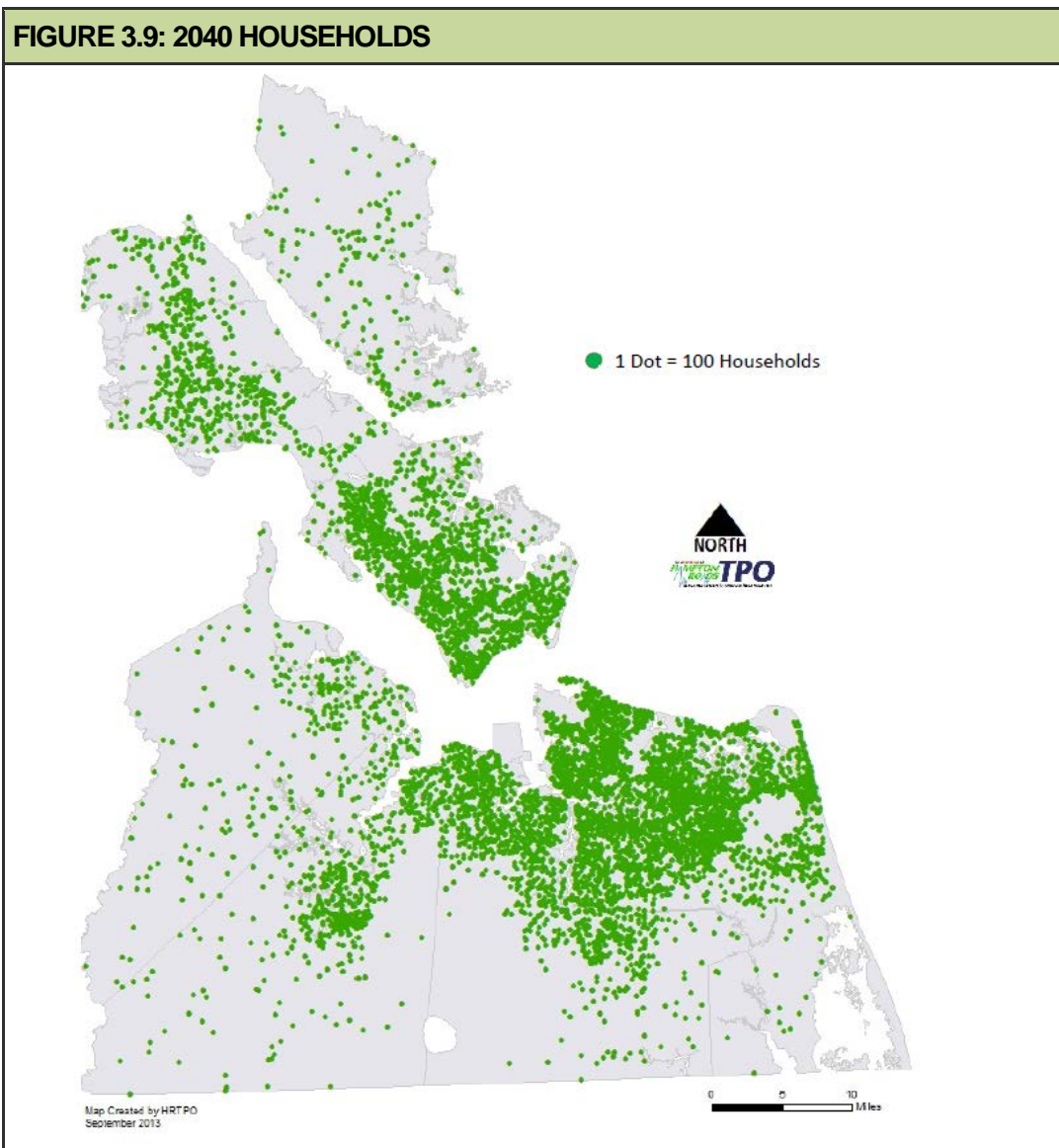
Source: U.S. Census Bureau, Virginia Economic Development Partnership, Bureau of Labor Statistics

DEVELOPMENT TRENDS

The Hampton Roads 2040 Socioeconomic Forecast prepared by the Hampton Roads Transportation Planning Organization in October 2013 provides the maps shown in **Figures 3.8 and 3.9** to help visualize where demand for employment will impact the number of households in the region. These growth patterns show expected change from 2009 through 2040 and provide a regional summary intended for the purpose of transportation planning; however, the data points shown are also relevant to hazard mitigation planning in that they provide a relative indicator of future housing needs in the region. Where and how those houses will be built influences the region's vulnerability to a range of hazards.



Source: Hampton Roads Transportation Planning Organization, *Hampton Roads 2040 Socioeconomic Forecast and Transportation Analysis Zones (TAZ) Allocation*, October 2013.



Source: Hampton Roads Transportation Planning Organization, *Hampton Roads 2040 Socioeconomic Forecast and TAZ Allocation*, October 2013.

The Hampton Roads area expects to add 124,356 net new jobs by 2033. These net new jobs would increase employment by 16.4% with jobs being added to professional and business services, health services, construction and administrative, and waste service sectors. In order to attract workers to these jobs and remain a competitive region that people want to live in, it is imperative that there is adequate housing and transportation and a skilled workforce to do the jobs.

The amount of houses needed will vary by jurisdiction. It is estimated that 86,098 net new housing units must be built by 2033. In order to be able to house all of the workers of Hampton Roads, 4,305 net new units must be built each year. Assuming people live near where their jobs are and do not commute, Virginia Beach and Chesapeake will see the most job growth in the region, resulting in more housing units being built. **Table 3.7** illustrates where the housing units need to be built based on how many net new jobs will be in the jurisdiction and whether workers will commute to work or live close to their jobs. The "Remainder of Region" includes Suffolk, Franklin, Gloucester, Isle of Wight, Southampton, Surry, and York County. Surry County and Gloucester County could not be separated out of these published data.

TABLE 3.7: PROJECTED HOUSING DEMAND FOR NEW NET WORKERS 2013-2033						
SUBREGION	COMMUNITY	NET NEW JOBS	BY WORK LOCATION	BY CURRENT COMMUTING PATTERNS		
				NON-COMMUTERS	COMMUTERS	TOTAL BY COMMUTING PATTERN
Peninsula	Hampton	2,698	1,800	838	2,693	2,556
	Newport News	5,930	3,911	1,897	3,418	5,316
	James City County and Williamsburg	23,707	17,222	6,860	645	7,506
Southside	Norfolk	13,061	8,947	3,719	3,418	5,316
	Portsmouth	1,675	1,196	414	2,142	2,556
	Virginia Beach	24,661	16,659	11,987	7,974	19,962
	Chesapeake	20,868	13,578	6,634	5,864	12,498
Remainder of Region*		31,756	22,785	12,312	7,976	20,285

* Includes Surry County and Gloucester County.

Source: Sturtevant, Lisa. *Housing the Future Workforce in the Hampton Roads Region*, May 2014. Prepared for Housing Virginia and shared on Hampton Roads Planning District Commission web site.

Due to changes in the demographic of the average net new worker, the type of housing that will need to be built will be different than it has been in the past. The new workers who will move to Hampton Roads will be young people working for lower wages. They will require more single family houses and rental units with moderately priced rent. According to a survey done by the American Community Survey, the percentage of multi-family housing units will increase by 5.2% to 39.7% in the coming years. The percentage of rental units will also increase to 46.5%, compared to 36.4% in previous years. **Table 3.8** illustrates how many housing units will need to be built in each community and the number of units that will be owned compared to those that will be rented. The Remainder of Region includes Franklin, Gloucester, Isle of Wight, Southampton, Surry, and York.

TABLE 3.8: HOUSING UNIT TYPES 2013-2033						
SUBREGION	COMMUNITY	TOTAL UNITS	SINGLE FAMILY		TOWNHOUSE/MULTI-FAMILY	
			OWNER	RENTER	OWNER	RENTER
Peninsula	Hampton	1,800	1,019	118	240	423
	Newport News	3,911	1,311	495	323	1,782
	James City County and Williamsburg	17,222	8,420	2,938	1,002	4,863
Southside	Norfolk	8,947	3,400	927	930	3,690
	Portsmouth	1,196	401	233	31	531
	Virginia Beach	16,659	6,124	1,920	1,618	6,997
	Chesapeake	13,578	7,684	1,961	916	3,017
	Suffolk	13,730	6,743	2,286	881	3,820
Remainder of Region*		9,055	4,445	1,513	549	2,545
Hampton Roads Region		86,098	39,547	12,391	6,491	27,668

* Includes Surry County and Gloucester County.

Source: Sturtevant, Lisa. *Housing the Future Workforce in the Hampton Roads Region*, May 2014. Prepared for Housing Virginia and shared on Hampton Roads Planning District Commission web site.

Virginia law requires that all communities have a comprehensive land use plan and that it be updated every five years. Each county or city government in the study area has adopted a comprehensive plan that provides additional detail on the development trends for that community. Additionally, zoning maps and ordinances within each community further dictate allowable uses and show where future development is guided, or where higher density housing is allowable. **Figures 5.6, 5.8 and 5.10** in the Section 5 *Vulnerability Assessment* show recent community development patterns.

HAZARD IDENTIFICATION AND ANALYSIS

2017 UPDATE

The hazards significantly affecting the region, as determined by the planning group during the process outlined in Section 2, were updated with current hazard history information from several sources, including the National Climatic Data Center (NCDC), National Oceanic and Atmospheric Administration (NOAA) Hurricane Tracks, National Weather Service (NWS), and the *Commonwealth of Virginia, 2013 Hazard Mitigation Plan*.

INTRODUCTION

This section of the Plan describes the hazards that threaten the Hampton Roads region and provides general background information, local data (e.g., the location and spatial extent), and historical occurrences for each hazard. This section also presents best available data regarding notable historical damages within the region. The natural hazards discussed in this section are as follows:

- FLOODING
- SEA LEVEL RISE AND LAND SUBSIDENCE
- TROPICAL/COASTAL STORM
- SHORELINE EROSION
- TORNADO
- WINTER STORM
- EARTHQUAKE
- WILDFIRE
- DROUGHT
- EXTREME HEAT
- HAZARDOUS MATERIALS INCIDENT

As stated in Section 2, the committee reviewed and discussed manmade (or man-influenced) and technological hazard planning as it was incorporated into the existing plans. The Committee agreed to focus this plan on natural hazards. The exception was Hazardous Materials Incidents, which the Committee determined has enough overlap with natural hazards to warrant consideration as part of the Plan.

The committee also discussed Lightning and Tsunamis, two hazards included in previous plans. While the group acknowledged that Lightning is a natural hazard that can affect the Hampton Roads region and that there is a history of occurrence, there is no *widespread* risk to lives, structures and infrastructure from Lightning and thus the group determined it should be excluded from the plan update. The damages and injuries that have occurred in the past are very isolated in nature. Lightning as a major cause of Wildfire is retained in the discussion on Wildfire.

Regarding Tsunamis, there have been no known Tsunamis to directly impact the Hampton Roads region. Further, there is no record of a catastrophic Atlantic basin tsunami impacting the mid-Atlantic coast of the United States. Tsunami inundation zone maps are not available for communities located along the U.S.

East Coast. FEMA Guidance in State and Local Mitigation Planning How-To Guide: Understanding Your Risks (p. 1-8), indicates that Atlantic Coast communities have a relatively low tsunami risk “and can probably avoid conducting a tsunami risk assessment at this time.” The lack of historical evidence of any damages caused by Tsunamis led the group to conclude that it is not a natural hazard to which the region is generally exposed, and thus, the hazard was excluded from the plan update.

44 CFR Requirement

Part 201.6(c)(2)(i): The risk assessment shall include a description of the type, location, and extent of all natural hazards that can affect the jurisdiction. The plan shall include information on previous occurrences of hazard events and on the probability of future hazard events.

Some of these hazards are interrelated (e.g., tropical/coastal storm events can cause flooding and tornado activity, and flooding can be associated with winter storms and erosion); thus, hazard discussions overlap where necessary throughout the risk assessment.

To a large extent, historical records are used to identify the level of risk within the planning area—with the assumption that the data sources cited are reliable and accurate. Maps are provided to illustrate the location and spatial extent for those hazards within the region that have a recognizable geographic boundary (i.e., hazards that are known to occur in particular areas of the region such as the 100-year floodplain). For those hazards with potential risk not confined to a particular geographic area (such as winter storms and tornadoes), historical event locations and/or general information on the applicable intensity of these events across the entire planning area is provided.

For most hazards analyzed in this section, some level of property damage was associated with any or all of the hazard events cataloged. However, for some historic events reports of property damage were not available. Therefore, totals of past property damages derived from historical records are best estimates and should not be used as a stand-alone indicator of hazard risk.

The terms “likely”, “highly likely” and “unlikely” are used to describe the probability of future occurrence for each hazard. Hazards termed “likely” to occur again in the future are expected to occur but may not have occurred with such high frequency in the past that future events are a certainty. Hazards termed “highly likely” have a history of occurrence or particular characteristics that make a future event almost guaranteed. “Unlikely to occur” indicates that committee members, based on review of past events, have the impression that any future occurrence will be a rare and unique event.

The *Vulnerability Assessment*, Section 5 of this plan, expands upon the foundation provided here and assesses the vulnerability of the region to these natural hazards.

SUMMARY OF PRESIDENTIAL DISASTER DECLARATIONS

A presidential disaster declaration is issued when a disaster event is determined to be beyond the response capabilities of state and local governments. Since 1953, the first year presidential disaster declarations were issued in the United States, the region has been named in twelve such declarations (**Table 4.1**). Under a presidential disaster declaration, the state and affected local governments are eligible to apply for federal funding to pay 75% of the approved costs for debris removal, emergency services related to the storm, and the repair or replacement of damaged public facilities. The types of natural hazards that led to these disaster declarations in Hampton Roads include ice storms, winter storms, hurricanes, and the Hurricane Katrina evacuation in 2005. The most recent declarations were for Tropical Depression Ida in 2009 and Hurricane Irene in 2011.

TABLE 4.1: PRESIDENTIAL DISASTER DECLARATIONS ISSUED FOR HAMPTON ROADS

YEAR	DATE OF DECLARATION	DISASTER NUMBER	DISASTER TYPE	DESIGNATED AREAS
1972	September 8	339	Tropical Storm Agnes	Chesapeake, Hampton, Isle of Wight Co, James City Co, Newport News, Norfolk, Portsmouth, Suffolk, Virginia Beach, Williamsburg, York Co
1996	February 16	1086	Blizzard of 1996	All study area communities
1996	October 23	1135	Hurricane Fran	Hampton, Isle of Wight Co, James City Co, Newport News, Poquoson, Suffolk, Williamsburg, York Co
1998	October 9	1242	Hurricane Bonnie	Chesapeake, Norfolk, Portsmouth, Suffolk, Virginia Beach
1999	September 6	1290	Tropical Storm Dennis and Tornadoes	Hampton
1999	September 24	1293	Hurricane Floyd	All study area communities
2000	February 28	1318	Severe Winter Storms	Franklin, Isle of Wight Co, James City Co, Newport News, Southampton Co, Suffolk, Williamsburg, York Co
2003	September 18	1491	Hurricane Isabel	All study area communities
2005	September 12	3240	Hurricane Katrina Evacuation	All study area communities
2006	September 22	1661	Tropical Depression Ernesto	Isle of Wight Co, James City Co, Newport News, Poquoson, York Co
2009	December 9	1862	Tropical Depression Ida and a Nor'easter	Chesapeake, Hampton, Isle of Wight Co, Newport News, Norfolk, Poquoson, Portsmouth, Virginia Beach
2011	August 26	4024	Hurricane Irene	All study area communities

Source: FEMA, 2015

NATIONAL CLIMATIC DATA CENTER STORM EVENT DATABASE

Much of the data in the remaining tables of this section were taken from the NOAA NCDC database. NCDC receives storm data from the NWS which, in turn, receives their information from a variety of sources, including: city, county, state, and federal emergency management officials, local law enforcement officials, skywarn spotters, NWS damage surveys, newspaper clippings, the insurance industry, and the general public. Information on hazard events not recorded in this database is provided in narrative format for each hazard subsection to supplement the NCDC data and to provide a more accurate depiction of historic hazard events in the region.

FLOODING

BACKGROUND

Approximately 90% of presidentially declared disasters are associated with floods. However, the majority of damages across the United States are due to more frequent, localized flooding events that do not receive federal disaster declarations.

The primary types of flooding include riverine, coastal, and urban flooding. Riverine flooding is a function of excessive precipitation levels and water runoff volumes within a stream or river. Coastal flooding is typically a result of storm surge, wind-driven waves, and heavy rainfall produced by hurricanes, tropical storms, nor'easters, and other large coastal storms. Urban flooding occurs when manmade development obstructs the natural flow of water or when impervious surfaces significantly decrease the ability of natural groundcover to absorb and retain surface water runoff. Hampton Roads is subject to a variety of flood sources. The two major sources are: coastal flooding and storm surge associated with large amounts of tidally-influenced water being pushed inland from Hampton Roads and nontidal, riverine flooding as a result of excess precipitation in the watershed.



Photo courtesy of the City of Chesapeake.

Similar to hurricanes, nor'easters are ocean storms capable of causing substantial damage to coastal areas in the Eastern United States due to their strong winds and heavy surf. Nor'easters are named for the winds that blow in from the northeast and drive the storm up the East Coast along the Gulf Stream, a band of warm water that lies off the Atlantic coast. They are caused by the interaction of the jet stream with horizontal temperature gradients and generally occur during the fall and winter months when moisture and cold air are plentiful.

Nor'easters are known for dumping heavy amounts of rain and snow, producing hurricane-force winds, and creating high surf that causes severe beach erosion and coastal flooding. There are two main components to a nor'easter: (1) a Gulf Stream low-pressure system (counter-clockwise winds) generated off the southeastern U.S. coast, gathering warm air and moisture from the Atlantic, and pulled up the East Coast by strong northeasterly winds at the leading edge of the storm; and (2) an Arctic high-pressure system (clockwise winds) which meets the low-pressure system with cold, arctic air blowing down from Canada. When the two systems collide, the moisture and cold air produce a mix of precipitation and have the potential for creating dangerously high winds and heavy seas. As the low-pressure system deepens, the intensity of the winds and waves increase and can cause serious damage to coastal areas as the storm moves northeast.

The presence of the Gulf Stream off the eastern seaboard in the winter season acts to dramatically enhance the surface horizontal temperature gradients within the coastal zone. This is particularly true off the Virginia coastline where, on average, the Gulf Stream is closest to land north of 32 degrees latitude. During winter offshore cold periods, these horizontal temperature gradients can result in rapid and intense destabilization of the atmosphere directly above and shoreward of the Gulf Stream. This air mass modification or conditioning period often precedes wintertime coastal extra-tropical cyclone development. The temperature structure of the continental air mass and the position of the temperature gradient along the Gulf Stream drive this cyclone development. As a low pressure deepens, winds and waves can increase and cause serious damage to coastal areas as the storm generally moves to the northeast.

The coastal communities of Virginia are most vulnerable to the impacts of nor'easters. Since the storms typically make landfall with less warning than hurricanes (due to their rapid formation along the coast), residents and business owners may be caught unprepared for the impacts. Fortunately, nor'easters typically occur during the tourist off-season when fewer non-residents are visiting the coast. As with hurricanes, structural vulnerability to nor'easters is proportional to the strength of the structure, with mobile homes being particularly vulnerable.

Additional causes of flooding, especially in the western Tidewater portion of the study area, may include features, such as roadways and pipelines, that act as choke points in the river, blocking debris and restricting the flow of water during heavy flooding events; development of the watershed resulting in the loss of riparian zone and vegetation coverage; land management, including forestry and farming practices; and deficiencies in manmade drainage systems.

Flooding in the region is also possible as the result of a dam that malfunctions. There are approximately 80,000 dams in the United States today, the majority of which are privately owned. Other owners include state and local authorities, public utilities and federal agencies. The benefits of dams are numerous: they provide water for drinking, navigation and agricultural irrigation. Dams also provide hydroelectric power, create lakes for fishing and recreation, and save lives by preventing or reducing floods.

Though dams have many benefits, they also can pose a risk to communities if not designed, operated and maintained properly. In the event of a dam failure, the energy of the water stored behind even a small dam is capable of causing loss of life and great property damage if development exists downstream of the dam. The failure of dams has the potential to place large numbers of people and great amounts of property in harm's way.



Lake Burnt Mills in Suffolk. (Photo courtesy of City of Suffolk)

The periodic inundation of floodplains adjacent to rivers, streams, and shorelines is a natural and inevitable occurrence that can be expected to take place based upon established recurrence intervals. FEMA has studied and mapped both the 100-year floodplain (with a 1% chance of being equaled or exceeded in any given year), and the 500-year floodplain (with a 0.2% chance of being equaled or exceeded in any given year) for the study area.

LOCATION AND SPATIAL EXTENT

Flooding can occur along all waterways in the region. Localized riverine flooding can occur in areas of Hampton Roads not adjacent to a major body of water. Large sections of the region are low and subject to tidal flooding during hurricanes and severe nor'easters. Flood duration is typically shorter for hurricanes and tropical storms than for nor'easters because the storms tend to move faster and affect only 1 to 2 tidal cycles. The main impacts from flooding include:

- Inundation of low-lying residential neighborhoods and subsequent damage to structures, contents, garages, and landscaping;
- Impassable road crossings and consequential risk for people and cars attempting to traverse flooded crossings;
- Damage to public and private infrastructure, possibly including but not limited to water and sewer lines, bridge embankments, and both small and large drainageways;

- Wave action responsible for shoreline damage, and damage to boats and facilities, including ships, ports and shipyards;
- Inundation of critical facilities, possibly including some fire stations, police facilities, public shelters, emergency operations centers (EOC), and several publicly-owned buildings. Public shelter availability is limited by the expected severity of flooding. (See Table 5.2 for number of critical facilities in flood hazard areas.)
- Recovery time needed to bring critical infrastructure, schools and employers back online. Of particular concern in the region are transportation routes, including school buses, housing for displaced residents and debris management.

Communities in the study area have outlined specific plans for activating their EOC, protecting critical facilities and taking specific drainage system actions when faced with an impending flood. Since power outages and threats to the water supply can result from both the wind and flood hazard (which often occur simultaneously in the region), residents are advised of appropriate precautions and specific low-lying areas are evacuated to protect the safety of residents, tourists and responders, and to minimize loss of life.

When severe floods occur, the regional economy is severely impacted by the inability of flooded homeowners to get back to work quickly, the slow rebound of closed or debris-strewn transportation routes, the closing of schools and businesses, and the general state of emergency. Power outages and boil-water advisories are common and can affect many thousands of residents and businesses in the region for several days or even weeks if the damage is severe. Severely flooded homes and even whole neighborhoods result in displaced residents, including schoolchildren. Loss of life due to people traversing flooded roads, remaining in or becoming trapped in flooded structures, and curiosity-seekers watching storm surge is possible. Flooded businesses that decide to close, move or cease operations in the region have an impact on land values and the labor force, as does flood damage to the facilities of large port-related employers in the region such as shipyards and marinas. Time spent repairing flood damage versus productive value-added labor is costly to employers.

Over time, the pressure on communities and elected officials to fix flooding problems has increased in the region. Longer-term impacts to the real estate market from flooding and flood insurance costs are impacting property sales, especially for older homes in the densely-populated floodplains of Hampton, Newport News, Poquoson, Norfolk, Portsmouth and Virginia Beach. The large number of structures vulnerable to flood damage (see Section 5 for more details) and the cost of measures needed to mitigate such a large-scale problem is daunting for emergency managers, floodplain managers, planners and building professionals throughout the region.

Areas identified as vulnerable to flooding are depicted on FEMA's Flood Insurance Rate Maps (FIRMs), which were developed through the National Flood Insurance Program (NFIP), show the existing potential flood hazard areas throughout the region based on the estimated 100-year floodplain (**Figures 4.1 through 4.3**). The 100-year floodplain represents the areas susceptible to the 1% annual flood. The maps also show the 0.2% annual flood, or 500-year flood. The 100-year flood, or base flood, has at least a 26% chance of occurring over the life of a typical 30-year mortgage. FIRM data is available through several sources for more detailed viewing at the parcel level:

- Paper FIRMs are available for viewing in each jurisdiction in the study area that participates in the NFIP;
- The FEMA Map Service Center at <https://msc.fema.gov/portal/> is the official public source for flood hazard information produced in support of the NFIP; and,
- Most localities in the study area have property information viewer tools with flood data layers, and several have included additional sea level rise inundation viewers. The following may be helpful:

Hampton - <http://webgis.hampton.gov/sites/ParcelViewer/Account/Logon>

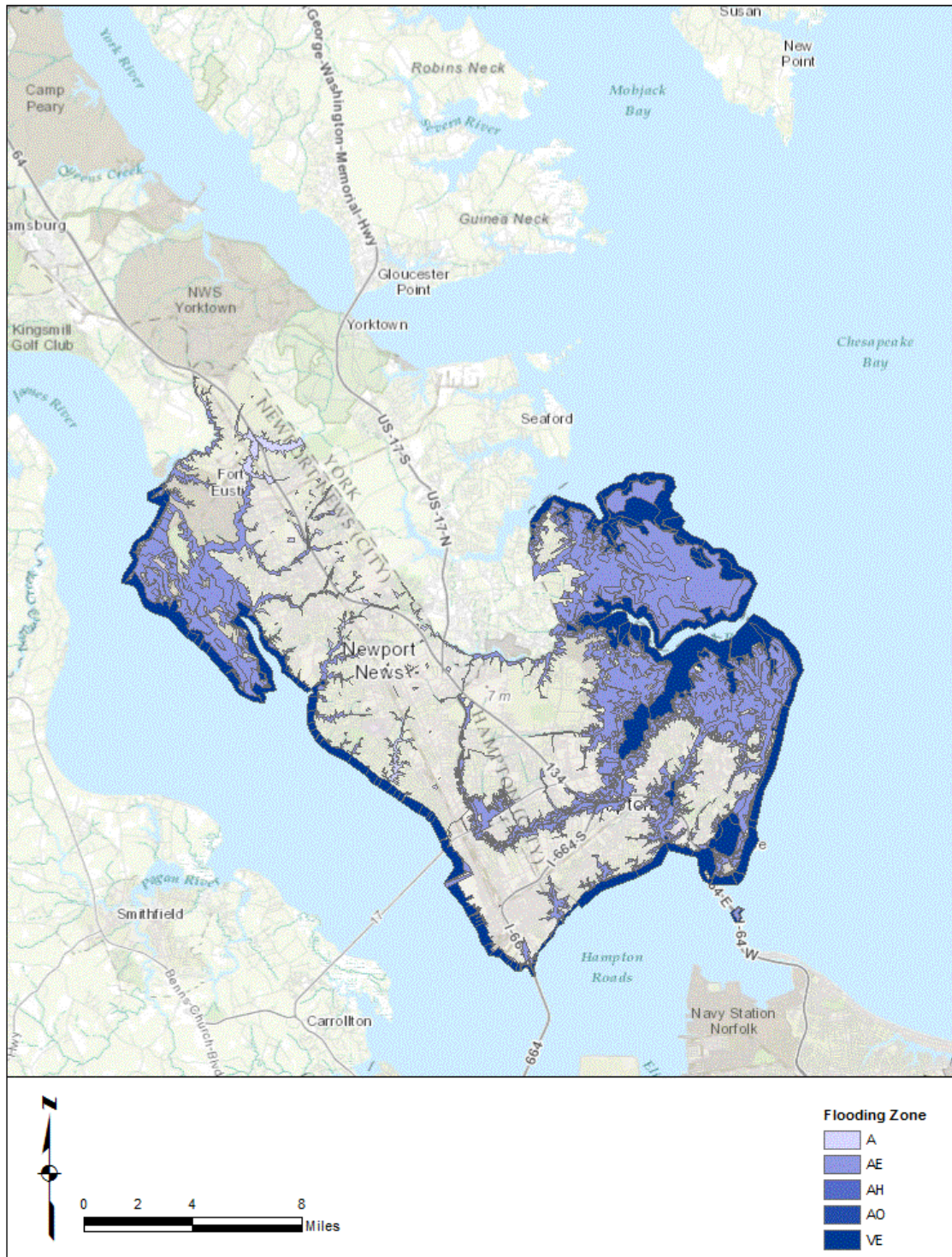
Newport News - <http://gis2.nngov.com/gis/>

Poquoson - <http://poquoson.mapsdirect.net/>

Williamsburg - <http://williamsburg.timmons.com/flex/index.html>

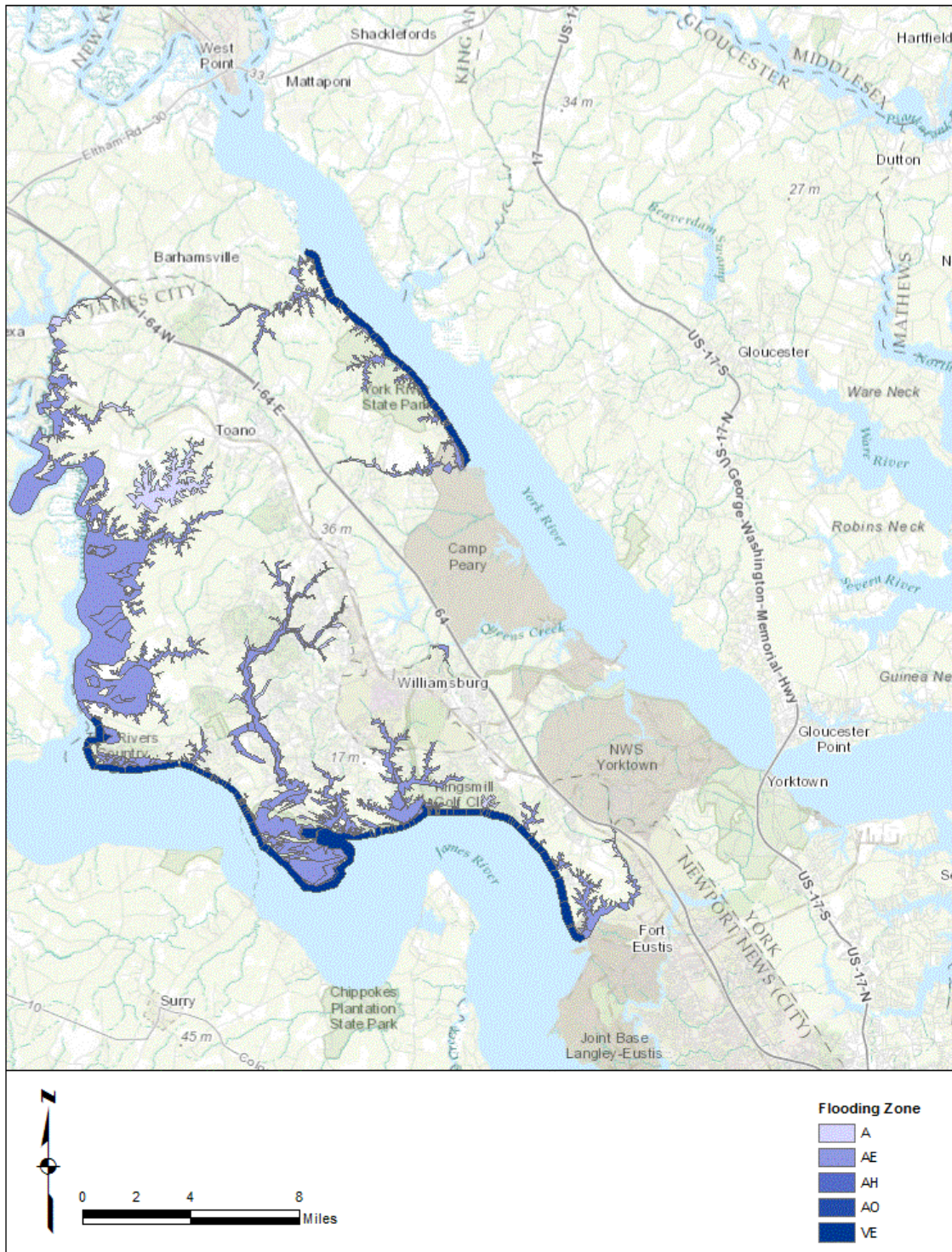
James City County - <http://property.jamescitycountyva.gov/JamesCity/Account/Logon>
York County - <http://maps.yorkcounty.gov/York/Account/Logon>
Norfolk - http://www.norfolk.gov/flooding/flood_prone_areas.asp and
<http://www.norfolk.gov/index.aspx?NID=1949>
Portsmouth - <http://www.portsmouthva.gov/assessor/data/>
Suffolk - <http://apps.suffolkva.us/realest/>
Virginia Beach - <https://www.vbgov.com/map/>
Chesapeake - <https://cityapps.cityofchesapeake.net/REIS/RealEstateSearch/Details>
Isle of Wight County, Smithfield, Windsor -
<http://iowgis.maps.arcgis.com/apps/webappviewer/index.html?id=4889333b70534c018c2c723b4d953f51>
Southampton County, Franklin, towns - <http://www.southampton.interactivegis.com/index.php#>

FIGURE 4.1: FEMA-IDENTIFIED 100-YEAR FLOOD HAZARD AREAS, HAMPTON, NEWPORT NEWS, POQUOSON



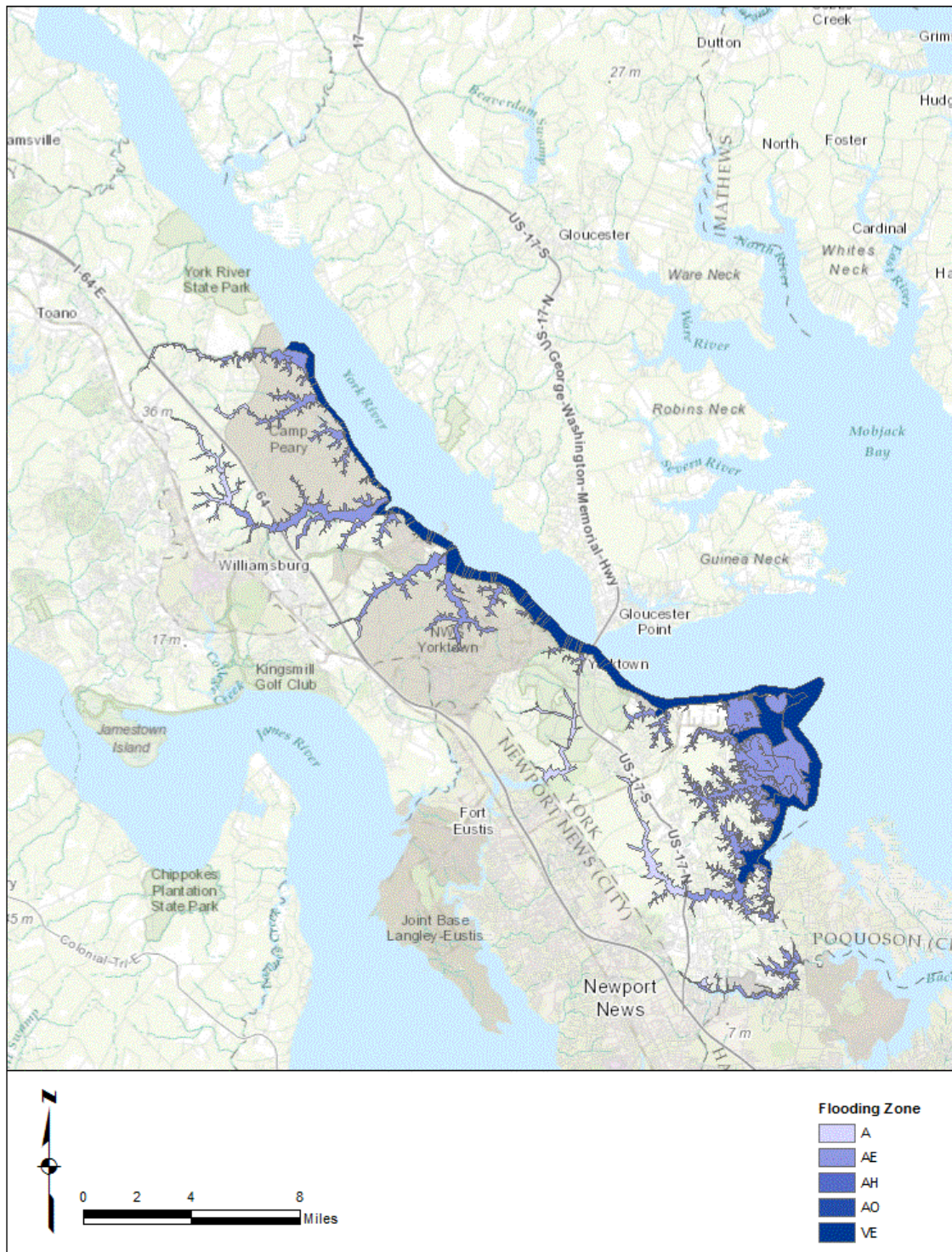
Source: Federal Emergency Management Agency, 2016

FIGURE 4.2: FEMA-IDENTIFIED 100-YEAR FLOOD HAZARD AREAS, JAMES CITY COUNTY, WILLIAMSBURG



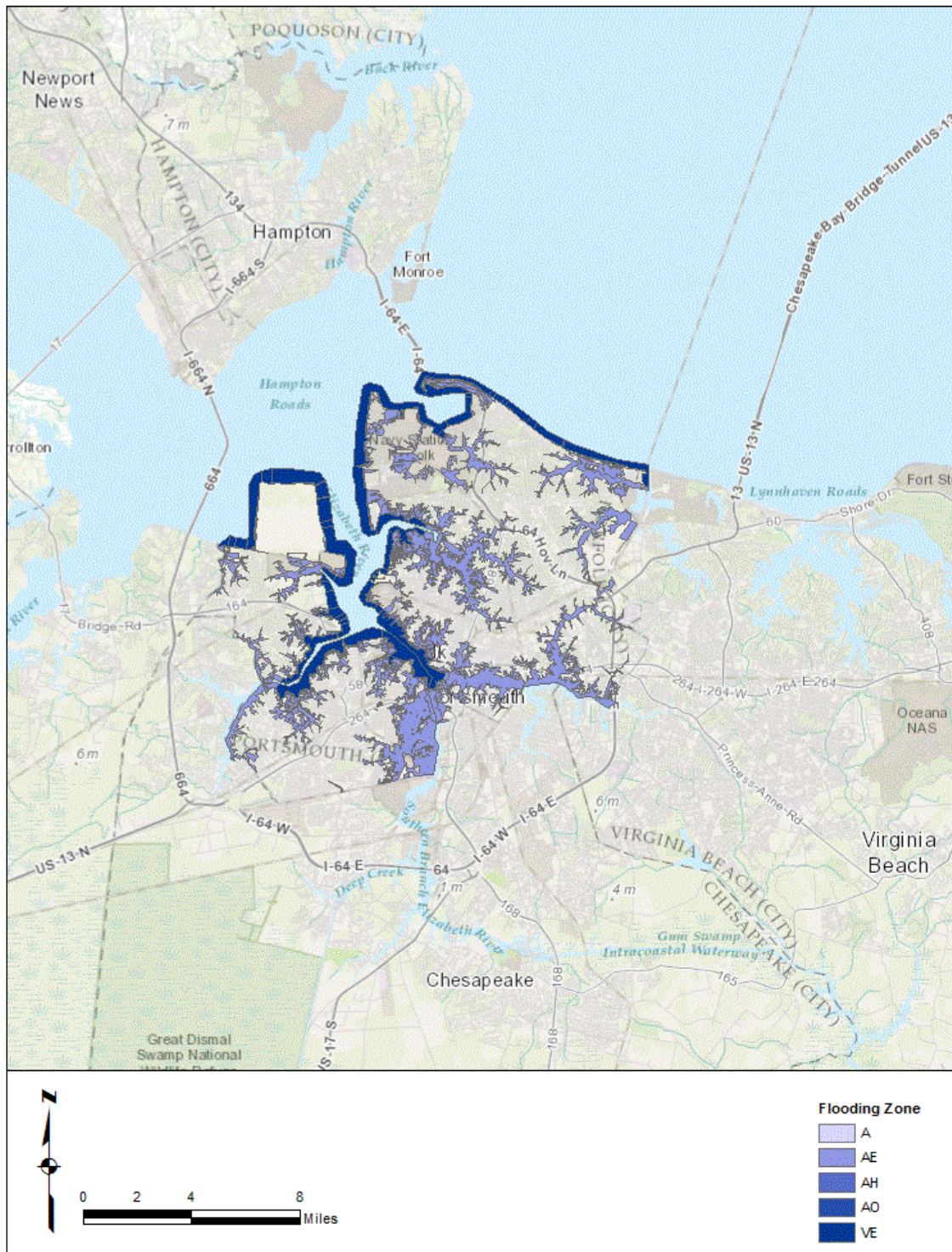
Source: Federal Emergency Management Agency, 2016

FIGURE 4.3: FEMA-IDENTIFIED 100-YEAR FLOOD HAZARD AREAS, YORK COUNTY



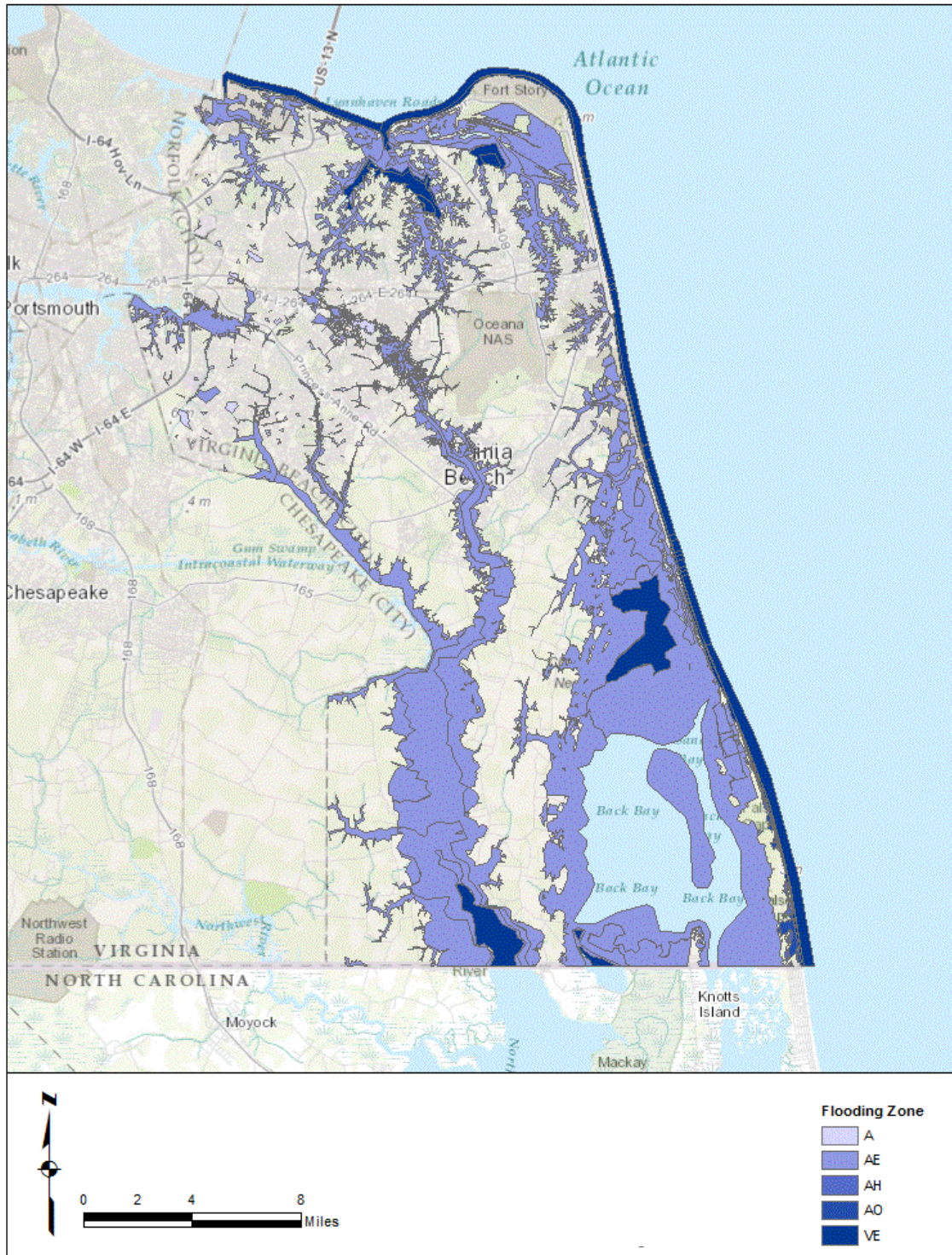
Source: Federal Emergency Management Agency, 2016

FIGURE 4.4: FEMA-IDENTIFIED 100-YEAR FLOOD HAZARD AREAS, NORFOLK, PORTSMOUTH



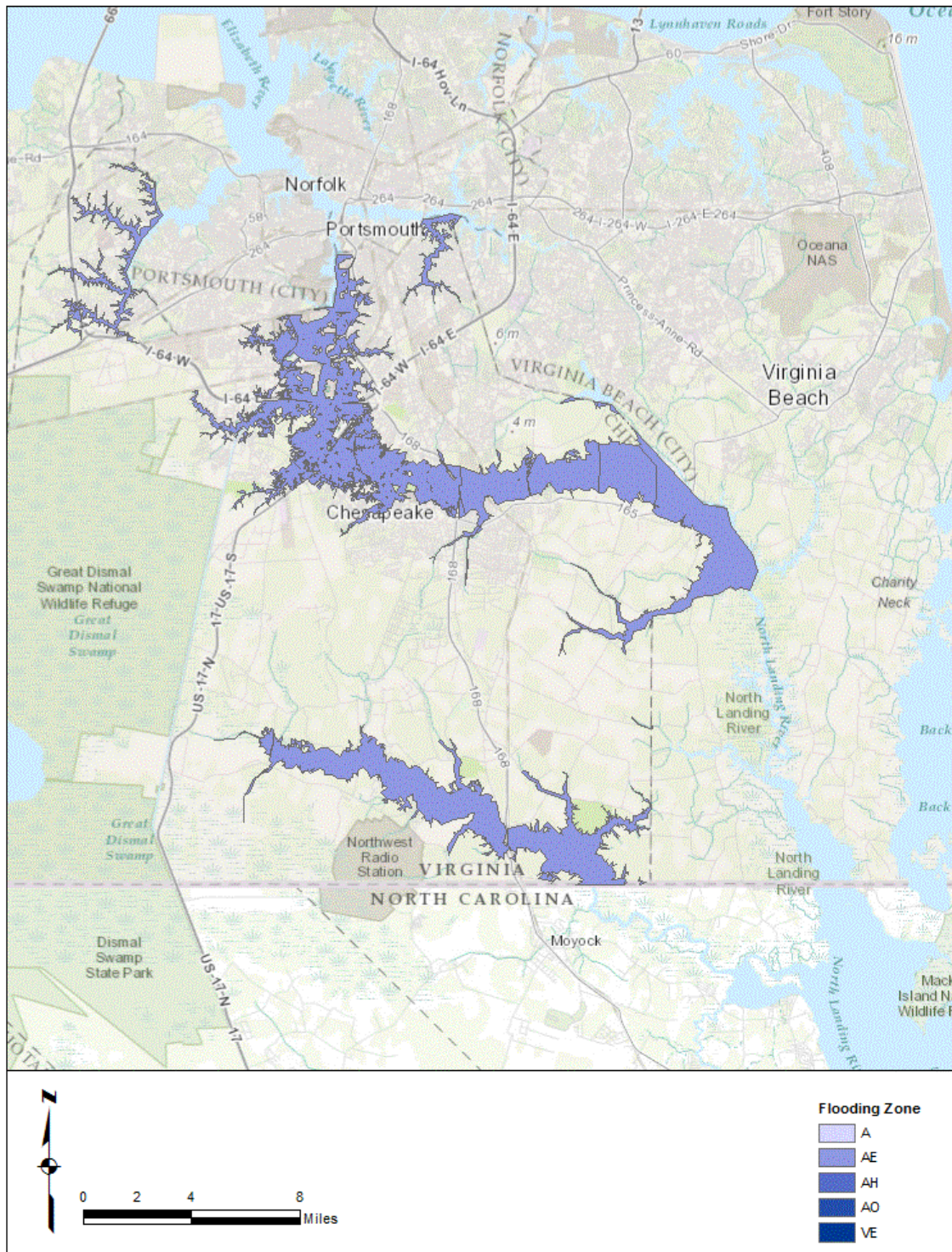
Source: Federal Emergency Management Agency, 2016

FIGURE 4.5: FEMA-IDENTIFIED 100-YEAR FLOOD HAZARD AREAS, VIRGINIA BEACH



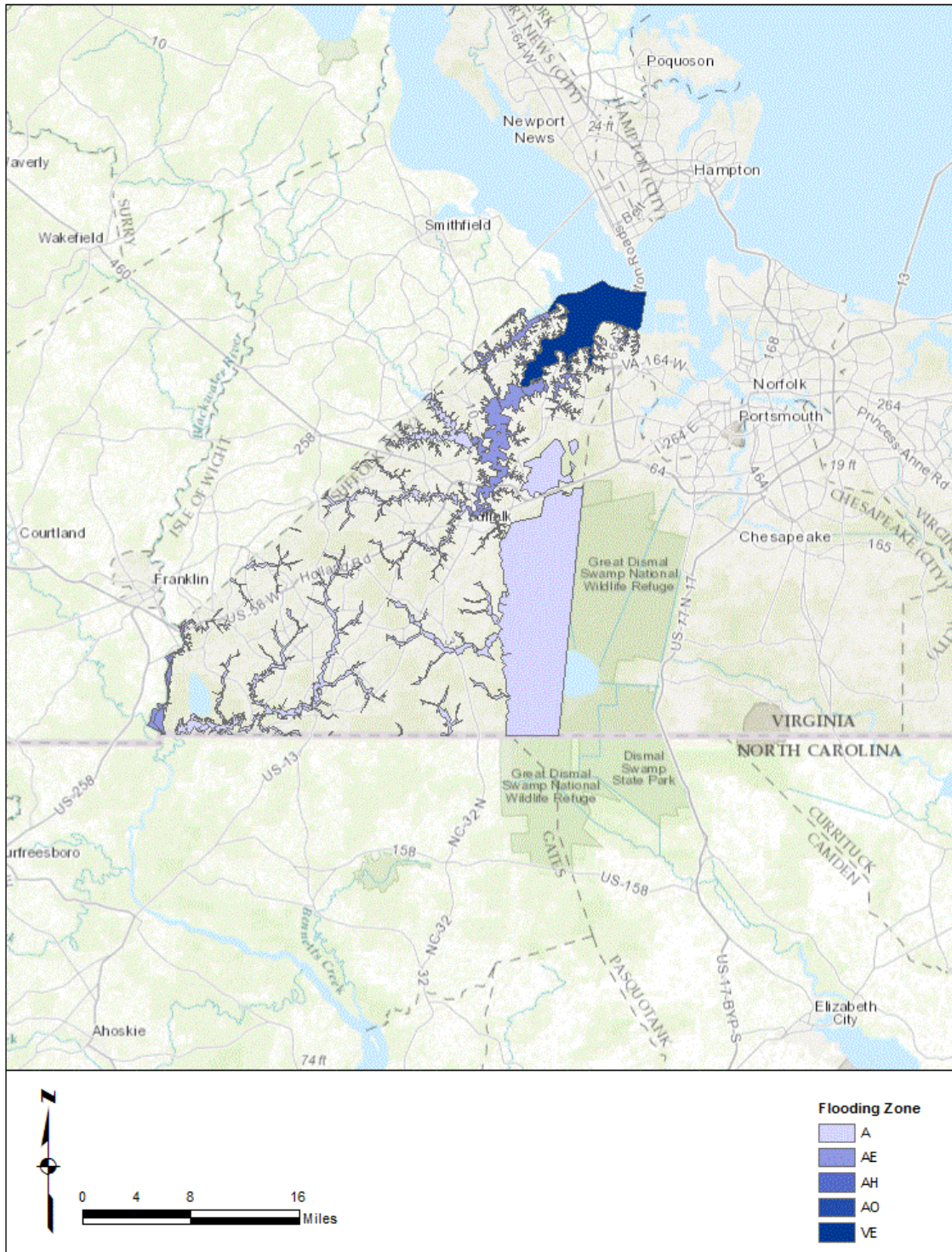
Source: Federal Emergency Management Agency, 2016

FIGURE 4.6: FEMA-IDENTIFIED 100-YEAR FLOOD HAZARD AREAS, CHESAPEAKE



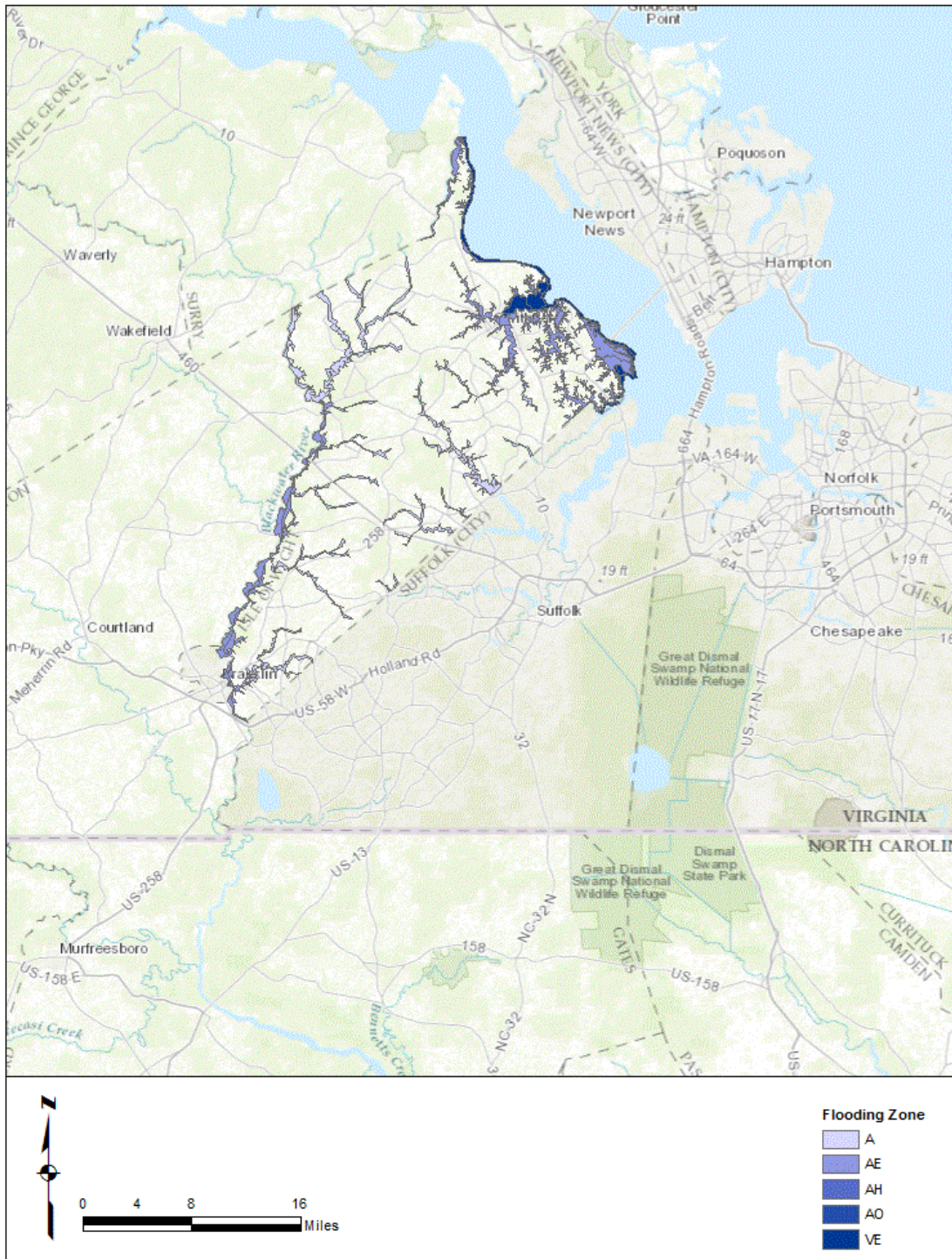
Source: Federal Emergency Management Agency, 2016

FIGURE 4.7: FEMA-IDENTIFIED 100-YEAR FLOOD HAZARD AREAS, SUFFOLK



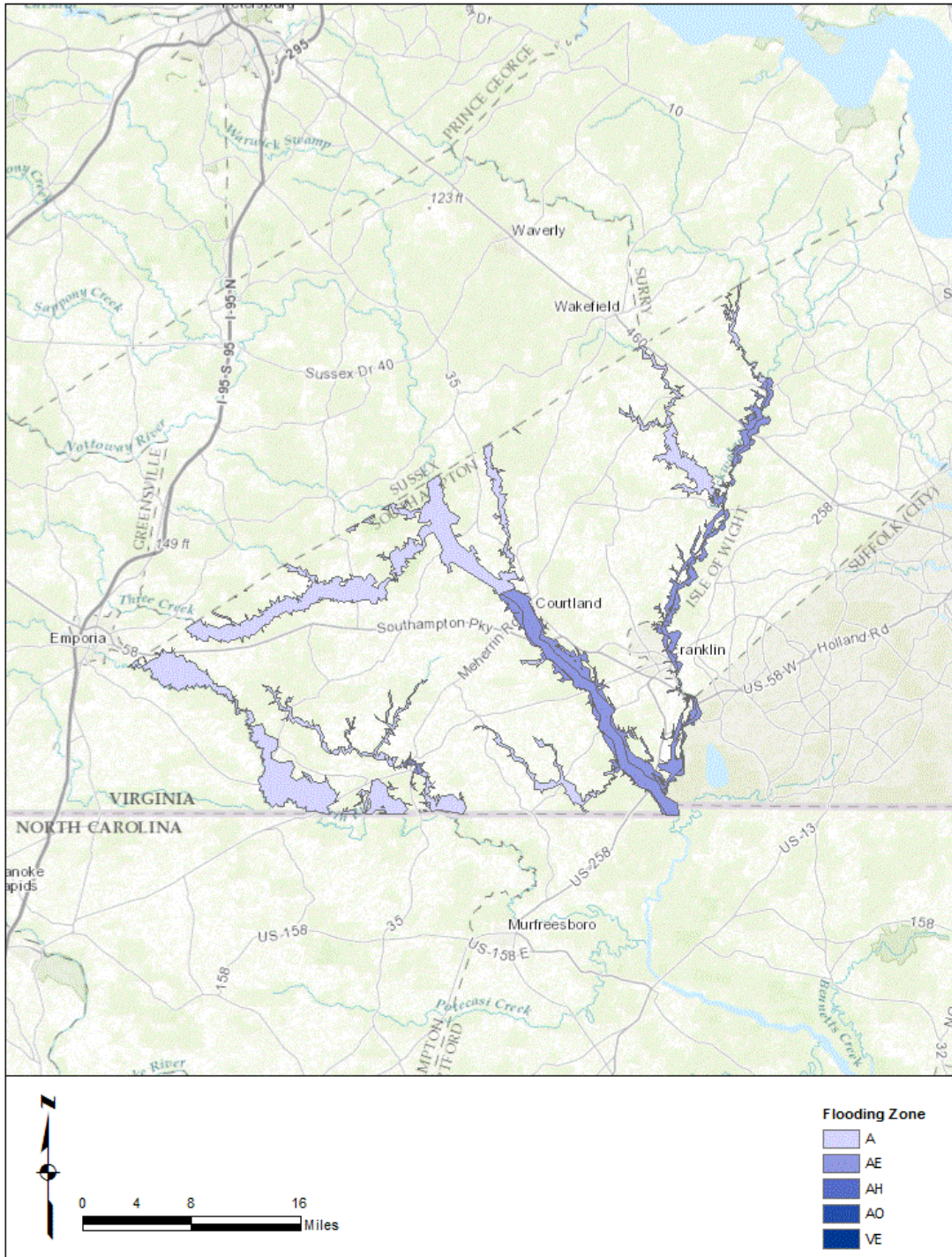
Source: Federal Emergency Management Agency, 2016

FIGURE 4.8: FEMA-IDENTIFIED 100-YEAR FLOOD HAZARD AREAS, ISLE OF WIGHT COUNTY, SMITHFIELD, WINDSOR



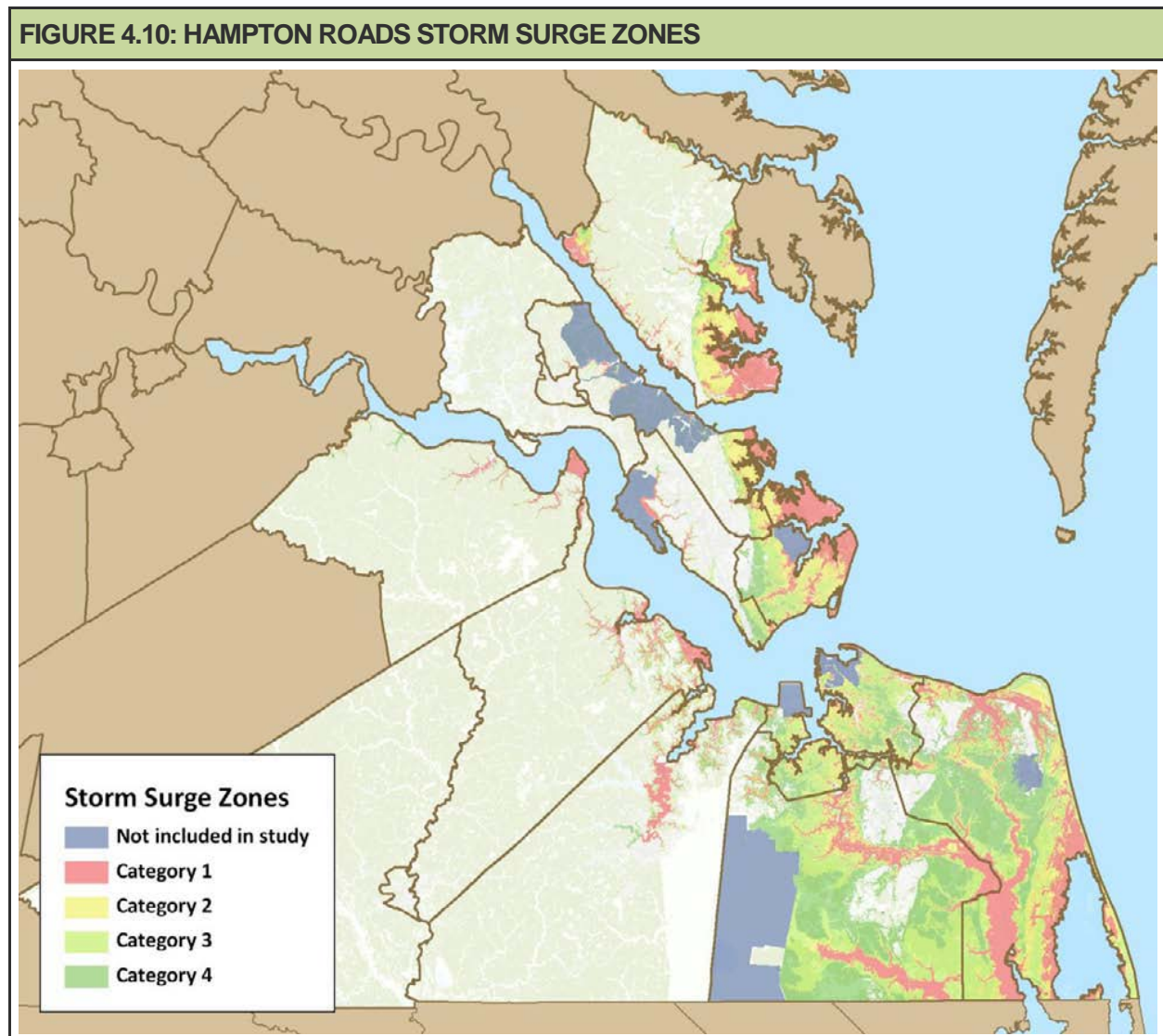
Source: Federal Emergency Management Agency, 2016

FIGURE 4.9: FEMA-IDENTIFIED 100-YEAR FLOOD HAZARD AREAS, SOUTHAMPTON COUNTY AND TOWNS, FRANKLIN



Source: Federal Emergency Management Agency, 2016

Figure 4.10 shows the most recent storm surge hazard areas that can be expected as the result of Category 1, 2, 3, and 4 hurricanes, based on the Sea, Lake and Overland Surge from Hurricanes (SLOSH) model. SLOSH is a computerized model run by the NWS to estimate storm surge heights resulting from hypothetical hurricanes by taking into account the maximum of various category hurricanes as determined by pressure, size, forward speed, and sustained winds. The regional analysis represents the composite maximum water inundation levels for a series of parallel tracks making landfall at various points along the coast. The SLOSH model, therefore, is best used for defining the “worst case scenario” of potential maximum surge for particular locations as opposed to the regional impact of one singular storm surge event.



Source: *Climate Change in Hampton Roads, Phase II: Storm Surge Vulnerability and Public Outreach*, Hampton Roads Planning District Commission, June 2011

According to the National Inventory of Dams (NID) maintained by the U.S. Army Corps of Engineers, (USACE) there are 74 dams located in the Hampton Roads region (**Table 4.2**). The NID consists of dams meeting at least one of the following criteria;

- 1) High hazard classification - loss of one human life is likely if the dam fails,
- 2) Significant hazard classification - possible loss of human life and likely significant property or environmental destruction,

- 3) Equal or exceed 25 feet in height and exceed 15 acre-feet in storage,
 4) Equal or exceed 50 acre-feet storage and exceed 6 feet in height.

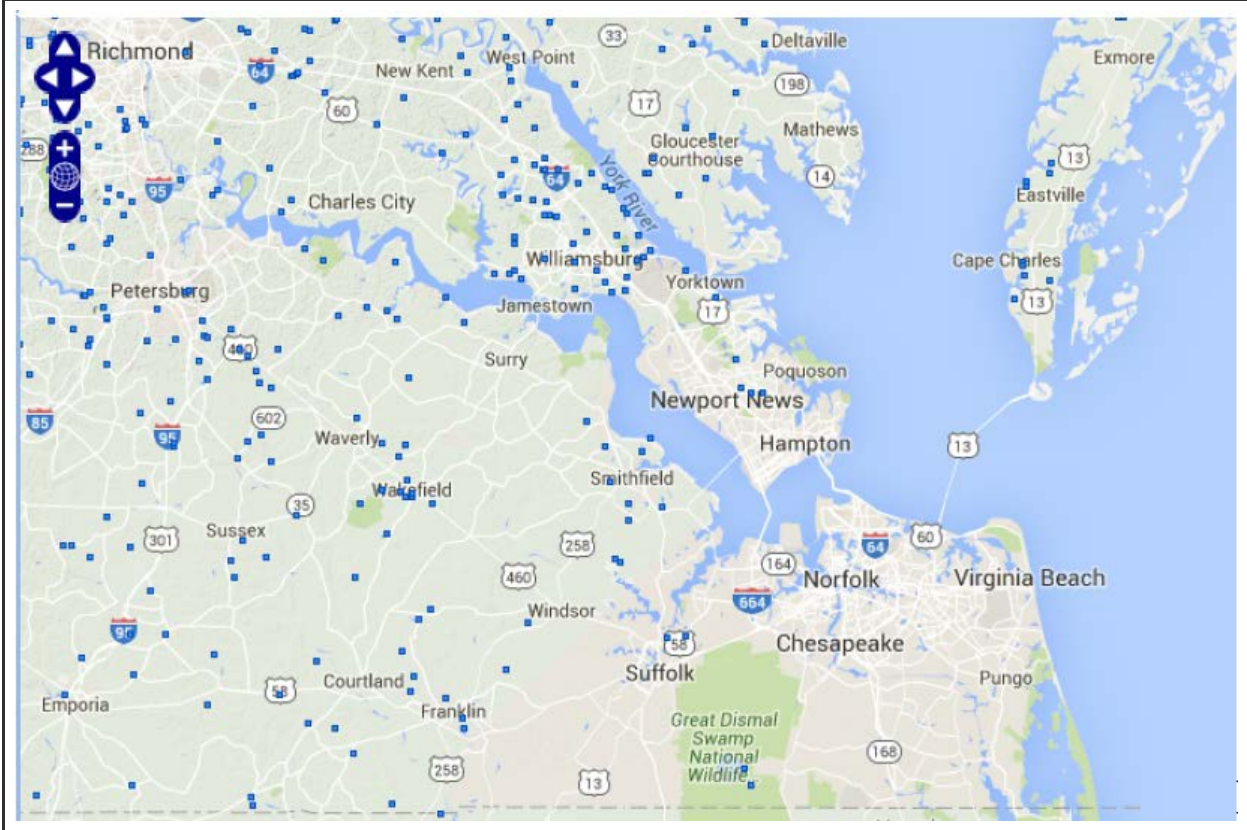
The state regulatory agency for dams is DCR through the Dam Safety and Floodplain Management Program. **Figure 4.11** shows the location of high hazard dams in the region according to the National Inventory of Dams and DCR.

TABLE 4.2: HIGH HAZARD DAMS IN THE HAMPTON ROADS REGION					
COMMUNITY	NAME OF DAM	DAM TYPE	PRIMARY PURPOSE	HEIGHT (FEET)	NORMAL STORAGE (ACRE FEET)
James City County	Ajakan Lake BMP Dam	Earth	-	24	-
James City County	Brewery Road Dam	Earth	Recreation	35	684
James City County	Cranstons Mill Pond Dam	Earth	Recreation	11	143
James City County	Deer Lake Dam	Earth	Recreation	35	71
James City County	Eastern Pond Dam (PC 106)	Earth	Irrigation	20	35.39
James City County	High Street SWM	Earth	Flood Control	28	-
James City County	Horne's Lake Dam	Earth	Recreation	14.8	32.29
James City County	Jolly Pond Dam	Earth	Recreation	10	250
James City County	Kiskiack South Dam	Earth	Recreation	25	113.2
James City County	Lake Nice	Earth	Recreation	35	301
James City County	Lake Pasbehegh Dam	Earth	Recreation	12	59
James City County	Little Creek Dam	Earth	Water Supply	67	24,600
James City County	Mirror Lakes Dam No. 1 (West)	Earth	Recreation	26.69	50
James City County	Mirror Lakes Dam No. 2	Earth	-	18	18
James City County	Nice Dam	Earth	Recreation	28	38
James City County	No. 9 Hole, Wexford Dr. SWMS	Earth	-	-	-
James City County	Perry Dam	Earth	Recreation	14	-
James City County	Rennicks Pond	Earth	Recreation	26.5	79
James City County	Scotts Pond	Earth	Recreation	16	-
James City County	Stieffen Pond	Earth	Recreation	16	-
James City County	Warburton Pond Dam	Earth	Recreation	14	-
James City County	Warehams Pond	Earth	Recreation	16	268
James City County	Wenger Dam	Earth	Recreation	19	83
James City County	Wingfield Lake Dam	Earth	Recreation	24	-
Williamsburg	Lake Matoaka Dam	Earth	Recreation	24	167
York County (location) Williamsburg (operator)	Waller Mill Dam	Earth	Recreation	40	4603
York County	Beaverdam Pond Dam	-	Water Supply	9	37
York County	Bigler Mill Pond Dam	-	Water Supply	13	145
York County	Cheatham Pond Dam	-	Recreation	9.09	196
York County	Harwood's Mill Dam	Earth	Water Supply	27	2696
York County	Jones Mill Pond Dam & Parkway	Earth	Other	26	-
York County	Lower Big Bethel Dam	-	Recreation	16	700
York County	Penniman Lake Dam	-	Recreation	11.5	183
York County	Pond 11 Dam	-	Recreation	12	38
York County	Pond 12 Dam	Earth	Recreation	13.5	36
York County	Powell Lake Dam	-	Recreation	9	17
York County	Queens Lake Dam	Earth	Recreation	12	300
York County	Roosevelt Pond Dam	-	Recreation	14	42.79
York County	Skimino Pond Dam	-	Recreation	7	15
York County	Upper Big Bethel Dam	Earth	Water Supply	27	1190
York County	Williamsburg Country Club Dam	Earth	Recreation	24	-
York County	Wormley Pond Dam	Earth	Recreation	11	-
York County	York Meadows Dam	Earth	Flood Control	15	-
Suffolk	Lake Cohoon				6,025
Suffolk	Lake Burnt Mills				7,449
Suffolk	Lake Killby				
Suffolk	Speight's Run Dam				
Suffolk	Western Branch				14,620

TABLE 4.2: HIGH HAZARD DAMS IN THE HAMPTON ROADS REGION

COMMUNITY	NAME OF DAM	DAM TYPE	PRIMARY PURPOSE	HEIGHT (FEET)	NORMAL STORAGE (ACRE FEET)
Suffolk	Lake Meade Dam				6,372
Suffolk	Godwin's Millpond Dam				
Suffolk	C-Pond Dam				1,000
Virginia Beach	Lake Smith Dam				
Virginia Beach	Little Creek Reservoir				
Chesapeake	Lake Drummond	Gravity	-	67	22,000
Norfolk	Lake Whitehurst				
Isle of Wight County	Alemar Dam	Earth	Irrigation	17	23
Isle of Wight County	Aberdeen Dam	Earth	Irrigation	22	63
Isle of Wight County	ASB Pond	-	-	17	-
Isle of Wight County	Butlers Dam	Earth	Irrigation	21	122
Isle of Wight County	Echo Dam	Earth	Recreation	20	82
Isle of Wight County	Edwards Dam	Earth	Irrigation	23	70
Isle of Wight County	Gail Dam	Earth	Irrigation	16	30
Isle of Wight County	Jenkins Dam	Earth	Recreation	11	11
Isle of Wight County	Pond A-1 Dam	Earth	Other	20	15
Isle of Wight County	Pond B-2 Dam	Earth	Other	22	819
Isle of Wight County	Rhodes Dam	Earth	Irrigation	16	66
Isle of Wight County	Smithfield Downs Golf Course Dam	Earth	Recreation	18	15
Isle of Wight County	Smithfield Lake Dam	Earth	Recreation	19	196.34
Isle of Wight County	Tormento Dam	Earth	Irrigation	17	406
Isle of Wight County	Wrenns Dam	Earth	Recreation	14	76
Southampton County	Bishop Dam	Earth	Other	7	126
Southampton County	Camp Dam	Earth	Irrigation	17	82
Southampton County	Claud Dam	Earth	Irrigation	10	75
Southampton County	Colgate Darden Dam	Earth	Recreation	12	335
Southampton County	Cypress Cove Dam	Earth	Recreation	10	279
Southampton County	Dardens Dam (Marks)	Earth	Recreation	12	471
Southampton County	Johnson Dam	Earth	Recreation	15	746
Southampton County	McGraphs Dam	Earth	Recreation	9	81
Southampton County	Princes Dam	Earth	Irrigation	16	108
Southampton County	Ray Development Dam	Earth	Recreation	17	82
Southampton County	Rivers Dam	Earth	Recreation	11	156
Southampton County	Whitefields Dam	Earth	Recreation	14	398
Southampton County	Windbourne Dam	Earth	Recreation	15	156

Source: *National Inventory of Dams, 2013 edition* and personal correspondence with Robert VanLier, Virginia DCR, May 23, 2016

FIGURE 4.11: HAMPTON ROADS DAMS FROM NATIONAL INVENTORY OF DAMS

U.S. Army Corps of Engineers, National Inventory of Dams, 2013 edition

NOTE: As of 12/13/16, the NID erroneously does not contain any dams for incorporated cities in Virginia per phone conversation with Robert VanLier at DCR. DCR is requesting correction of the database for future updates.

SIGNIFICANT HISTORICAL EVENTS

Many flood events that have occurred in the region have been the result of coastal storms, tropical storms or hurricanes. Other localized flooding occurs when heavy rains fall during high tide causing waters that would normally drain quickly to back up because of the tides. Based on historical and anecdotal evidence, it is clear that there is a relatively high frequency of flooding in the region. Some of the notable flood events to impact Hampton Roads are discussed below.

The Storm of 1749 is one of the most notable storms to occur in the region. It was responsible for the formation of Willoughby Spit, a formation of land approximately two miles long and a quarter mile wide. This storm created a 15-foot storm surge that flooded much of the region.

On **March 1-3, 1927** a nor'easter hit the region with high winds gusting to 62 mph at Cape Henry and 52 mph at Norfolk. Heavy snow fell across North Carolina into Virginia and travel was delayed for two to three days. In Virginia Beach, high tide and heavy surf on March 2 inflicted considerable damage. The beaches in some places were washed back 50 feet and denuded of the overlying sand, exposing the clay beneath.

The Chesapeake-Potomac hurricane struck the region on **August 23, 1933** and created a high tide in Norfolk of 9.69 feet above Mean Lower Low Water (MLLW), a record for the area. Eighteen people were killed by this storm that also flooded downtown Norfolk and destroyed homes at Ocean View. Winds

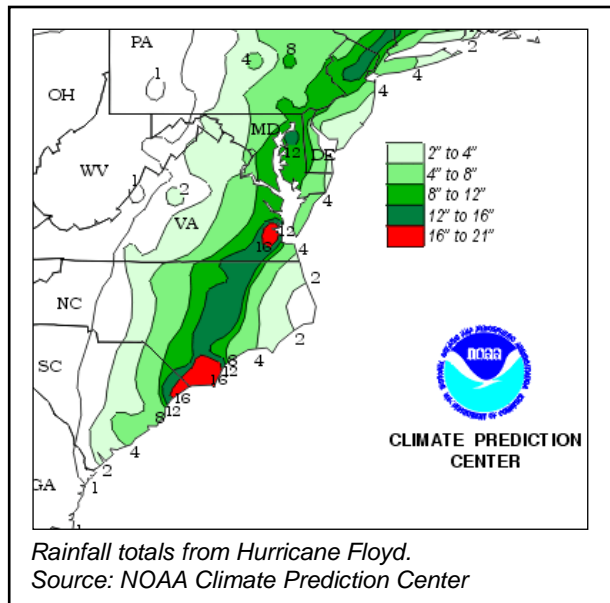
were recorded at 70 mph in Norfolk, 82 mph at Cape Henry, and 88 mph at the Naval Air Station in Norfolk.

Flooding of **August 13-18, 1940**, was the result of four significant rainfall events within a three-week period. During this historical flood for the region, the Blackwater River crested at 21.9 feet, approximately 10 feet above flood stage for the City of Franklin. One of the primary causes of this flood event was an unnamed tropical cyclone that meandered across the southeast United States for four days before dissipating on August 15. Rains began in earnest in Virginia on August 13 as the storm entered the state from the west. Deluges flooded locations statewide with 4.76 inches of rainfall being measured in Hampton Roads. The Meherrin River at nearby Emporia reached a flood of record stage on August 17 when the river crested at 31.5 feet, 8.5 feet above flood stage. A total of 16 deaths in Virginia and neighboring states are directly attributed to this flood event.

On **April 11, 1956**, a severe nor'easter gave gale winds (greater than 40 mph) and unusually high tides to the Tidewater Virginia area. At Norfolk, the strongest gust was 70 mph. The strong northeast winds blew for almost 30 hours and pushed up the tide, which reached 4.6 feet above normal in Hampton Roads. Thousands of homes were flooded by the wind-driven high water and damages were large. Two ships were driven aground. Waterfront fires were fanned by the high winds. The flooded streets made access to firefighters very difficult, which added to the losses.

The Ash Wednesday storm of 1962 produced very severe flooding throughout the Hampton Roads region partly because it occurred during "Spring Tide" (sun and moon phase to produce a higher than normal tide). The storm moved north off the coast past Virginia Beach and then reversed its course moving again to the south and bringing with it higher tides and waves which battered the coast for several days. The storm's center was 500 miles off the Virginia Capes when water reached nine feet at Norfolk and seven feet on the coast. Huge waves toppled houses into the ocean and broke through Virginia Beach's concrete boardwalk and sea wall. Houses on the bay side also saw extensive tidal flooding and wave damage. The beaches and shorefront had severe erosion. Locals indicated that the damage from this storm was worse in Virginia Beach than that caused by the 1933 Hurricane. The islands of Chincoteague and Assateague on the Eastern Shore were completely submerged. Receding water exposed hundreds of thousands of dead chickens drowned by the flooding. The Virginia Department of Health indicated that it was an extreme health hazard and asked all women, children, and elderly to evacuate. A million dollars in damage was done to NASA's Wallops Island launch facility and an estimated \$4 million in wind and flood damages occurred in the City of Hampton. Winds were recorded at speeds up to 70 mph causing 40-foot waves at sea. This storm also produced Virginia's greatest 24-hour snowfall with 33 inches and the greatest single storm snowfall with 42 inches (these were recorded in the mountainous western region of the Commonwealth).

In September of 1999, **Hurricane Floyd** was responsible for wind and flood damage in the Hampton Roads region. Several trees were uprooted as wind speeds were recorded between 50 and 80 mph



across the region. This event brought over 10 inches of rain to Chesapeake, and approximately 13 inches to the Southampton County/City of Franklin area, and occurred just two weeks after Tropical Storm Dennis had saturated the area with 6.2 inches of rain. Hurricane Floyd caused the Great Dismal Swamp to overflow its banks creating flooding along the Northwest River. In Suffolk, during Hurricane Floyd in 1999, Speight's Run spillway was compromised rendering Turlington Road impassable. Other dams in Suffolk were overtopped by what was reported as 8 feet of water. In western Tidewater, primary routes out-of-service due to flooding included U.S. Highway 58 near Franklin and Interstate 95 south of Petersburg to Emporia. Riverine flooding was extensive and prolonged throughout the Chowan River Basin with the Blackwater, Meherrin and Nottoway Rivers all exceeding flood stage. Water levels within the City of Franklin were estimated to be more than four feet

above the previous flood of record, which occurred in August 1940, making it the new flood of record. Gage height indicated that the water reached a height of 26.27 feet on September 18, 1999. By early morning on September 16, the Blackwater River had made its way to Main Street bringing four to five feet of water to even the higher elevations of Downtown Franklin, and floodwaters continued to rise at a rate of approximately six inches per hour. Approximately 100 homes and 182 businesses were totally destroyed as a result of the flooding. Floodwaters did not begin to recede until September 21, and home and business owners were not able return to their properties and begin to evaluate their losses until September 28. The flooding was a 500-year flood of record for parts of the basin. Also, there were enormous agricultural/crop losses due to the flooding.

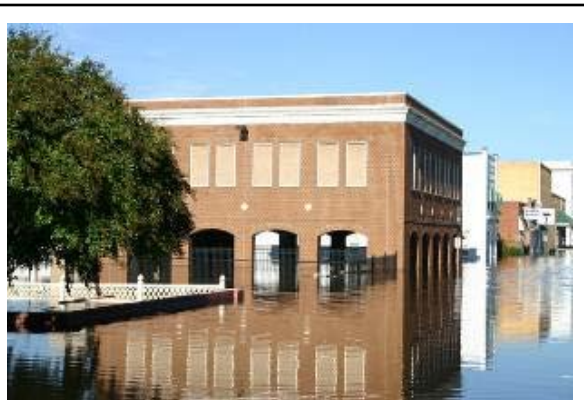
On **October 17, 1999**, a flash flood, which resulted from very heavy rainfall associated with Hurricane Irene, ranged from five to nine inches in the City of Franklin and Southampton County. The precipitation resulted in numerous flooded roads and road closures due to high water. Specific problem areas in Franklin included: a ditch along Armory Drive near the Wal-Mart Shopping Plaza where fast-moving water and drainage issues caused some road erosion; and flooding near the library caused problems along Second Avenue.

In September of 2003, **Hurricane Isabel** caused widespread flooding, comparable to that caused by the 1933 hurricane and the Ash Wednesday Storm of 1962. Hurricane Isabel proved to be the costliest disaster in Virginia's history. The storm produced a high storm surge (four to five feet in Southside Hampton Roads) which inundated the tidal portions of the region's creeks and rivers. Damage from flooding was extensive to structures and infrastructure in the planning area. The NFIP processed more than 24,000 Isabel claims in six states and the District of Columbia, totaling nearly \$405 million. As a result of polluted runoff, Virginia Department of Health forbade gathering shellfish in the Virginia portion of the Chesapeake Bay, and rivers flowing into the bay. On September 18, 2003, Hurricane Isabel made landfall off the coast of northeast North Carolina. The hurricane, which had originally been a Category 5 storm, reached Chesapeake as a weak Category 1 storm. The magnitude of Hurricane Isabel's impact on the region was historic with rain, storm surge, and wind severely affecting many areas. Rainfall from Hurricane Isabel averaged four to seven inches over large portions of eastern North Carolina, east-central Virginia, and Maryland.

Although no damage was reported in the NCDC records, several streets in Franklin flooded as a result of precipitation associated with **Tropical Storm Ernesto** during the first four days of **September, 2006**. Ernesto strengthened throughout the day on Thursday, August 31 with maximum sustained winds

reaching 70 mph. The Tropical Storm made landfall in Brunswick County, North Carolina near Long Beach at 1130 PM on Thursday, August 31. Ernesto moved north across the Coastal Plain of North Carolina on Friday, September 1, reaching southeastern Virginia as a Tropical Depression during the late afternoon on Friday. The system became extratropical late Friday evening as it moved across eastern Virginia. The Blackwater River crested at 15.61 feet according to stream gage data.

Between **October 7 and 10, 2006**, a strong low pressure system off the North Carolina coast coupled with an upper level cutoff low to dump intense rainfall across portions of southeastern Virginia and western Tidewater. Rainfall amounts in excess of 10 inches resulted in numerous road closures and moderate to major river flooding from late Friday, October 6th through Saturday, October 7th. In Franklin, the Blackwater River flooded much of downtown Franklin. Numerous businesses and residences sustained water damage, with estimates of property damage totaling approximately \$4 million and crop damage estimated at \$700,000. The Blackwater River crested October 10, 2006 at 22.77 feet.



*Downtown Franklin during the October, 2006 flood.
Source: City of Franklin photo*

The November **2009 Mid-Atlantic nor'easter** (or "Nor'Ida") was a powerful storm that caused widespread flooding throughout the region. Persistent onshore flows brought elevated water levels for four days. At Sewells Point, a max storm tide of 7.74 feet MLLW was recorded on November 13th, the third highest recorded tide of all time at that location. Widespread coastal damage and major flooding occurred as a result of seven inches of rainfall and large wind-driven waves impacting beaches. Damage in Virginia exceeded \$38.8 million, of which 64% was in Norfolk alone. According to the NWS, 7.4 inches of rain fell in Norfolk between November 11 and 13. Hurricane-force winds also affected the region, with a peak gust of 75 mph recorded at Oceana.

In August 2011, **Hurricane Irene** moved northward over the Outer Banks of North Carolina and just off the Virginia coast, producing heavy rains which caused widespread flooding across most of south central and southeast Virginia Saturday morning, August 27th into early Sunday morning, August 28th. Storm total rainfall generally ranged from six to as much as 12 inches. Heavy rains associated with Hurricane Irene produced widespread lowland flooding across much of Southside Hampton Roads, including roadways which were washed out or closed. Great Bridge reported 10.75 inches of rain. Deep Creek reported 9.72 inches of rain. Very heavy rainfall ranged from five to nine inches in the City of Franklin and Southampton County. The precipitation resulted in numerous flooded roads and road closures due to high water. Fort Monroe estimated wind and water caused an estimated \$2.2 million in damage to properties leased by the Fort Monroe Authority.

At the end of October 2012, **Tropical Cyclone Sandy** moved northward well off the Mid Atlantic Coast producing heavy rain which caused flooding across much of eastern and southeast Virginia. Storm total rainfall ranged from four inches to as much as 10 inches across the area. Numerous roads were closed due to flooding. Storm total rainfall ranged from three to six inches across Chesapeake. Although the storm did not cause the destruction locally that it did in the northeast, it remains a significant rain and coastal flood event for parts of the Hampton Roads region.

Table 4.3 provides information on significant flood events documented by the NCDC between 1995 and July 2015 for the study area, representing the most recent data available. These events resulted in one reported death and one reported injury, and \$130,109,000 million in property damages reported to the NCDC. Additional unreported property damages are likely. Additional data on repetitive flood losses is provided in Chapter 5. Bolded events in Table 4.3 are described in additional detail above.

TABLE 4.3: SIGNIFICANT FLOOD EVENTS (1995 - 2015)

LOCATION	DATE OF OCCURRENCE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
SOUTHAMPTON	6/11/1996	Flash Flood	0/0	-	Heavy rain in 3 hours caused road closures in the Sebrell area.
NORFOLK	6/18/1996	Flood	0/0	-	Heavy rain in 2 hours caused road closures in the Ocean View and Willoughby Spit sections of Norfolk.
VIRGINIA BEACH	6/18/1996	Flood	0/0	\$10,000	Heavy rain in a few hours caused road closures in Lynnhaven and Oceanfront sections of Northern Virginia Beach.
VIRGINIA BEACH	6/20/1996	Flood	0/0	-	Heavy rain in 1 hour caused road closures in the Alanton and Oceana sections of Virginia Beach.
NORFOLK and VIRGINIA BEACH	7/18/1996	Flash Flood	0/0	-	Heavy rain in 6 hours caused road closures with people trapped in cars along the 300-400 block of East Little Creek Road and along Campostella Road. Flooding was also reported in the Kempsville area along Indian River Road and Princess Anne Road. High water was reported in the Oceanfront area along Atlantic Avenue.
CHESAPEAKE	7/18/1996	Flash Flood	0/0	-	Heavy rain in a few hours resulted in water along Bainbridge Boulevard and Freeman Avenue and a split of Interstate 64 and 264.
VIRGINIA BEACH	7/18/1996	Flash Flood	0/0	-	Heavy rain in a few hours resulted in flooding in the Kempsville area along Indian River Road and Princess Anne Road and the Oceanfront area along Atlantic Avenue.
NORFOLK	7/31/1996	Flood	0/0	-	Streets were flooded due to two storms in an afternoon.
NEWPORT NEWS, YORK/POQUOSON, NORFOLK/HAMPTON/ PORTSMOUTH, AND VIRGINIA BEACH	4/23/1997	Coastal Flood	0/0	-	Moderate coastal flooding caused tides to peak at 5.8ft above the Mean Lower Low Water especially in Willoughby Spit, Ghent, and downtown sections of Norfolk, the Old-Town section of Portsmouth, the Buckroe Beach and Grandview sections of Hampton, and the Sandbridge section of Virginia Beach. Minor coastal flooding was reported in Newport News and York county.
NORFOLK AND VIRGINIA BEACH	6/3/1997	Coastal Flood	0/0	-	Minor to moderate flooding resulted in loss of part of the boardwalk and a couple lifeguard stands in Virginia Beach and several streets flooded in downtown Portsmouth and downtown Norfolk.
VIRGINIA BEACH, YORK/POQUOSON, NORFOLK/HAMPTON/ PORTSMOUTH, AND NEWPORT NEWS	10/19/1997	Coastal Flood	0/0	-	Minor to moderate flooding resulted in streets being closed and water in a few houses in Norfolk, downtown Portsmouth, Sandbridge and Sandfiddler areas of Virginia Beach. Minor flooding was reported in Newport News and York County.
VIRGINIA BEACH, NEWPORT NEWS, NORFOLK, AND YORK	1/27/1998	Coastal Flood	0/0	\$1,500,000	A Nor'easter caused high tides and moderate coastal flooding combined with gale and storm force winds. A couple houses were damaged and power outages were scattered across the Hampton Roads area.
NORFOLK, HAMPTON, PORTSMOUTH, VIRGINIA BEACH, NEWPORT NEWS, AND YORK/POQUOSON	2/4/1998	Coastal Flood	0/0	\$75,000,000	A Nor'easter caused gale & storm force winds & high tides that resulted in moderate to severe coastal flooding with damage to buildings, road closures, & scattered power outages especially in Norfolk, Virginia Beach, and Hampton. Willoughby & Ocean View had the most damage.
NORFOLK,	7/24/1999	Flash	0/0		Roads were flooded including Hampton

TABLE 4.3: SIGNIFICANT FLOOD EVENTS (1995 - 2015)

LOCATION	DATE OF OCCURRENCE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
CHESAPEAKE, VIRGINIA BEACH, SUFFOLK, and PORTSMOUTH		Flood		-	Boulevard. Parts on Interstate 264, Ballhack Road, and Military Highway in Chesapeake were flooded. Many other roads were flooded and impassable.
VIRGINIA BEACH, NORFOLK, CHESAPEAKE, AND PORTSMOUTH	8/14/1999	Flash Flood	0/0	-	Primary roads and underpasses were flooded including Route 13 in Chesapeake.
VIRGINIA BEACH, NORFOLK, CHESAPEAKE, SUFFOLK, AND PORTSMOUTH	9/7/1999	Flash Flood	0/0	-	A line of thunderstorms caused flooding on roads.
SUFFOLK	9/7/1999	Flash Flood	0/0	-	Road (1500 block Camp Pond Road) flooded out.
CHESAPEAKE, ISLE OF WIGHT, SUFFOLK, NORFOLK, FRANKLIN, SOUTHAMPTON, PORTSMOUTH, NEWPORT NEWS, HAMPTON, YORK, JAMES CITY, POQUOSON, AND WILLIAMSBURG	9/15/1999	Flash Flood	0/0	\$35,000	Hurricane Floyd caused heavy rain and widespread flooding and flash flooding across eastern Virginia. 12 to 18 inches of rain fell in the Tidewater region. Numerous roads were washed out and several rivers exceeded flood stage including the Chowan River Basin and the Blackwater, Meherrin, and Nottoway Rivers. There were enormous agricultural losses due to flooding.
SUFFOLK, SOUTHAMPTON, ISLE OF WIGHT, FRANKLIN, NORFOLK, VIRGINIA BEACH, CHESAPEAKE, PORTSMOUTH, NEWPORT NEWS, POQUOSON, YORK, AND HAMPTON	10/17/1999	Flash Flood	0/0	-	Heavy rainfall associated with Hurricane Irene caused flooded roads and road closures.
JAMES CITY	7/19/2000	Flash Flood	0/0	-	Heavy rain caused flooding and standing water across the intersection of Routes 30 and 60 near Toano.
HAMPTON, NEWPORT NEWS	7/24/2000	Flash Flood	0/0	\$350,000	Heavy rain caused 35 residences to be evacuated due to high water on Scoggin Circle and Grimes Road in the Buckroe Beach section of Hampton. Widespread flooding of main and secondary roads was reported in Newport News.
SOUTHAMPTON, POQUOSON, AND YORK	7/24/2000	Flash Flood	0/0	-	Flooding on secondary roads and several roads washed out. Three interstate off-ramps were closed due to flooding in York.
NORFOLK	7/26/2000	Flash Flood	0/0	-	Heavy rain flooded roadways and caused closure of underpasses on Tidewater Drive in downtown Norfolk. Flooding also occurred at Chesapeake Boulevard and Chesapeake Street in the East Ocean View section of Norfolk.
SUFFOLK	7/30/2000	Flash Flood	0/0	-	Heavy rain caused flooding of Kings Fork Road in the western part of the city.
SOUTHAMPTON	8/3/2000	Flash Flood	0/0	\$2,000	Heavy rain caused flooding on Route 58 near Drewryville and two minor accidents on Route 308 were due to high water.
PORTSMOUTH, AND NORFOLK	8/11/2000	Flash Flood	0/0	-	Flooding caused the closure of Interstate 264 at Frederick Boulevard. The intersections of Granby Street and

TABLE 4.3: SIGNIFICANT FLOOD EVENTS (1995 - 2015)

LOCATION	DATE OF OCCURRENCE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
					Brambleton Avenue, Princess Anne Road and Monticello Avenue, and City Hall Avenue and Granby Street were all closed due to high standing water in Norfolk. Also, underpasses on Campostella Avenue, Tidewater Drive and Colley Avenue were closed due to accumulated water.
VIRGINIA BEACH	8/14/2000	Flash Flood	0/0	-	Widespread flooding caused the closure of several roads in the vicinity of Princess Anne Plaza. Sections of Rosemont Road were closed due to flooding.
SOUTHAMPTON	9/1/2000	Flash Flood	0/0	-	Several roads flooded.
NORFOLK	9/5/2000	Flash Flood	0/0	-	Heavy rain caused the side of an underpass wall to slide into the road at Granby Street and Interstate 64 resulting in road closure.
SOUTHAMPTON / FRANKLIN	9/5/2000	Flood	0/0	\$3,000	The Nottoway and Blackwater Rivers flooded and caused some road closures including: Route 653 from Route 719 to Cary's Bridge, Route 619 at the intersection of Route 629, Route 614 from Route 622 to the Isle of Wight county line, and Route 651 (Indian Town Road) from Route 35 at Hancock Peanut to Route 652.
SUFFOLK AND ISLE OF WIGHT	6/16/2001	Flash Flood	0/0	-	Flooding caused one road closure near Whaleyville. Knoxville Road, Rose Drive, and numerous other secondary roads were impassable around Windsor.
NORFOLK	7/23/2001	Flash Flood	0/0	-	One car was submerged at the underpass on Colley Avenue and 21st Street and roads were covered with water.
SOUTHAMPTON	8/18/2001	Flash Flood	0/0	-	Flooding resulted in impassable roads and high water on Route 35.
HAMPTON AND NEWPORT NEWS	6/14/2002	Flash Flood	0/0	-	Streets were flooded and water was shooting out of a manhole cover.
VIRGINIA BEACH, NORFOLK, HAMPTON, AND NEWPORT NEWS	8/28/2002	Flash Flood	0/0	-	Heavy rains caused roads closures along Rosemont at the Virginia Beach Boulevard and around Kings Grant area. A car stalled in deep water. Union street and areas near City Hall and Granby were flooded in Norfolk. A section of West Mercury Boulevard and Powhatan Parkway in Hampton were closed due to high water. Roads were closed at the intersection of 27th and Buxton streets and flood barricades were in place at the City Line Apartment Complex in Newport News.
VIRGINIA BEACH AND NORFOLK	10/11/2002	Flash Flood	0/0	-	Atlantic Avenue was closed in Virginia Beach between 42nd and 65th streets due to flooding. The intersection of Tidewater Drive and Virginia Beach Boulevard in Norfolk were flooded.
NEWPORT NEWS, YORK/POQUOSON, NORFOLK/HAMPTON/ PORTSMOUTH, AND VIRGINIA BEACH	4/10/2003	Storm Surge/tide	0/0	-	Flooding occurred at high tide resulting in water in some streets portions of the Middle Peninsula and Hampton Roads.
NEWPORT NEWS AND YORK	7/19/2003	Flash Flood	0/0	-	Heavy rain caused street flooding near Leesville Mill Subdivision. Route 17 was reported closed at intersection with Route 173 due to street flooding.
NEWPORT NEWS	8/5/2003	Flash	0/0	-	6 families had to be evacuated due to flash

TABLE 4.3: SIGNIFICANT FLOOD EVENTS (1995 - 2015)

LOCATION	DATE OF OCCURRENCE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
		Flood		-	flooding.
POQUOSON	8/17/2003	Flash Flood	0/0	-	High water occurred on Poquoson and Huggins roads, and also in Hunts Neck are and in yards.
SUFFOLK, HAMPTON, NEWPORT NEWS, NORFOLK, AND PORTSMOUTH	9/3/2003	Flash Flood	0/0	-	Streets were flooded in northern Suffolk. Many roads closed due to high water, including 27th and Buxton Streets in Newport News and the 8000 block of Hampton Boulevard in Norfolk.
NEWPORT NEWS AND YORK	5/19/2004	Flash Flood	0/0	-	High water on Warwick Boulevard between 36th and 50th Street and at Center and Jefferson Avenue, and underpasses along Main Street and Center Avenue. Dare Road reported closed due to high water in York.
NEWPORT NEWS	5/22/2004	Flash Flood	0/0	-	High water at Flint Drive and Tillerson Drive.
PORTSMOUTH	6/10/2004	Flash Flood	0/0	-	High water at Airline Boulevard and I-264 and at intersection of Oregon and Dakota Roads.
CHESAPEAKE	7/4/2004	Flash Flood	0/0	-	A section of Route 17 in the Great Dismal Swamp Area was washed out due to rain.
NORFOLK AND ISLE OF WIGHT	7/25/2004	Flash Flood	0/0	-	Streets were flooded in downtown Norfolk including Waterside Drive. Lawnes Creek Bridge on Route 10 near Rushmere and several other roads were reported closed due to flooding in Isle of Wight.
NORFOLK AND PORTSMOUTH	8/2/2004	Flash Flood	0/0	-	Some streets were flooded including the intersection of Park Avenue and Virginia Beach Boulevard and at the intersection of Robinhood Road and I-64 Underpass. Duke and Randolph Streets reported closed due to high water. Flooding on I-264 and Portsmouth Boulevard in Portsmouth.
CHESAPEAKE	7/13/2005	Flash Flood	0/0	-	One half mile of Murray Drive near Fentress in the Green Haven subdivision was underwater.
SUFFOLK, CHESAPEAKE, PORTSMOUTH, AND NORFOLK	8/9/2005	Flash Flood	0/0	-	College Drive and Camelia Drive flooded in Suffolk. Parts of Taylor Road were flooded in Chesapeake. Numerous roads were closed including Hampton Boulevard with vehicles flooded in Norfolk. Effingham and London Boulevard and the entrance to Route 264 at Frederick Boulevard were flooded in Portsmouth.
NORFOLK / HAMPTON / PORTSMOUTH..., NORFOLK, SUFFOLK, PORTSMOUTH, CHESAPEAKE, HAMPTON, NEWPORT NEWS, AND POQUOSON	10/8/2005	Flood	0/0	-	Street flooding reported at Hampton Boulevard and Terminal Boulevard, Granby Street and Tidewater Drive, 900 Block of East Oceanview Avenue, Virginia Beach Boulevard and Brambleton, Princess Anne and Monticello Avenue. Areas of flooding were reported along sections of Route 58, on College Drive in the College Square Section, and on Kilby Shores Drive in Suffolk. The 56th block of Cranny Brook Road, Bunch Boulevard at Dwight Avenue, Powhatan and Vahallia, Scott Drive at Westhaven, 264 West bound off ramp, and Gateway Drive were closed due to flooding in Portsmouth. Bruce Road was closed near Tyre Neck Road in Western Branch part of Chesapeake. Grimes Road and Lee Street were under water in Hampton. Buxton Avenue was closed at 25th Street in

TABLE 4.3: SIGNIFICANT FLOOD EVENTS (1995 - 2015)

LOCATION	DATE OF OCCURRENCE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
					Newport News. North Lawson Road was flooded in Poquoson.
CHESAPEAKE, NORFOLK, PORTSMOUTH, SUFFOLK, AND VIRGINIA BEACH	6/14/2006	Flash Flood	0/0	-	Heavy rain from the remnants of Tropical Storm Alberto caused flash flooding and road closures and the closure of Bainbridge Boulevard near the Triple Decker Bridge in Chesapeake. Brambleton Avenue near Route 264 overpass was closed and flooding occurred at Texas Avenue in the Norvell Heights area in Norfolk. The 2000 block of Frederick Boulevard was closed due to flash flooding in Portsmouth. The 2500 block of Pruden Boulevard was closed due to flash flooding in Suffolk. Atlantic Avenue between 49th and 71st streets was closed in Virginia Beach due to flash flooding.
YORK, HAMPTON, ISLE OF WIGHT, AND NEWPORT NEWS	6/23/2006	Flood	0/0	-	High water on several roads including Main Street in Isle of Wight.
SUFFOLK, NORFOLK, VIRGINIA BEACH, CHESAPEAKE, SOUTHAMPTON, FRANKLIN, YORK, PORTSMOUTH, HAMPTON, JAMES CITY AND NEWPORT NEWS	9/1/2006	Flash Flood	0/0	-	Numerous streets flooded with a couple feet of water including Route 600 between Routes 614 to 623 in Southampton, Route 264 ramp to Frederick Boulevard in Portsmouth, London Bridge Road and Corporate Landing Street in Virginia Beach, Route 64 at Mercury Boulevard in Hampton, Route 664 at 35th street to Jefferson Avenue in Newport News, and Route 632 in James City.
YORK / POQUOSON	9/1/2006	Coastal Flood	0/0	\$1,900,000	Tides of 4 to 5 feet above normal caused significant property damage across portions of the Virginia Peninsula and Middle Peninsula near the Chesapeake Bay and adjacent tributaries.
NORFOLK AND YORK	10/6/2006	Coastal Flood	0/0	\$200,000	Strong onshore winds caused moderate coastal flooding during high tide and caused road closures and power outages in western portions of the southern Chesapeake Bay.
SOUTHAMPTON, ISLE OF WIGHT, FRANKLIN, AND JAMES CITY	10/7/2006	Flash Flood	0/0	\$8,050,000	Intense rainfall caused river flooding, road closures, and power outages in western portions of the southern Chesapeake Bay. HWY 460 was closed from Ivor to the Sussex county line. HWY 258 and parts of HWY 460 near Windsor in Isle of Wight. The Blackwater River flooded much of downtown Franklin where numerous businesses and residences sustained water damage.
NORFOLK, YORK, CHESAPEAKE, SUFFOLK, AND VIRGINIA BEACH	11/22/2006	Coastal Flood	0/0	\$225,000	Strong onshore winds caused moderate coastal flooding during high tide and caused road closures across portions of eastern and southeast Virginia including the intersection of Tidewater Drive and Brambleton Avenue and the intersection of Virginia Beach Boulevard and Tidewater Drive. The 700 block of North Main Street and East Constance Road in the 100 block between North Main and Katherine Street were closed due to high water in Suffolk.
NORFOLK AND VIRGINIA BEACH	6/26/2007	Flash Flood	0/0	-	Heavy rain caused flash flooding on roads and in underpasses including Tidewater

TABLE 4.3: SIGNIFICANT FLOOD EVENTS (1995 - 2015)

LOCATION	DATE OF OCCURRENCE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
					Drive underpasses. Flooding was reported on Virginia Beach Blvd and Kempsville Road in Virginia Beach.
PORTSMOUTH AND NORFOLK	4/21/2008	Flash Flood	0/0	-	Heavy rains caused flash flooding and road closures across portions of southeast Virginia.
SUFFOLK	5/5/2009	Flash Flood	0/0	-	Isolated thunderstorm produced heavy rain which caused flash flooding across portions of Suffolk. High water was reported at the 3800 Block of Whaleyville Boulevard in Whaleyville.
SOUTHAMPTON	8/5/2009	Flash Flood	0/0	-	Isolated thunderstorms produced heavy rains which caused flash flooding across portions of Southampton county and a section of State Highway 186 was flooded and partially closed.
PORTSMOUTH, CHESAPEAKE, AND NORFOLK	8/12/2009	Flash Flood	0/0	-	Scattered thunderstorms produced heavy rain which caused flash flooding and road closures across portions of southeast Virginia. Gracie Road and State Highway 407 were flooded in Chesapeake. Westbound Route 264 at the downtown tunnel was closed from Norfolk to Portsmouth. Road was flooded at South Brambleton Road and Kimball Terrace near the Exit 11A interchange of Interstate 264 in Norfolk.
HAMPTON	8/13/2009	Flash Flood	0/0	-	Isolated thunderstorm produced heavy rain which caused flash flooding across portions of Hampton.
NEWPORT NEWS	8/14/2009	Flash Flood	0/0	-	Isolated thunderstorm produced heavy rain which caused flash flooding across portions of Newport News.
NORFOLK	8/22/2009	Flash Flood	0/0	-	Scattered thunderstorms produced heavy rain which caused flash flooding and road closures in numerous locations downtown, including the Ghent area and in the vicinity of Old Dominion University.
CHESAPEAKE, ISLE OF WIGHT, NEWPORT NEWS, NORFOLK, VIRGINIA BEACH, YORK, AND SUFFOLK	11/12/2009	Coastal Flood	0/0	\$38,750,000	A Nor'easter produced moderate to severe coastal flooding across much of eastern and southeastern Virginia causing flooding of streets, homes, and businesses. Tidal flooding took out the clubhouse north of the Godwin Bridge, and destroyed a number of piers in Suffolk. The flooding was extensive, well above what was experienced in Isabel, in the Long Creek, Lynnhaven Colony and Bay Island areas of Virginia Beach.
CHESAPEAKE, NORFOLK, VIRGINIA BEACH, AND YORK	12/19/2009	Coastal Flood	0/0	\$40,000	A coastal low pressure area produced moderate to severe coastal flooding across much of eastern and southeast Virginia and several streets, homes and businesses were flooded in low lying areas
VIRGINIA BEACH, PORTSMOUTH, AND HAMPTON	7/29/2010	Flash Flood	0/0	-	Scattered thunderstorms produced flash flooding across portions of southeast Virginia and numerous roads were flooded in north Virginia Beach, the City of Hampton, and the City of Portsmouth.
PORTSMOUTH, HAMPTON, YORK, NORFOLK, AND	9/30/2010	Flash Flood	0/0	-	Thunderstorms produced flash flooding and caused road closures including Portsmouth Boulevard, County Street, Effingham Street,

TABLE 4.3: SIGNIFICANT FLOOD EVENTS (1995 - 2015)

LOCATION	DATE OF OCCURRENCE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
CHESAPEAKE,					and the Interstate 264 Exit at Effingham.
VIRGINIA BEACH, CHESAPEAKE, FRANKLIN, ISLE OF WIGHT, NORFOLK, PORTSMOUTH, SOUTHAMPTON, SUFFOLK, YORK, HAMPTON, JAMES CITY, NEWPORT NEWS, AND JAMES CITY	8/27/2011	Flood	0/0	-	Hurricane Irene produced heavy rains which caused widespread flooding and either closed or washed out roadways. Rainfall ranged from four to twelve inches across the region.
SOUTHAMPTON	9/9/2011	Flood	1/1	-	The driver of a vehicle drowned after his vehicle went into a swamp in Southampton county. The passenger was able to escape from the vehicle.
VIRGINIA BEACH	9/28/2011	Flash Flood	0/0	-	Scattered thunderstorms caused heavy rain which produced flash flooding and flooded Jeanna Street and Shore Drive.
ISLE OF WIGHT, NEWPORT NEWS, AND YORK	5/15/2012	Flash Flood	0/0	-	Scattered thunderstorms produced heavy rain and flash flooding resulting in flooding on several roads and high water west of Carrollton in Isle of Wight. In Newport News, flooding was reported on Interstate 64 at Jefferson Avenue. Several accidents were reported near the Patrick Henry Mall. The underpasses at Main Street and Center Avenue were flooded several feet. Winterhaven Drive had several cars floating. There was significant flooding off of Harpersville Road. There was flooding at the Virginia Living Museum. Three feet of water was reported on a road in the Coventry Subdivision in York.
NEWPORT NEWS AND HAMPTON	8/25/2012	Flash Flood	0/0	\$2,000,000	Scattered thunderstorms produced heavy rain which caused flash flooding which resulted in flooding on Warwick Boulevard, Main Street, Deep Creek Road and cars were submerged on Warwick Boulevard just west of Mercury Boulevard in Newport News. An apartment building was flooded in Hampton.
HAMPTON	8/28/2012	Flash Flood	0/0	-	Scattered thunderstorms produced heavy rain which caused flash flooding. Fox Hill Road was almost impassable at Mercury Boulevard due to flooding. Other roads were closed or impassible and an apartment complex was evacuated.
SOUTHAMPTON	8/28/2012	Flood	0/0	-	Scattered thunderstorms produced heavy rain which caused flooding and road closures mainly western sections along and south of Route 58.
ISLE OF WIGHT, VIRGINIA BEACH, YORK, SUFFOLK, NEWPORT NEWS, CHESAPEAKE, NORFOLK, AND JAMES CITY	10/28/2012	Coastal Flood	0/0	\$2,044,000	Tropical Cyclone Sandy produced very strong winds which caused moderate to severe coastal flooding especially on the James River, York River, Chesapeake Bay, and at Sewells Point. Some streets were flooded in Chesapeake.
NEWPORT NEWS, JAMES CITY, ISLE OF WIGHT, HAMPTON, CHESAPEAKE, WILLIAMSBURG,	10/29/2012	Flood	0/0	-	Tropical Cyclone Sandy produced very strong winds which caused flooding and closed numerous roads.

TABLE 4.3: SIGNIFICANT FLOOD EVENTS (1995 - 2015)

LOCATION	DATE OF OCCURRENCE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
PORTSMOUTH, SUFFOLK, YORK, VIRGINIA BEACH, AND NORFOLK					
YORK	7/21/2013	Flash Flood	0/0	-	Scattered thunderstorms produced heavy rain which caused flash flooding. Flooding was reported along Farm Road just off of Route 17. Oriana Road (Route 620) was flooded just north of Newport News Airport. Two to three inches of water was over roadway along Route 17 just south of the Coleman Bridge.
NORFOLK, PORTSMOUTH, AND CHESAPEAKE	5/16/2014	Flood	0/0	-	Heavy rain caused flooding during high tide. Numerous roads were closed due to high water. The first floor of some apartments and a couple of cars were under water in Ghent. Norfolk Public Schools experienced flooding inside some of their buildings.
VIRGINIA BEACH	7/9/2014	Flood	0/0	-	Scattered severe thunderstorms produced heavy rain which caused minor flooding on Sandbridge Road.
NORFOLK, ISLE OF WIGHT, AND PORTSMOUTH	7/10/2014	Flood	0/0	-	Scattered severe thunderstorms produced heavy rain which caused some minor flooding on Windsor Boulevard in Windsor and Elm Street in Portsmouth.
VIRGINIA BEACH	7/15/2014	Flood	0/0	-	Scattered severe thunderstorms produced heavy rain which caused some minor flooding at the intersection of Baxter Road and Princess Anne Road and on Mill Dam Road near First Colonial Road.
SUFFOLK	7/24/2014	Flash Flood	0/0	-	Scattered thunderstorms produced heavy rain which caused flash flooding on Clay Street with water flowing into homes in Suffolk. A car was partially submerged in high water in the Pleasant Hill area.
ISLE OF WIGHT, NEWPORT NEWS, PORTSMOUTH, NORFOLK, CHESAPEAKE, AND HAMPTON	9/8/2014	Flood	0/0	-	Showers and scattered thunderstorms produced locally heavy rainfall and resulted in flooding across portions of southeast Virginia. Several roads were flooded or impassable over northeast Isle of Wight county. Several roads were flooded in southern portions of Newport News, including 26th Street near Interstate 664, and Warwick Boulevard and 35th Street. Also, several streets were flooded around Mercury Boulevard. An apartment complex was evacuated in Hampton. Heavy rain closed several roads and underpasses across the region.
TOTAL			1/1	\$130,109,000 million	

Source: NCDC (1995 to July, 2015 data)

PROBABILITY OF FUTURE OCCURRENCES

Flooding remains a highly likely occurrence throughout the identified flood hazard and storm surge areas of the Hampton Roads region. Smaller floods caused by heavy rains and inadequate drainage capacity will be frequent, but not as costly as the large-scale floods caused by hurricanes and coastal storms, which may occur at less frequent intervals.

SEA LEVEL RISE AND LAND SUBSIDENCE

BACKGROUND

Global sea level is determined by the volume and mass of water in the world's oceans. Sea level rise occurs when the oceans warm or ice melts, bringing more water into the oceans. Sea level rise caused by warming water or thermal expansion is referred to as steric sea level rise, while sea level rise caused by melting snow and ice is called eustatic sea level rise. The combination of steric and eustatic sea level rise is referred to as absolute sea level rise. Absolute sea level rise does not include local land movements. Additionally, while it is often represented as a global average, absolute sea level rise varies from place to place as a result of differences in wind patterns, ocean currents, and gravitational forces.

The primary consequences of continuing sea level rise are interrelated and include:

Increased Coastal Erosion – Sea level rise influences the on-going processes that drive erosion, in turn making coastal areas ever more vulnerable to both chronic erosion and episodic storm events (Maryland Commission on Climate Change, 2008). Secondary effects of increased erosion include increased water depths and increased sediment loads which can drown seagrass and reduce habitat and food sources for fish and crabs. Increased wave action contributes to the increased erosion as the wave energy attacks intertidal and upland resources.

Inundation of Normally Dry Lands – The loss of coastal upland and tidal wetlands through gradual submergence or inundation is likely over time. Wetlands can provide protection from erosion, subdue storm surges, and provide a nursery and spawning habitat for fish and crabs. Without impediments, such as hardened shorelines, and with a slow enough rate of sea level rise, wetlands can normally migrate upland. However, if barriers are present and sea level rise outpaces upland migration, wetlands can drown in place (VA Governor's Commission on Climate Change, 2008). Many communities in the region have noted an influx of requests in recent years for bulkhead repair as a result of more frequent inundation behind failing bulkheads. Tidal wetlands are slowly migrating landward. The loss of wetlands means increased coastal and shoreline erosion, reduced storm surge protection, and reduction in nursery and spawning habitat for fish and crabs.

Coastal Flooding – An increase in duration, quantity, and severity of coastal storms results in increased flood damages to infrastructure. Increased sea level and/or land subsidence increases the base storm tide, which is the storm surge plus astronomical tide (Boon, Wang, and Shen, undated). Ultimately, sea level rise increases the destructive power of every storm surge. Minor storms that may not have caused damage in the past will begin to affect infrastructure in the future (Boon, et al, undated). Higher wave energy from higher storm tides will translate each storm's destructive forces landward. The damage caused by major storms becomes increasingly costly. Sea level rise will threaten the longevity and effectiveness of stormwater drainage systems and other infrastructure, especially during significant rain events that occur during high tides such as that which may be caused by a nor'easter.

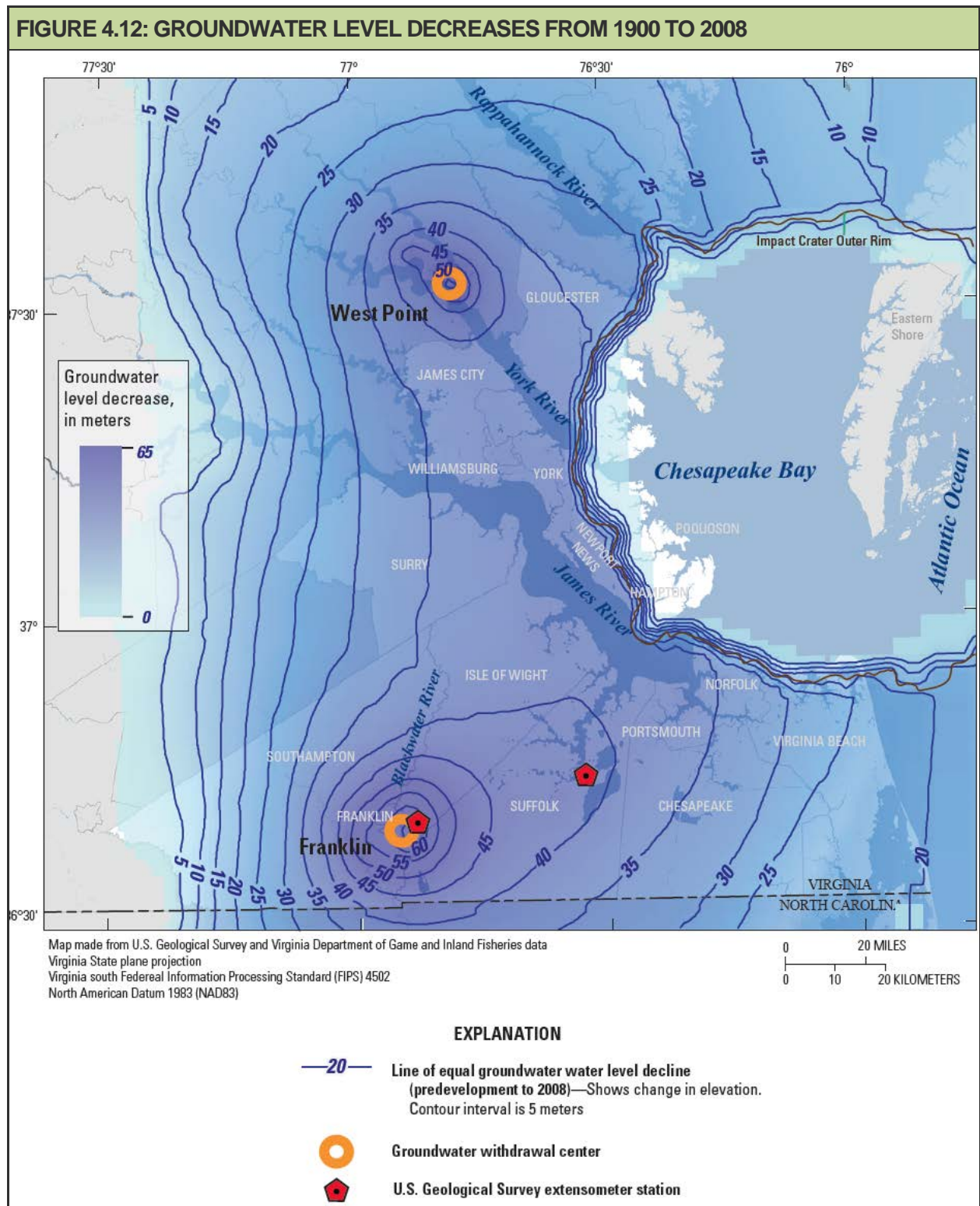
Saltwater Intrusion – As sea level rises, the groundwater table may also rise, and saltwater may intrude into freshwater aquifers. This impact may have secondary impacts related to drinking water and agriculture, even for home gardeners.

LOCATION AND SPATIAL EXTENT

According to the Old Dominion University Center for Sea Level Rise, sea level rise has a very localized spatial extent related to past development activities. Historically, many of the region's large and small waterways were filled, creating developable land upon which infrastructure, residences and businesses were constructed. Subsequently, as sea level has risen, these areas have been the first to experience the effects. Water begins to retrace ancient flow paths, flooding neighborhood streets and stormwater outfalls. The outfalls are then less capable of handling rainfall runoff because the pipes must also accommodate rising sea water. This phenomenon exacerbates and prolongs flood events.

Several factors are influencing the rates of sea level rise relative to land in the Hampton Roads region, including an increased volume of water in the oceans from melting ice. Some scientists believe that thermal expansion of a gradually warming ocean increases ocean volume. The rate of sea level rise is relative to the land adjacent to the sea; land subsidence is the downward movement of the earth's crust. The Hampton Roads region is experiencing both regional subsidence (along the east coast of the United States) and local subsidence, exacerbating the effects of storms. Subsidence alone can damage wetland and coastal marsh ecosystems and damage infrastructure, but when combined with sea level rise, the effects can be even more devastating.

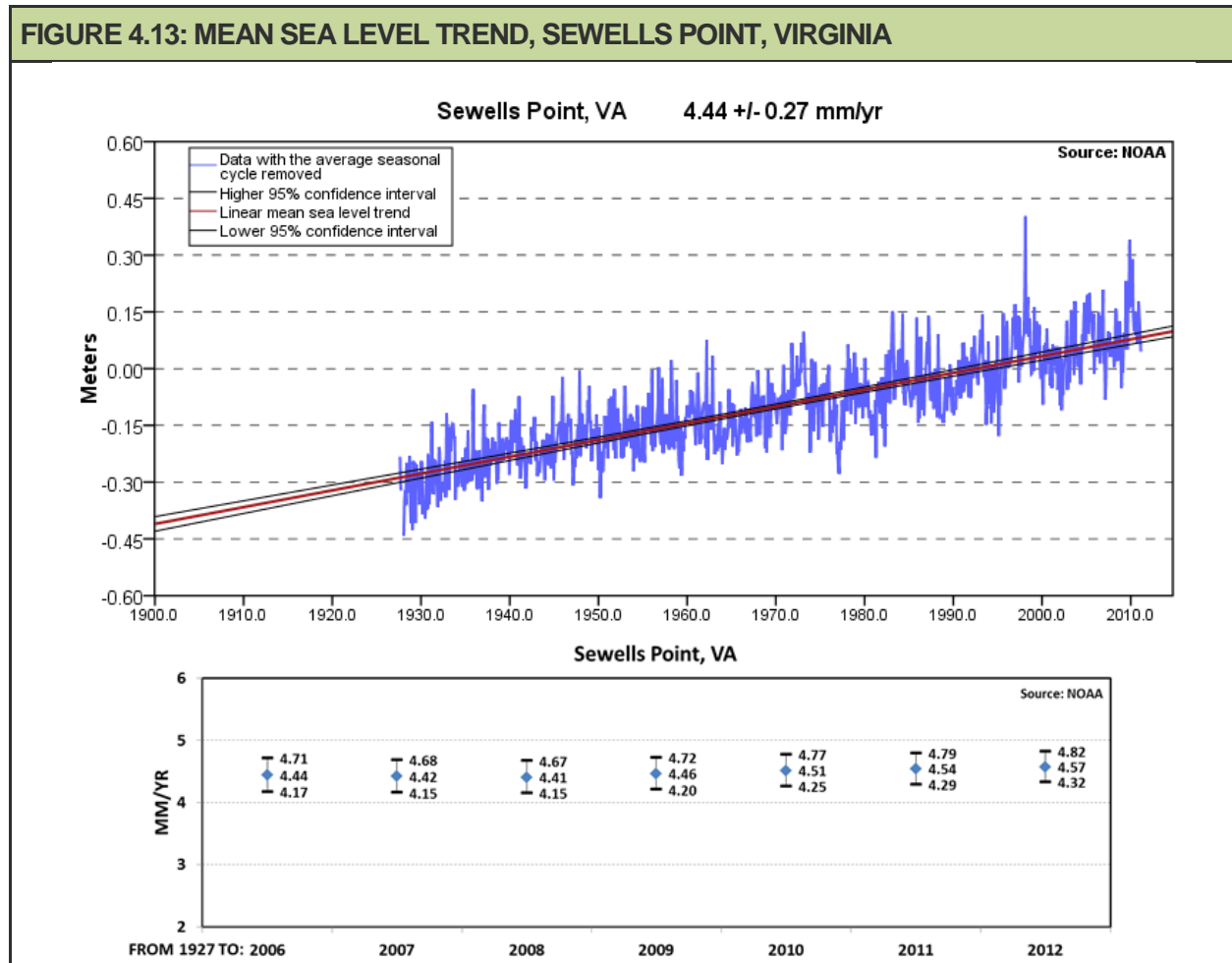
Local subsidence is believed to be the result of settlement or compaction of subsurface layers resulting from groundwater withdrawals and glacial isostatic rebound (USGS, *Land Subsidence and Relative Sea-Level Rise in the Southern Chesapeake Bay Region*, 2013). Groundwater withdrawals in the region, primarily seen near the pumping centers of Franklin and West Point, decrease pressure and therefore water levels in the aquifer system. As a result, the aquifer system compacts and the land surface subsides. Borehole extensometers, like the one in Franklin, Virginia measure compaction or expansion of aquifer thickness. Scientists also use surface monitoring data such as that from tidal stations, geodetic surveying and remote sensing in an effort to determine how much land subsidence can be attributed to aquifer compaction. **Figure 4.12** illustrates the spatial extent of changes in groundwater level in the Hampton Roads region that are thought to contribute to land subsidence.



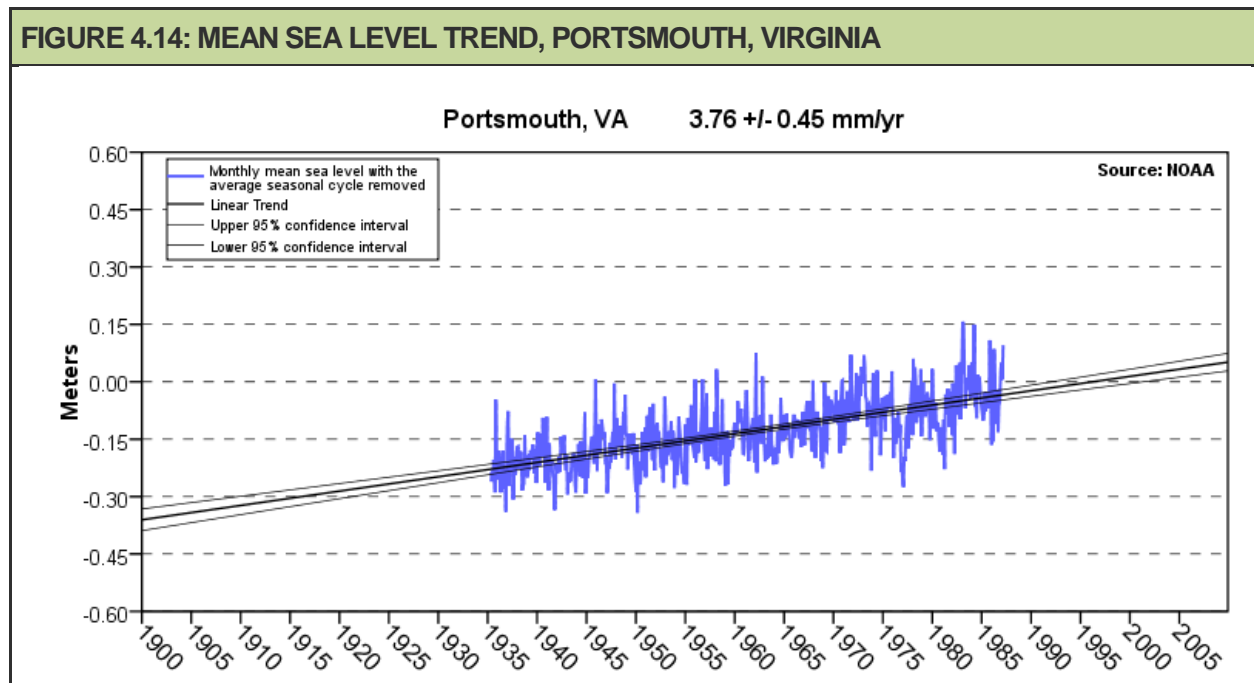
Source: USGS, *Land Subsidence and Relative Sea-Level Rise in the Southern Chesapeake Bay Region*, 2013

NOAA has compiled data from regional tide gauges to document the rates of sea level rise. There are four local stations with data pertinent to the region, and the rates of sea level rise range from 1.23 feet to 1.98 feet per 100 years.

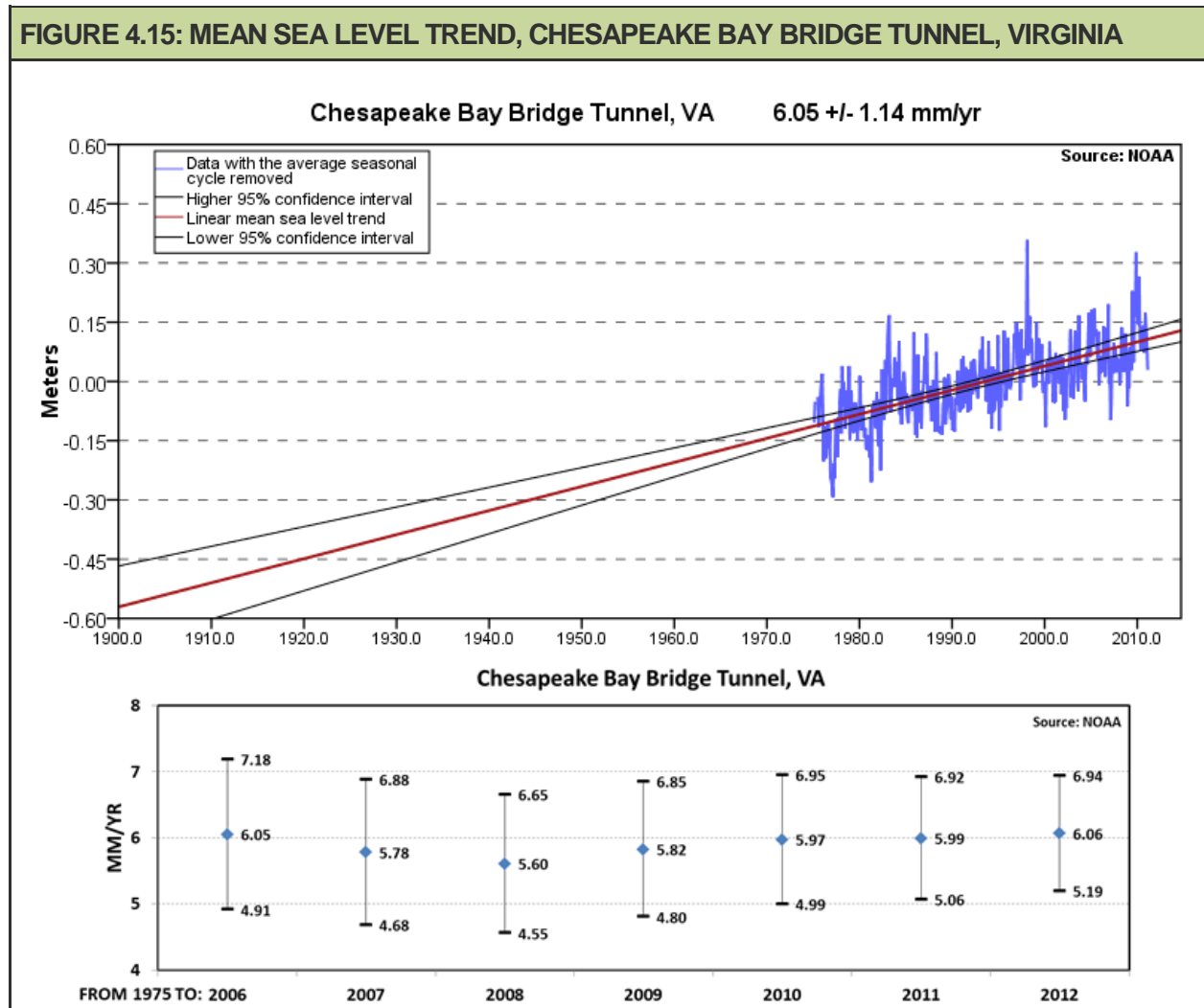
At Sewell's Point, Naval Station Norfolk, the local NOAA tide station with the longest period of record, the mean sea level trend is 4.44 millimeters/year with a 95% confidence interval of +/- 0.27 mm per year, based on monthly mean sea level data from 1927 to 2006 (**Figure 4.13**). This rate is equivalent to a change of 1.46 feet in 100 years. The plot shows the monthly mean sea level without the regular seasonal fluctuations due to coastal ocean temperatures, salinities, winds, atmospheric pressures, and ocean currents. The long-term linear trend is also shown, including its 95 percent confidence interval.



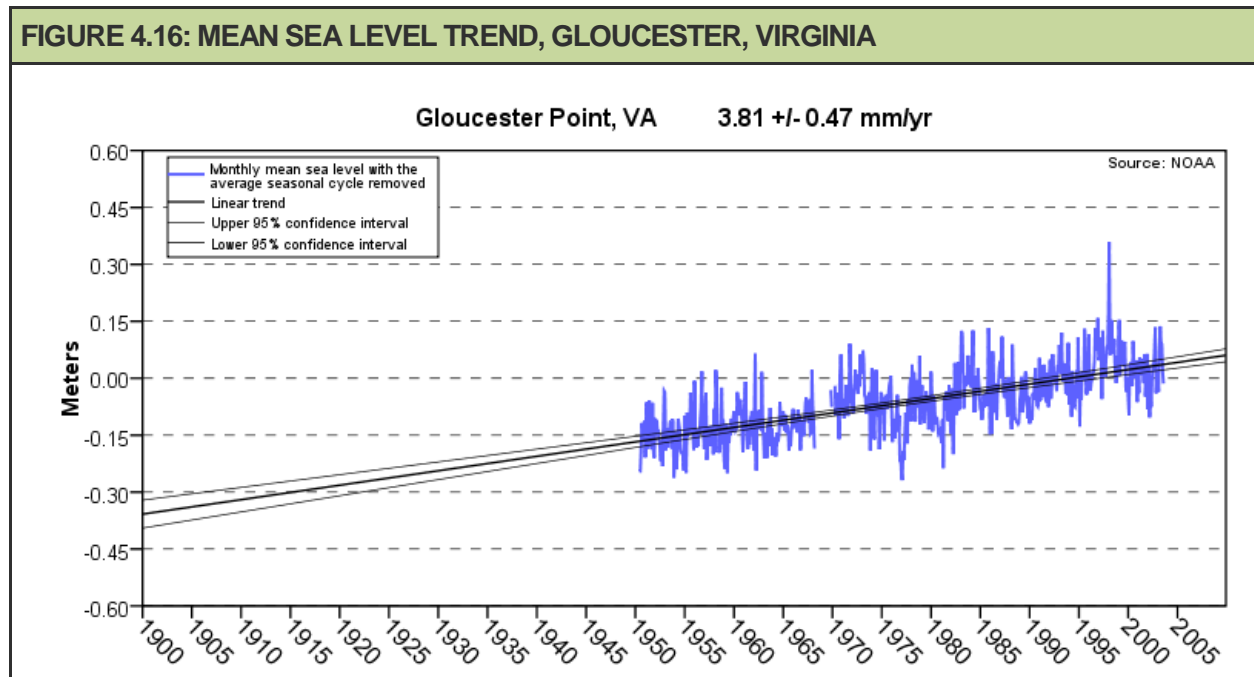
At Downtown Portsmouth, the mean sea level trend is 3.76 millimeters/year with a 95% confidence interval of ± 0.45 mm/year based on monthly mean sea level data from 1935 to 1987 (**Figure 4.14**). This rate is equivalent to a change of 1.23 feet in 100 years.



At the First Island, Chesapeake Bay Bridge Tunnel, the mean sea level trend is 6.05 millimeters/year with a 95% confidence interval of +/- 1.14 mm per year based on monthly mean sea level data from 1975 to 2006, which is equivalent to an increase of 1.98 feet in 100 years (**Figure 4.15**). The second plot compares linear mean sea level trends and 95% confidence intervals calculated from the beginning of the station record to recent years (2006-2011). The values do not indicate the trend in each year, but the trend of the entire data period up to that year.



At Gloucester Point, as shown in **Figure 4.16**, the mean sea level trend is 3.81 millimeters/year with a 95-percent confidence interval of ± 0.47 mm/yr based on monthly mean sea level data from 1950 to 2003, which is equivalent to an increase of 1.25 feet in 100 years. Additional data since 2003 have not been analyzed as part of NOAA's program.

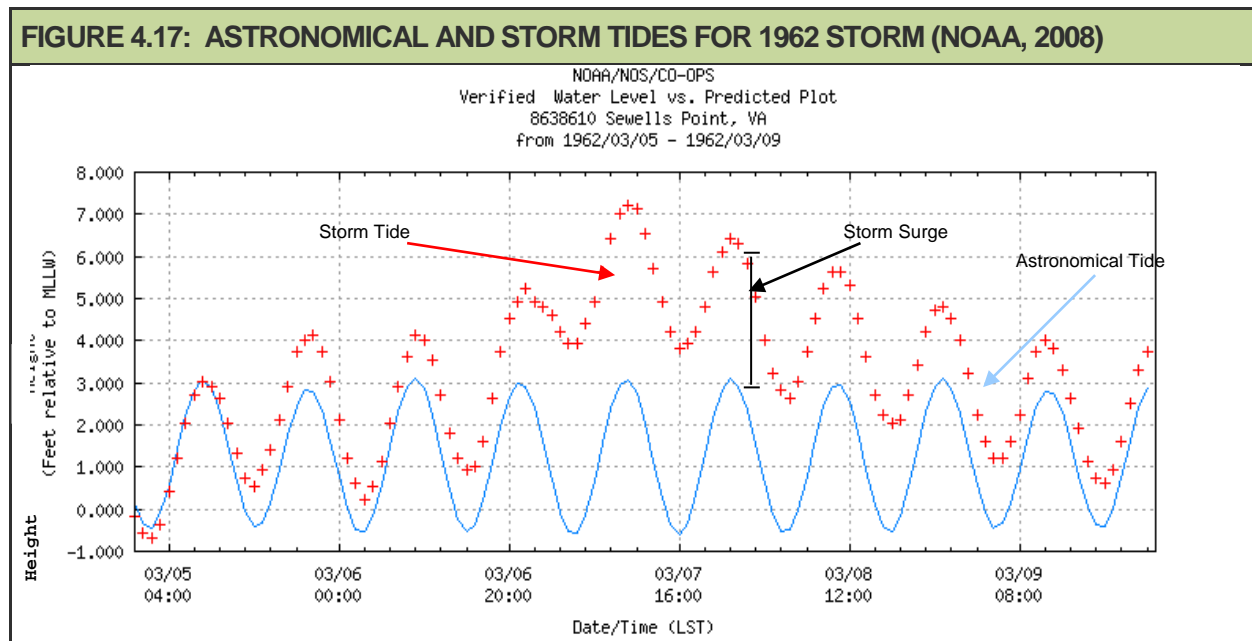


Source: NOAA, 2014

SIGNIFICANT HISTORICAL EVENTS

Unlike wildfires, earthquakes or coastal storms, the impacts of sea level rise are not felt or recorded in a matter of hours or days, but instead are slowly observed, recorded, and experienced over decades and centuries. However, scientists at the Virginia Institute of Marine Science (VIMS) have gathered data from several historical storms and made careful comparisons in an effort to highlight the historical impact of sea level rise locally.

The **Ash Wednesday Storm of 1962** produced a peak storm tide of approximately 7.2 feet MLLW at Sewell's Point (see **Figure 4.17**). If that same storm were to occur at mean high tide in 2030, using the sea level rise rates calculated above for Sewell's Point, the astronomical tide would be approximately one foot higher. Since the storm tide is obtained by adding the storm surge to the astronomical tide, the same storm could then produce a storm tide of over 8 feet MLLW. By comparison, Hurricane Isabel in 2003 produced a storm tide of 7.887 feet MLLW and caused an immense amount of damage.



Similarly, Boon (undated) concluded that sea level rise contributed to the similarity of two storms, the **August 1933 hurricane** and **Hurricane Isabel** in 2003. The storms had comparable peak storm tides of 8.018 feet MLLW (1933) and 7.887 feet MLLW (2003), and both peaks occurred very shortly before or after astronomical high tide, yet the 1933 storm occurred during spring tides and Isabel during neap tides. As a result, the storm surge in the 1933 storm was much higher and, all things being equal, the data would not have shown the storm surge that it did for Isabel had it not been for the constant adjustment of MLLW to account for as much as 1.35 feet of sea level rise between August, 1933 and September, 2003 (Table 4.4).

TABLE 4.4: AUGUST 1933 HURRICANE AND HURRICANE ISABEL (BOON, UNDATED)

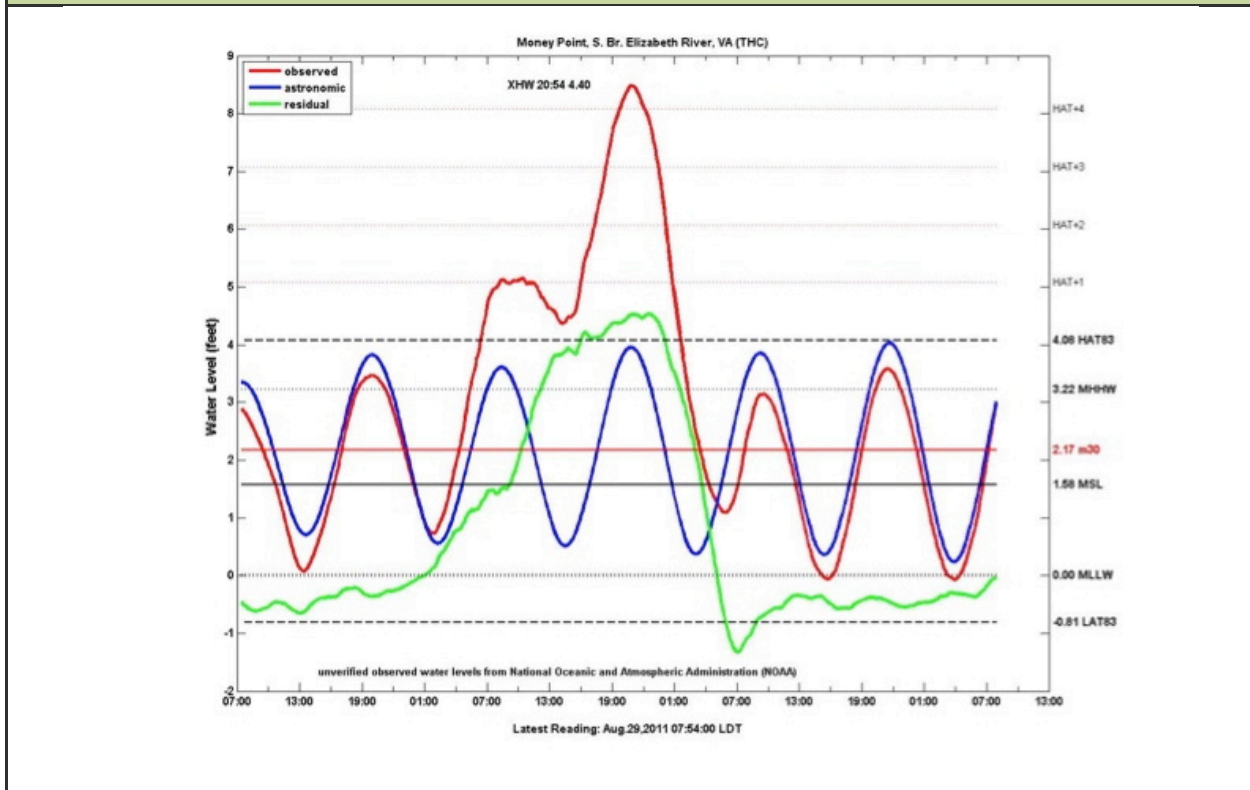
STORM	STORM TIDE (HEIGHT IN FEET ABOVE MLLW)	STORM SURGE (HEIGHT IN FEET ABOVE NORMAL)	MEAN WATER LEVEL (HEIGHT IN FEET ABOVE MLLW)
August 1933	8.018	5.84	0.95
Isabel – September 2003	7.887	4.76	2.30
1933 -2003	0.131	1.08	-1.35

A mere tropical depression, **Ernesto** struck Hampton Roads on September 1, 2006. At Sewells Point, the storm surge reached a peak of about four feet above monthly mean sea level for the lunar month, but occurred at low tide. Boon (*Ernesto: Anatomy of a Storm Tide*, undated) concludes that if the peak storm surge had occurred at high tide, the storm tide peak would have reached seven feet MLLW, or just 0.9 feet below Isabel's peak storm tide.

More recently, several scientist-authors have highlighted data at Money Point, Virginia, on the southern branch of the Elizabeth River near Portsmouth. (NOAA has not compiled sea level rise trend data for the Money Point gage as shown in Figures 4.7 through 4.10 for other gages in the region.) In *Sea Level Rise and Coastal Infrastructure: Prediction, Risks and Solutions*, Bilal M. Ayyub and Michael S. Kearney observe that during the extratropical storm event which occurred in mid-November 2009, the maximum extratidal storm tide height of 4.69 feet at Money Point exceeded the extratidal height of 4.43 feet observed there during Hurricane Isabel. Again, during Hurricane Irene in 2011, the VIMS Tidewatch tool

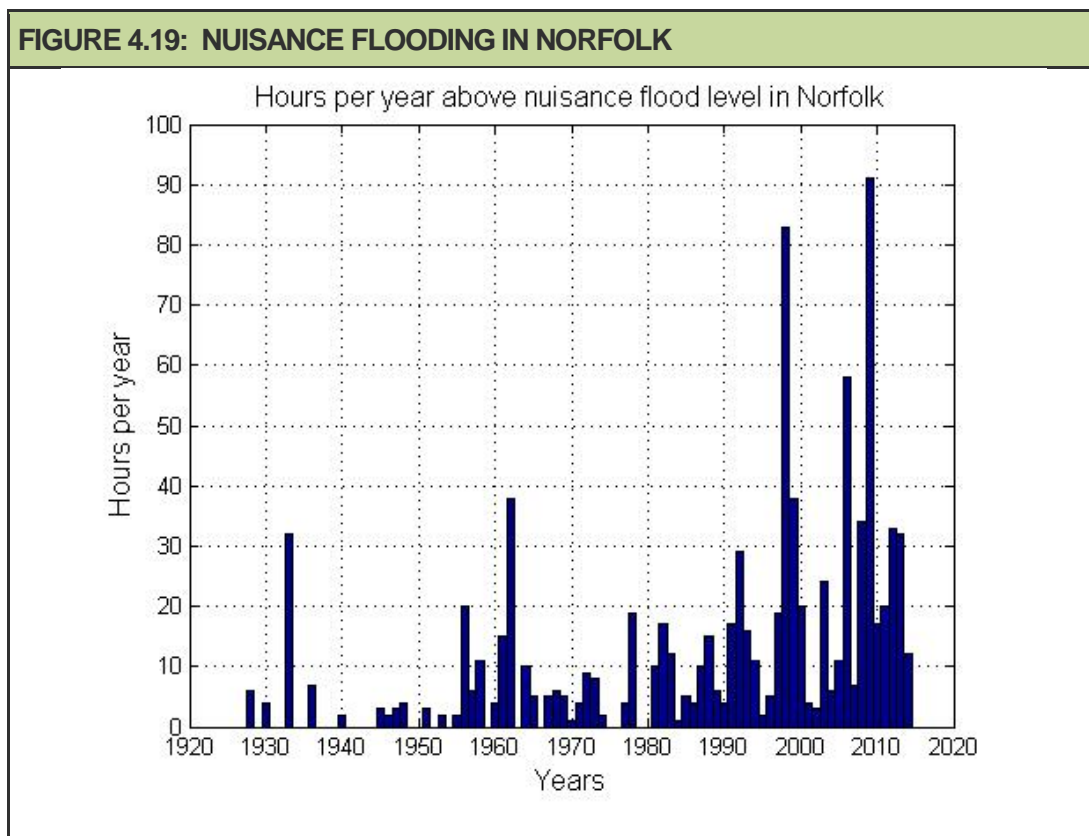
showed that Money Point experienced the highest water levels in the area, at 4.4 feet above highest astronomical tide. **Figure 4.18** shows observed water levels (red), predicted astronomical tide (blue), and the storm surge (green).

FIGURE 4.18: HURRICANE IRENE, TIDEWATCH DATA FOR MONEY POINT, VA



Source: Virginia Institute of Marine Science, 2011

The impacts of sea level rise are beginning to be felt on an almost daily basis in some parts of Hampton Roads. Old Dominion University compiled **Figure 4.19** which graphically shows the increasing problem of nuisance flooding in Norfolk.



Source: L. Atkinson, Old Dominion University 2014

The impacts of sea level rise are similar to the effects of flooding outlined above, but the frequency and severity of flooding can be expected to continue to increase, which has longer-term effects.

As nuisance flooding increases, Hampton Roads' population is becoming more accustomed to driving through salt-water flooded roads, cleaning out flooded buildings, and working through the impacts of each minor flood. But the longer-term economic impacts discussed above for flooding are slowly becoming more apparent. More communities must commit to long-term capital expenditures on flood mitigation and infrastructure rather than new investments in economic development, for example. More property owners must spend their wages on flood insurance, flood repair, and flood mitigation rather than on tangible goods. And the real estate market suffers when structures are subject to repetitive flooding with increasing frequency. Even nuisance flooding of crawl spaces or garages detracts from the ability of a house in a repetitive flood loss area to accrue value in the long-term. Days out of school for students locally are increasing annually due to flooding, and the impact on students and parents is sobering from an economic standpoint.

Impacts on the environment are apparent as shoreline erosion from more frequent shoreline inundation contributes to loss of trees, wetland grasses and other valuable habitats of the intertidal zone. Damage to these sensitive features is important because it could affect the important local seafood industry which relies on the intertidal zone as a fish and shellfish nursery, and because of the difficulty of recreating these habitats elsewhere. Also, eroded shorelines are more vulnerable to damage from severe flood events in the future.

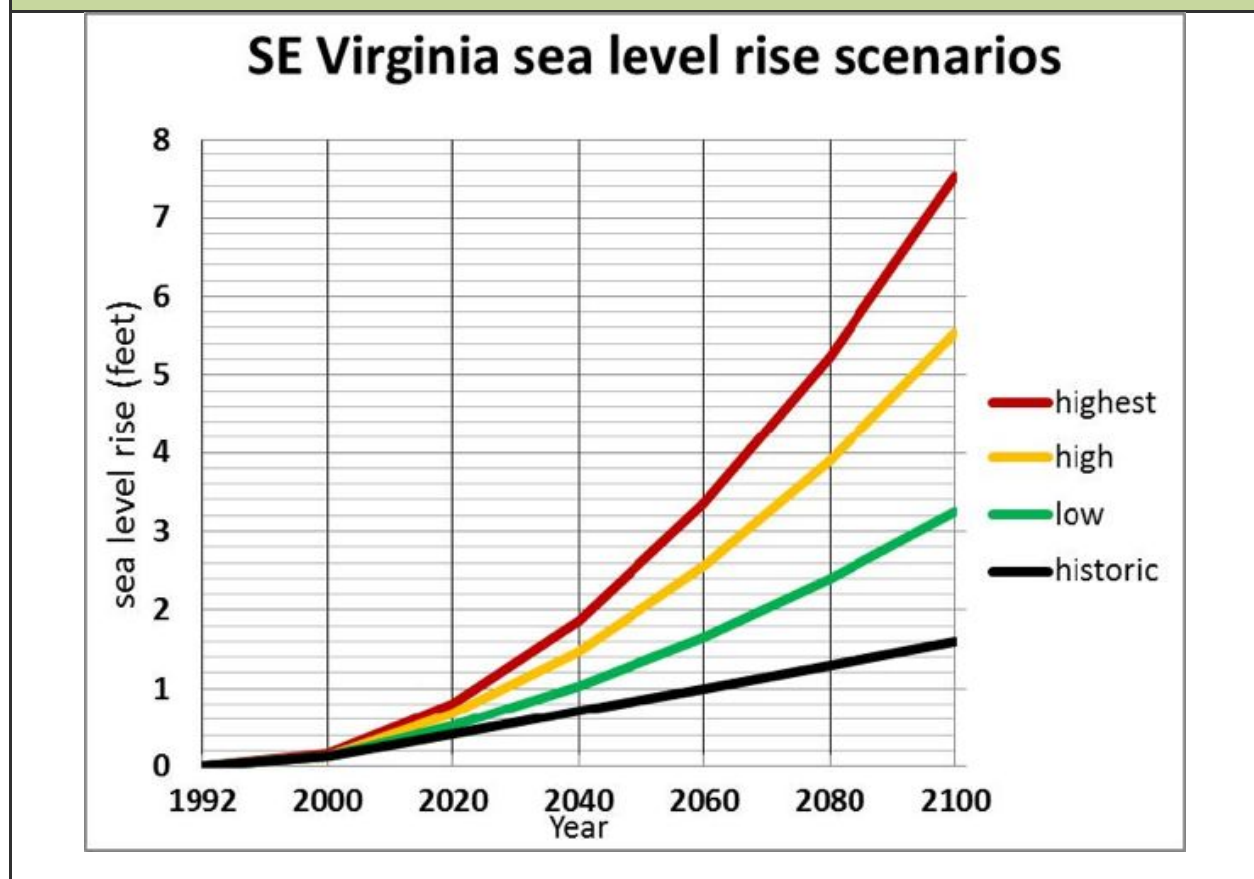


PROBABILITY OF FUTURE OCCURRENCE

In a report to the Virginia General Assembly in 2013 entitled *Recurrent Flooding Study for Tidewater Virginia*, VIMS presented four scenarios of sea level rise. Each scenario, as shown in **Figure 4.20** represents a possible trajectory for sea level rise in the region. The lowest, historic scenario is based on observed rates of rise and does not account for any acceleration. The low scenario incorporates some acceleration using assumptions about future

greenhouse gas emission. The high scenario is based on the upper end of projections from semi-empirical models using statistical relationships in global observations of sea level and air temperature. And the highest scenario is based on consequences of global warming, ice-sheet loss and glacial melting. Each scenario was customized for conditions in southeastern Virginia, including using estimates for subsidence. The report concludes that regional planners should anticipate a 1.5-foot rise in sea level above the 1992 datum within the next 20 to 50 years (2033-2063). According to the VIMS report, “sea level rise will make it easier for the current patterns of weather events to generate damaging flood events in the future. Increases in storm intensity and/or frequency will only aggravate that circumstance.”

FIGURE 4.20: SOUTHEAST VIRGINIA SEA LEVEL RISE SCENARIOS



Source: VIMS, *Recurrent Flooding Study for Tidewater Virginia*, 2013

TROPICAL/COASTAL STORM

BACKGROUND

Hurricanes and tropical storms are characterized by closed circulation developing around a low-pressure center in which the winds rotate counter-clockwise in the Northern Hemisphere and with a diameter averaging 10 to 30 miles across. A tropical cyclone refers to any such circulation that develops over tropical waters. Tropical cyclones act as a mechanism to transport built-up heat from the tropics toward the poles. In this way, they are critical to the earth's atmospheric heat and moisture balance. The primary damaging forces associated with these storms are high-level sustained winds, heavy precipitation, and tornadoes. Coastal areas are particularly vulnerable to storm surge, wind-driven waves, and tidal flooding which can prove more destructive than cyclone wind¹.

The key energy source for a tropical cyclone is the release of latent heat from the condensation of warm water. Their formation requires a low-pressure disturbance, warm sea surface temperature, rotational force from the spinning of the earth, and the absence of wind shear in the lowest 50,000 feet of the atmosphere. The majority of hurricanes and tropical storms form in the Atlantic Ocean, Caribbean Sea, and Gulf of Mexico during the official Atlantic hurricane season, which encompasses the months of June through November. The peak of the Atlantic hurricane season is September 10th. The Atlantic Ocean averages about 10 storms annually, of which six reach hurricane status (NASA Earth Observatory online at: <http://earthobservatory.nasa.gov>).

As a hurricane develops, barometric pressure (measured in millibars or inches) at its center falls and winds increase. If the atmospheric and oceanic conditions are favorable, it can intensify into a tropical depression. When maximum sustained winds reach or exceed 39 miles per hour (mph), the system is designated a tropical storm, given a name, and is monitored by the National Hurricane Center in Miami, Florida. When sustained winds reach or exceed 74 mph the storm is deemed a hurricane. Hurricane intensity is further classified by the Saffir-Simpson Hurricane Wind Scale which rates hurricane intensity on a scale of one to five, with five being the most intense. The wind scale, recently revised to remove storm surge ranges, flooding impact and central pressure statements, is shown in **Table 4.5**.



Hurricane Isabel approaches North Carolina and Virginia in September of 2003. (Photo courtesy of NASA)

¹ For purposes of this risk assessment, coastal flood hazards associated with hurricanes and tropical storm events are included under the “flood” hazard.

TABLE 4.5: SAFFIR-SIMPSON HURRICANE WIND SCALE

CATEGORY	MAXIMUM SUSTAINED WIND SPEED (mph)	DAMAGE SUMMARY
1	74–95	Very dangerous winds will produce some damage.
2	96–110	Extremely dangerous winds will cause extensive damage.
3	111–129	Devastating damage will occur
4	130–156	Catastrophic damage will occur.
5	157 +	Catastrophic damage will occur.

Source: National Hurricane Center

Categories 3, 4, and 5 are classified as “major” hurricanes, and while hurricanes within this range comprise only 20% of total tropical cyclones making landfall, they account for over 70 percent of the damage in the United States. **Table 4.6** describes the damage that could be expected for each hurricane category.

TABLE 4.6: HURRICANE DAMAGE CLASSIFICATIONS

STORM CATEGORY	DAMAGE LEVEL	DESCRIPTION OF DAMAGES
1	MINIMAL	Well-constructed frame homes could have damage to roofs, shingles, vinyl siding and gutters. Large branches of trees will snap and shallowly rooted trees may be toppled. Extensive damage to power lines and poles likely will result in power outages that could last a few to several days.
2	MODERATE	Well-constructed frame homes could sustain major roof and siding damage. Many shallowly rooted trees will be snapped or uprooted and block numerous roads. Near-total power loss is expected with outages that could last from several days to weeks.
3	EXTENSIVE	Well-built framed homes may incur major damage or removal of roof decking and gable ends. Many trees will be snapped or uprooted, blocking numerous roads. Electricity and water will be unavailable for several days to weeks after the storm passes.
4	EXTREME	Well-built framed homes can sustain severe damage with loss of most of the roof structure and/or some exterior walls. Most trees will be snapped or uprooted and power poles downed. Fallen trees and power poles will isolate residential areas. Power outages will last weeks to possibly months. Most of the area will be uninhabitable for weeks or months.
5	CATASTROPHIC	A high percentage of framed homes will be destroyed, with total roof failure and wall collapse. Fallen trees and power poles will isolate residential areas. Power outages will last for weeks to possibly months. Most of the area will be uninhabitable for weeks or months.

Source: National Hurricane Center web site, 2015

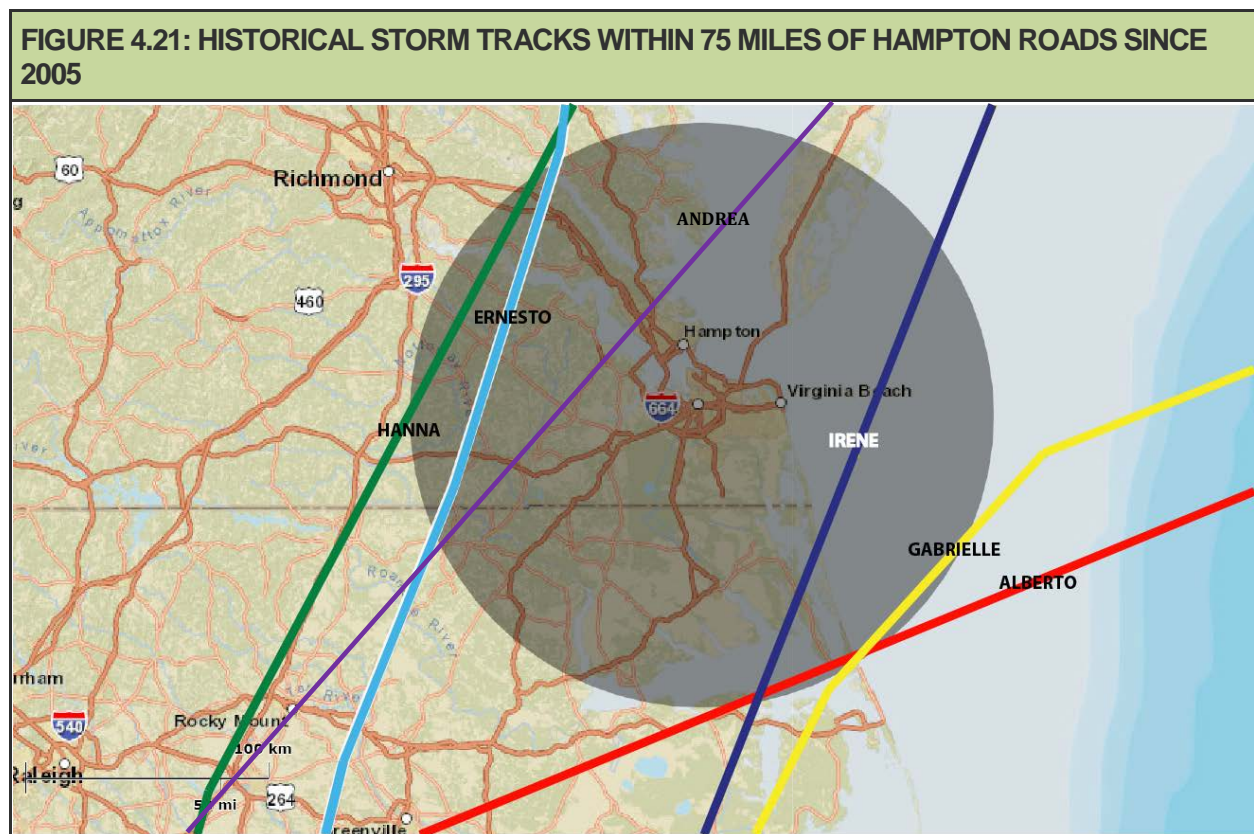
Storm surge is a large dome of water often 50 to 100 miles wide and rising anywhere from four to twenty feet. The storm surge arrives ahead of the storm’s actual landfall and the more intense the hurricane is, the sooner the surge arrives. Water rise can be very rapid, posing a serious threat to those who have not yet evacuated flood-prone areas. A storm surge is a wave that has outrun its generating source and become a long period swell. The surge is always highest in the right-front quadrant of the direction in which the hurricane is moving. As the storm approaches shore, the greatest storm surge will be to the north of the hurricane eye. Such a surge of high water topped by waves driven by hurricane force winds can be devastating to coastal regions, causing severe beach erosion and property damage.

Storm surge heights and associated waves are dependent upon the shape of the continental shelf (narrow or wide) and the depth of the ocean bottom (bathymetry). A narrow shelf, or one that drops steeply from the shoreline and subsequently produces deep water close to the shoreline, tends to produce a lower surge but higher and more powerful storm waves. Damage during hurricanes may also result from spawned tornadoes and inland flooding associated with heavy rainfall that usually accompanies these storms. For the purposes of this report, the storm surge impacts in the region are discussed under the Flooding hazard.

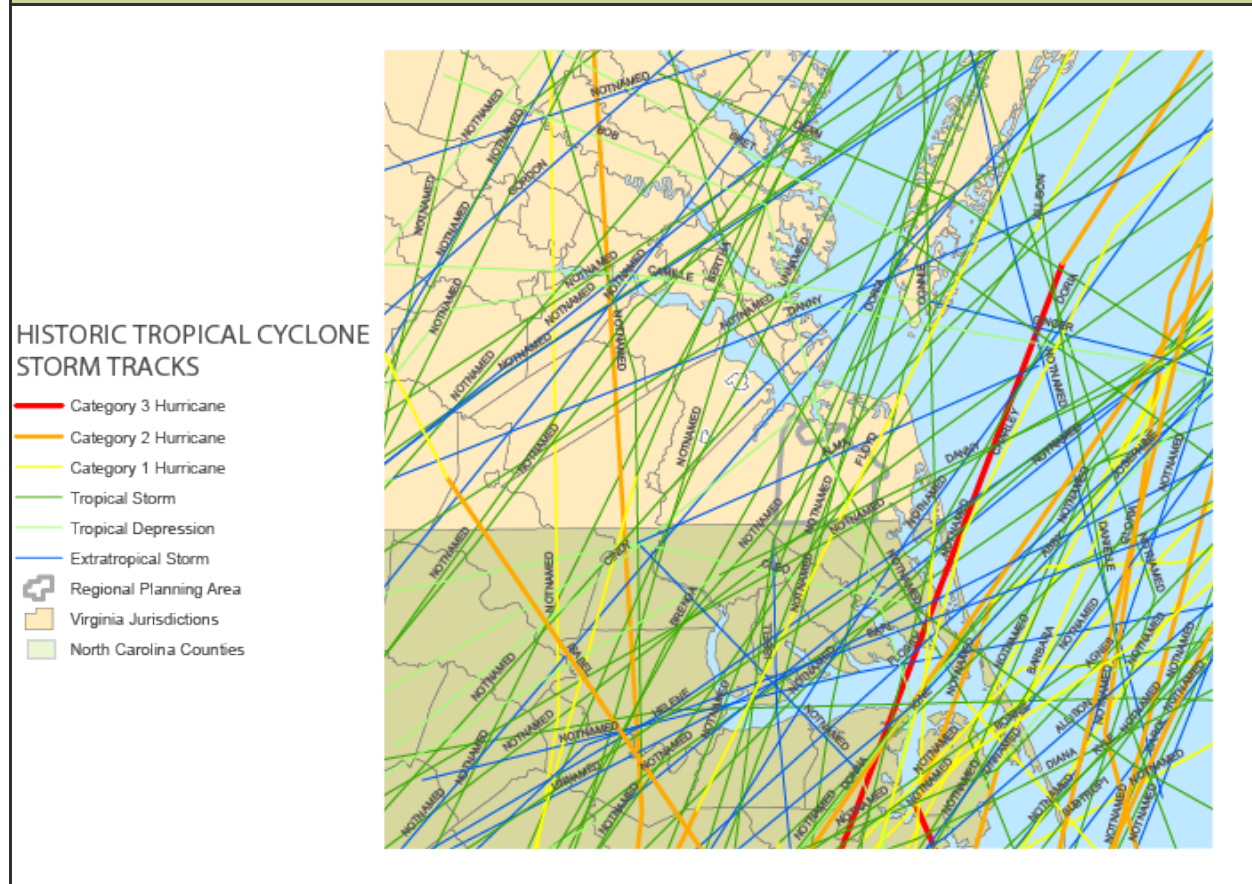
LOCATION AND SPATIAL EXTENT

Hampton Roads is in an area that can expect to experience hurricane damage in any given year. Since the mid-1800s, numerous tropical cyclones have affected Virginia, causing the deaths of an estimated 228 people and costing the Commonwealth more than a billion dollars in damages.

A total of 78 storms have passed within 75 miles of Hampton Roads since 1851 (**Figures 4.21 and 4.22**). Two Category 3 hurricanes passed within 75 miles of the region (unnamed storms in 1879 and 1899), eight were Category 2 hurricanes, 16 were Category 1 hurricanes and 49 were tropical storms. The remainder were tropical or extratropical depressions.



Source: NOAA Historical Hurricane Tracks.

FIGURE 4.22: HISTORICAL STORM TRACKS WITHIN 75 MILES OF HAMPTON ROADS, 1851-2005

Source: NOAA Historical Hurricane Tracks

In Hampton Roads, the negative impacts of wind from the Category 1 and 2 hurricane events the area has experienced are consistent with the damage described in Table 4.6. Wind damage in the region from events in recent memory has been marked by a large number of downed trees, damage to roofs, siding and signs, power outages of typically less than a week as a result of downed power lines and trees across lines, and wind-blown debris damage and accumulation. Downed trees can temporarily block roadways, impeding transportation; however, these blockages are typically repaired swiftly by Virginia Department of Transportation and local roadway maintenance crews. Business interruptions resulting from power outages are commonplace and many restaurants and cold storage facilities can be negatively impacted, especially by prolonged outages. Commodities such as ice and gas are in high demand to power both home and business generators. Since wind and flood events typically occur simultaneously, the combined impacts are more devastating in flood-prone areas. Roof damage from wind can subsequently result in rain damage to structures, as well. Combined storm surge and wind impacts to shorefront areas at Virginia Beach, Norfolk, and Hampton may make some homes and businesses uninhabitable for days to weeks at a time.

SIGNIFICANT HISTORICAL EVENTS

The NWS began keeping weather records on January 1, 1871. Prior to that, information on past hurricanes and tropical storms to impact the Hampton Roads region were taken from ships logs, accounts from local citizens, newspapers, and other sources. There are several historical references to major storms that affected coastal Virginia in the 1600's and 1700's. Some of these storms were strong enough

to alter land masses, including the widening of the Lynnhaven River (September 6, 1667) and formation of Willoughby Spit (October 19, 1749). These reports also indicate severe flooding caused by these storms (12-15 feet of flooding in some cases).

Better records have been kept since 1871. One of the first storms to be well documented was a hurricane in **October 1878** that resulted in Cobb and Smith Islands on the Eastern Shore being completely submerged.

One of the worst storms to impact the region occurred in August 1933 when a hurricane known as the **Chesapeake-Potomac Hurricane of 1933** passed just west of the Hampton Roads area. The storm made landfall in northeastern North Carolina and moved northwest. This hurricane produced the record high tide for the area which exists today, at a level of 9.69 feet above MLLW. The highest sustained wind was 88 mph at the Naval Air Station (NAS). Less than a month later, another hurricane struck the area with winds again clocked at 88 mph at NAS, but tides only rose to 8.3 feet above MLLW.

Another unnamed storm occurred in **September of 1944** creating the fastest one-minute wind speed to ever be recorded in the area of 134 mph at Cape Henry. Gusts were estimated to be 150 mph. The local NWS office recorded 72 mph winds with gusts to 90 mph.

Although the center of circulation for **Hurricane Hazel** in 1954 did not pass within 75 miles of the region, wind speeds of 78 mph were recorded at Norfolk Airport with gusts up to 100 mph and an unofficial reading of 130 mph was also reported in Hampton.

In 1960, **Hurricane Donna** passed through the region with a fastest one-minute wind speed of 73 mph at Norfolk Airport, 80 mph at Cape Henry and estimated 138 mph at Chesapeake Light Ship. Lowest pressure of 28.65 inches holds the area record for a tropical storm. Three deaths were documented in association with this hurricane.

On August 27, 1998, **Hurricane Bonnie** tracked over the region after passing over the northern Outer Banks. Winds speeds were sustained at 46 mph with gusts to 64 mph at Norfolk International Airport. Four to seven inches of rain combined with near hurricane force winds knocked out power to 320,000 customers across Virginia. Highest tide was recorded at 6.0 feet above MLLW. This was the most significant storm to impact the region since Hurricane Donna in 1960.

On September 6, 1999, downgraded **Hurricane Floyd** passed directly over Virginia Beach on a track similar to Hurricane Donna in 1960. Wind speeds were recorded at 31 mph with gusts to 46 mph. Rainfall amounts of 12-18 inches were recorded in portions of eastern Virginia, causing extensive flooding in the Southside Hampton Roads region.

In the 1990s, several storms had a less direct path over Hampton Roads, but nonetheless impacted the weather severely. In 1996, **Hurricanes Bertha and Fran** impacted the region, followed by **Hurricane Danny** in 1997, **Hurricane Bonnie** in 1998, and **Hurricanes Dennis, Floyd, and Irene** in 1999. Although each of these storms was downgraded by the time they reached Hampton Roads, they each created problems for the region when they passed through, and two resulted in Federal Disaster declarations (Bonnie and Floyd) for the region. **Tropical storms Helene** in 2000 and **Kyle** occurred in 2002, and of course, **Hurricane Isabel** caused \$1.6 billion damage in the region in 2003, and claimed 33 lives (*The Virginian Pilot*, 9/4/06). During Isabel, wind speeds of 54 mph with gusts to 75 mph in Norfolk and significant beach erosion were reported.

Of the five storms that have passed through the region since the original Hazard Mitigation Plans were developed (Alberta, Ernesto, Barry, Gabrielle, Hanna and Irene), Hanna initially appeared to forecasters to have the worst characteristics. **Tropical Storm Hanna** tracked up the Mid-Atlantic coast on September 6, 2008, with maximum sustained winds around 50 mph. Hanna originally made landfall near the border of North and South Carolina around 3:20 am on the 6th. The storm tracked across eastern North Carolina during the early afternoon hours before turning northeast across southeastern Virginia later in the afternoon. Hanna eventually tracked across the Chesapeake Bay and into Delaware during

the evening hours. With the track of Hanna being to the east, the strongest winds were also confined to the east of Hampton Roads. The highest sustained wind of 55 mph with a peak gust of 68 mph was recorded at the 3rd Island Bay Bridge Tunnel. Minimum pressure of 991 MB was recorded at the 3rd Island Bay Bridge Tunnel. Coastal storm tides of two feet or less above astronomical tide levels were common, with only minor beach erosion reported. Near the coast, as well as inland, tropical storm winds knocked down numerous trees and power lines, as well as caused minor structural damage. No fatalities or injuries were attributed to the winds.

Contrary to expectations and forecasts, however, **Ernesto** in early September 2006 proved very damaging because of coastal flooding. State officials blamed Ernesto for six deaths across Virginia and an estimated \$33 million in statewide damage (*The Virginian Pilot*, 9/4/06). Additional discussion of the regional flood-related impacts from Ernesto is shown in **Table 4.3**.

Hurricane Irene, in late August 2011, first struck the U.S. as a Category 1 hurricane in eastern North Carolina, then moved northward along the Mid-Atlantic Coast. Wind damage in coastal North Carolina, Virginia, and Maryland was moderate, with considerable damage resulting from falling trees and power lines. Irene made its final landfall as a tropical storm in the New York City area and dropped torrential rainfall in the Northeast that caused widespread flooding. Irene was the first hurricane to hit the U.S. since Ike in September 2008. Irene's landfall in eastern North Carolina and path northward were accurately predicted more than four days in advance by NOAA's National Hurricane Center, which used information from weather satellites, hurricane models, aircraft observations, and other data.

Hurricane Sandy, in October 2012, was again expected to bring extreme hurricane conditions to southeastern Virginia. Fortunately, the storm track veered away from the Virginia coast and spared the region much of the devastation wrought in the northeast. Some areas of Virginia were included in the Presidentially-Declared Disaster for the storm, but Hampton Roads saw little more than flooding in low-lying areas and limited wind damage, and therefore was not among declared communities.

After landfall along the northwestern coast of Florida on June 7, 2013, **Tropical Storm Andrea** moved northeastward with additional acceleration across northeastern Florida and southeastern Georgia, with the center passing over Savannah, Georgia. During this time, the storm maintained an intensity of 40 knots, with the strongest winds occurring mainly over water to the east and southeast of the center. As the cyclone moved into South Carolina, it started to merge with a baroclinic zone, which caused Andrea to become extratropical over northeastern South Carolina. The center of the post-tropical cyclone moved rapidly across eastern North Carolina and southeastern Virginia, over the Atlantic near the New Jersey coast, and across eastern Long Island to eastern Massachusetts. One traffic incident related to the storm appears to have caused one death in Virginia, but the location of the accident was not reported in the National Hurricane Center Tropical Cyclone Report on the storm.

Table 4.7 shows the historical storm tracks within 75 miles of Hampton Roads since 1851 that are the basis for **Figures 4.15 and 4.16**. While Tropical Storm Arthur in 2014 does not appear to have tracked within the search radius used for **Table 4.8** and **Figure 4.16**, the storm nonetheless produced tropical storm force winds and locally heavy rainfall across portions of southeast Virginia from late Thursday night, July 3rd into midday Friday, July 4th. Rain bands associated with Arthur produced generally one to two inches of rainfall across portions of the Virginia Beach. Back Bay reported 1.30 inches of rain. A wind gust of 47 knots was measured at Oceana Naval Air Station, and a wind gust of 43 knots was measured at



Flooding at the "Triple Decker Bridge" resulting from Hurricane Sandy.

Photo credit: City of Chesapeake

Lynnhaven. The gusts caused minor structural damage which was reported to total \$5,000. Norfolk International Airport reported 1.46 inches of rain. A wind gust of 38 knots was measured at Norfolk NAS.

TABLE 4.7: HISTORICAL STORM TRACKS WITHIN 75 MILES OF HAMPTON ROADS (SINCE 1851)

DATE OF OCCURRENCE	STORM NAME	WIND SPEED (mph)	STORM CATEGORY AT LANDFALL
8/25/1851	UNNAMED	45	TROPICAL STORM
9/10/1854	UNNAMED	45	TROPICAL STORM
8/20/1856	UNNAMED	60	TROPICAL STORM
9/17/1859	UNNAMED	60	TROPICAL STORM
9/27/1861	UNNAMED	70	TROPICAL STORM
11/2/1861	UNNAMED	80	CATEGORY 1 HURRICANE
9/18/1863	UNNAMED	70	TROPICAL STORM
10/26/1872	UNNAMED	45	TROPICAL STORM
9/29/1874	UNNAMED	70	TROPICAL STORM
9/17/1876	UNNAMED	90	CATEGORY 1 HURRICANE
10/23/1878	UNNAMED	105	CATEGORY 2 HURRICANE
8/18/1879	UNNAMED	115	CATEGORY 3 HURRICANE
9/9/1880	UNNAMED	80	CATEGORY 1 HURRICANE
9/10/1881	UNNAMED	70	TROPICAL STORM
9/11/1882	UNNAMED	45	TROPICAL STORM
9/23/1882	UNNAMED	45	TROPICAL STORM
9/12/1883	UNNAMED	45	TROPICAL STORM
8/26/1885	UNNAMED	80	CATEGORY 1 HURRICANE
7/2/1886	UNNAMED	40	TROPICAL STORM
9/11/1888	UNNAMED	40	TROPICAL STORM
10/12/1888	UNNAMED	60	TROPICAL STORM
9/25/1889	UNNAMED	45	TROPICAL STORM
6/17/1893	UNNAMED	65	TROPICAL STORM
10/23/1893	UNNAMED	50	TROPICAL STORM
9/29/1894	UNNAMED	85	CATEGORY 1 HURRICANE
10/10/1894	UNNAMED	75	CATEGORY 1 HURRICANE
9/23/1897	UNNAMED	70	TROPICAL STORM
10/26/1897	UNNAMED	60	TROPICAL STORM
8/18/1899	UNNAMED	120	CATEGORY 3 HURRICANE
10/31/1899	UNNAMED	65	TROPICAL STORM
7/11/1901	UNNAMED	80	CATEGORY 1 HURRICANE
6/16/1902	UNNAMED	40	TROPICAL STORM
9/15/1904	UNNAMED	65	TROPICAL STORM
9/1/1908	UNNAMED	50	TROPICAL STORM
8/25/1918	UNNAMED	40	TROPICAL STORM
12/3/1925	UNNAMED	45	TROPICAL STORM
9/19/1928	UNNAMED	45	TROPICAL STORM
8/23/1933	UNNAMED	80	CATEGORY 1 HURRICANE
9/16/1933	UNNAMED	90	CATEGORY 1 HURRICANE
9/6/1935	UNNAMED	75	CATEGORY 1 HURRICANE
9/18/1936	UNNAMED	100	CATEGORY 2 HURRICANE
8/2/1944	UNNAMED	50	TROPICAL STORM
9/14/1944	UNNAMED	105	CATEGORY 2 HURRICANE
10/20/1944	UNNAMED	40	TROPICAL STORM
6/26/1945	UNNAMED	50	TROPICAL STORM
7/7/1946	UNNAMED	65	TROPICAL STORM
8/14/1953	BARBARA	105	CATEGORY 2 HURRICANE
8/31/1954	CAROL	100	CATEGORY 2 HURRICANE
8/12/1955	CONNIE	80	CATEGORY 1 HURRICANE
9/20/1955	IONE	70	TROPICAL STORM
7/10/1959	CINDY	40	TROPICAL STORM
7/30/1960	BRENDA	50	TROPICAL STORM
9/12/1960	DONNA	105	CATEGORY 2 HURRICANE
9/14/1961	UNNAMED	40	TROPICAL STORM
9/1/1964	CLEO	45	TROPICAL STORM

TABLE 4.7: HISTORICAL STORM TRACKS WITHIN 75 MILES OF HAMPTON ROADS (SINCE 1851)

DATE OF OCCURRENCE	STORM NAME	WIND SPEED (mph)	STORM CATEGORY AT LANDFALL
9/17/1967	DORIA	40	TROPICAL STORM
8/28/1971	DORIA	65	TROPICAL STORM
6/22/1972	AGNES	50	TROPICAL STORM
7/1/1981	BRET	60	TROPICAL STORM
9/30/1983	DEAN	65	TROPICAL STORM
9/14/1984	DIANA	60	TROPICAL STORM
9/27/1985	GLORIA	105	CATEGORY 2 HURRICANE
8/18/1986	CHARLEY	80	CATEGORY 1 HURRICANE
9/25/1992	DANIELLE	65	TROPICAL STORM
7/13/1996	BERTHA	75	CATEGORY 1 HURRICANE
7/24/1997	DANNY	45	TROPICAL STORM
8/28/1998	BONNIE	85	CATEGORY 1 HURRICANE
9/16/1999	FLOYD	80	CATEGORY 1 HURRICANE
9/24/2000	HELENE	45	TROPICAL STORM
10/12/2002	KYLE	45	TROPICAL STORM
9/18/2003	ISABEL	100	CATEGORY 2 HURRICANE
8/14/2004	CHARLEY	40	TROPICAL STORM
6/16/2006	ALBERTO	60	EXTRATROPICAL STORM
9/2/2006	ERNESTO	45	EXTRATROPICAL STORM
9/10/2007	GABRIELLE	40	TROPICAL STORM
9/06/2008	HANNA	70	TROPICAL STORM
8/28/2011	IRENE	75	CATEGORY 1 HURRICANE
6/8/2013	ANDREA	37	EXTRATROPICAL STORM

Source: NOAA Historical Hurricane Tracks

PROBABILITY OF FUTURE OCCURRENCES

It is likely that the region will be impacted by hurricanes and tropical storms in the future. Direct impacts from hurricanes category 3 and 4 intensity are rare in Hampton Roads due to 1) historical tracks remaining offshore or impacting land before reaching Hampton Roads; and 2) cooler Atlantic Ocean water temperatures north of Cape Hatteras, which diminish a storm's ability to maintain intensity, or intensify. A Category 5 hurricane is considered implausible in Hampton Roads due to the cooler water temperatures mentioned above. The effects of smaller hurricanes (Categories 1 and 2 with wind speeds from 74-110 mph) and tropical storms (sustained wind speeds of at least 39 mph and torrential rains) will be frequent, as storms making landfall along the North Carolina and Virginia coastlines could impact the region in any given year.

SHORELINE EROSION

BACKGROUND

Erosion is the gradual breakdown and movement of land due to both physical and chemical processes of water, wind, and general meteorological conditions. Natural, or geologic, erosion has occurred since the Earth's formation and continues at a very slow and uniform rate each year. Major storms such as hurricanes and tropical storms may cause more sudden, rapid erosion by combining heavy rainfall, high winds, heavy surf and storm surge to significantly impact river banks and the shoreline.

As it relates to natural hazards that threaten property damage, there are two types of erosion: riverine erosion and coastal erosion. The primary concern of both riverine and coastal erosion is the gradual removal of rock, vegetation and other sediment materials from river banks, stream beds and shorelines that result in soil instability and possible damages to property and infrastructure.

The average annual erosion rate on the Atlantic coast is roughly 2 to 3 feet per year; however, erosion rates vary greatly from location to location and year to year. A study by The Heinz Center (2000), *Evaluation of Erosion Hazards*, states that over the next 60 years, erosion may claim one out of four houses within 500 feet of the U.S. shoreline. It also states that nationwide, erosion may be responsible for approximately \$500 million in property loss to coastal property owners per year, including both damage to structures and loss of land. To the homeowners living within areas subject to coastal erosion, the risk posed by erosion is comparable to the risk from flooding and other natural hazard events.

In Hampton Roads, shoreline, or coastal, erosion poses the most significant threat, and is a long-term hazard that undermines waterfront homes, businesses, public facilities and infrastructure along shorelines, even rendering structures uninhabitable or unusable. Shoreline erosion is driven by a number of natural influences such as sea level rise and land subsidence, large storms such as tropical storms, nor'easters and hurricanes, storm surge, flooding and powerful ocean waves. While coastal flooding in the region is typically a short term event, shoreline erosion in Hampton Roads may best be described as a relatively slow natural process occurring over the long term, with occasional major impacts wrought by coastal storm and flooding hazards. Manmade influences such as coastal development and some shoreline stabilization projects can exacerbate shoreline erosion, even when initially intended to minimize immediate erosive effects. Many older shoreline stabilization features in Hampton Roads are vulnerable to the effects of shoreline



Erosive forces at work during the November 2009 nor'easter at Chick's Beach, Norfolk. Photo source: 1) Mark Vogan; 2) WAVY-TV 10.

erosion and their failure can cause subsequent catastrophic failure of parking lots, marinas, parks, garages, roads and other waterfront features. The features are not typically critical to the life, health and safety of residents, but nonetheless are costly and time-consuming to repair for both public and private entities. While not as sudden as other hazard events discussed in this plan, shoreline erosion influences the stability and condition of coastal property and beaches when other short-term hazard events occur. For example, erosive forces may undermine tree roots and revetments along a shoreline, exacerbating the effects of flooding and sea level rise.

In Hampton Roads' more vulnerable Atlantic Ocean and Chesapeake Bay shorelines, the same large waves that are capable of causing severe shoreline erosion often attract onlookers, tourists and surfers drawn to the waves' magnitude and power. Locally, fatalities then result when these people are unexpectedly caught up in the surf and strong offshore currents, or rip currents, hindering their return to shore.

LOCATION AND SPATIAL EXTENT

Shoreline erosion is a significant concern in the Hampton Roads region. According to VIMS, the Atlantic and Chesapeake Bay coasts in the region are very dynamic in terms of shoreline change and sediment transport processes. VIMS and other agencies occasionally perform studies to determine long term shoreline change patterns for various locations across the region. However, these studies are largely intended to track shoreline and dune evolution through natural and manmade alterations, and are not designed to determine erosion rates or areas of coastal erosion. While FEMA does not map erosion hazard areas, FIRMs produced by the agency do indicate the highest risk areas for coastal flooding with significant wave action (termed V zones, velocity zones, or coastal high hazard areas)². For purposes of this plan, areas identified as coastal high hazard zones on the FIRM are also assumed to be at risk of shoreline, or coastal, erosion.

Another factor in accurately determining specific shoreline erosion hazard areas is the continuous implementation of shoreline reinforcement or nourishment projects completed by federal, state and local government agencies. Typically, areas of high concern with regard to long term erosion are addressed through shoreline hardening or stabilization projects, such as seawalls, breakwaters and beach sand replenishment. For example, in 2002, the Virginia Beach Erosion Control and Hurricane Protection Project protected more than six miles from the imminent hazards of shoreline erosion through sand replenishment. Many other projects have been completed in the region and still others are pending approval and/or funding³.

HISTORICAL OCCURENCES

Shoreline erosion events typically occur in conjunction with hurricanes, tropical storms and nor'easters, so the list of "Ocean and Lake Surf" events provided from the NCDC database is not considered comprehensive (**Table 4.8**). Some of the damages listed duplicate damages shown for coastal flooding events and/or may apply to areas outside of the study area for this plan; however, the descriptive details indicate the nature of shoreline erosion damage (and fatalities) associated with this select group of events in Hampton Roads.



This photo, taken while the Virginia Beach Erosion Control and Hurricane Protection Project was underway, shows the significant difference between the unimproved area and the area of the widened beach berm already completed. (Source: City of Virginia Beach)

² For more information on FEMA V-zones, refer to the Flood hazard discussion within this section.

³ In order to counter effects of coastal erosion, Virginia Beach's shoreline has been renourished annually since 1951.

TABLE 4.8: OCEAN AND LAKE SURF EVENTS (1993 - 2015)

LOCATION	DATE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
Virginia Beach	8/31/1993	Heavy Surf	1/0	\$0	A 15-year-old boy drowned, presumably caught in a strong undertow, as Hurricane Emily was approaching the North Carolina coast.
Isle of Wight, Norfolk, Suffolk, Virginia Beach, Portsmouth	11/17/1994	Coastal Flooding	0/0	\$655,000	Strong easterly flow between Hurricane Gordon, a category 1 storm meandering 150 miles south of Cape Hatteras, and a strong anticyclone over New England, caused significant coastal flooding and damage in Sandbridge. The worst flooding occurred on the 18th, when tides were running 4 feet above normal. The heaviest damage occurred along 14th Street, where 100 feet of the fishing pier washed away. Several homes suffered minor damage, with two requiring extra work to remain in place. A 1000-foot stretch of road and several protective steel bulkheads were damaged. Seas, which were as high as 18 feet 60 miles east of the Virginia Capes, and 7 feet near the mouth of the Chesapeake Bay, forced the Naval Carrier George Washington to remain 2 miles offshore Thursday night through Friday morning. The above-normal tides caused other minor flooding in Tidewater. The Nansemond River overflowed its banks in Suffolk, causing minor flooding. High tides on the James and Pagan Rivers, caused several roads to be under water in eastern Isle of Wight County on the 17th.
Isle of Wight, Norfolk, Suffolk, Virginia Beach	12/23/1994	Coastal Flooding	0/0	\$65,000	A double-structured storm system produced minor coastal flooding in the Tidewater region on the 23rd. The effects were much less than expected as the main storm moved well east of the mid-Atlantic before curling northwest into Long Island. The secondary low pressure area was significantly weaker, but still produced northeast winds of 35 to 45 mph around Tidewater. High tides of 1 to 3 feet above normal caused most of the flooding. In the Sandbridge section of Virginia Beach, a beachfront home collapsed into the sea. The combination of pounding surf and wind from flow around Hurricane Gordon in late November and this event finished off the home. In addition, a few more bulkheads were flattened. Several roads in the Tidewater area had minor flooding, including Rescue Road in Smithfield (Isle of Wight Co).
Virginia Beach	8/13/1995	Rip Current	1/0	\$0	Vacationer from New York drowned after venturing too far into severe rip current conditions.

TABLE 4.8: OCEAN AND LAKE SURF EVENTS (1993 - 2015)

LOCATION	DATE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
Norfolk, Virginia Beach, Newport News, York County, Poquoson	4/24/1997	Coastal Flooding	0/0	\$0	Moderate coastal flooding occurred across portions of the Hampton Roads area during the time of high tide April 23rd and continued into April 24th. The areas most seriously affected included the Willoughby Spit, Ghent, and downtown sections of Norfolk, the Old-Town section of Portsmouth, and Sandbridge at Virginia Beach. Tides peaked at 5.8 feet above Mean Lower Low Water (MLLW) at Sewells Point in Norfolk. Based on reports received from downtown Norfolk and the Grandview section of Hampton, tides were somewhat higher in the estuaries (Lafayette River, the Hague, the Harris and Back Rivers) draining into the Elizabeth River and Hampton Roads.
Norfolk, Virginia Beach, Portsmouth	6/3/1997	Coastal Flooding	0/0	\$0	Minor to moderate flooding occurred across portions of Hampton Roads during high tide the evening of June 3rd. In Virginia Beach, officials reported part of a new boardwalk washed away and several lifeguard stands lost. Crawford Parkway in downtown Portsmouth was reported flooded and in downtown Norfolk, several streets were reported under water.
Norfolk, Virginia Beach, Portsmouth, Newport News, Poquoson	10/19/1997	Coastal Flooding	0/0	\$0	Minor to moderate flooding occurred across portions of Hampton Roads during high tide Sunday, October 19th. Some minor flooding was reported in low-lying areas of Norfolk, with water in a few homes and a few streets closed. Minor flooding was also reported in downtown Portsmouth and in the Sandbridge and Sandfiddler areas of Virginia Beach. Tides peaked between 5.2 and 5.8 feet above MLLW at Sewells Point in Norfolk. Minor coastal flooding was reported in portions of Newport News and York county.
Norfolk, Virginia Beach, York County, Poquoson, Newport News	1/27/1998	Coastal Flooding	0/0	\$1,500,000	A Nor'easter battered eastern Virginia on January 27th and 28th. Slow movement of the storm combined with the highest astronomical tides of the month resulted in an extended period of gale to storm force onshore winds which drove tides to 6.44 feet above MLLW at Sewells Point. Tide levels resulted in moderate coastal flooding throughout Hampton Roads. One house collapsed into the Atlantic Ocean at Sandbridge. Another home sustained severe damage. The rainfall combined with the gale and storm force winds resulted in scattered tree limbs downed across much of eastern Virginia. In addition, there were widely scattered power outages.

TABLE 4.8: OCEAN AND LAKE SURF EVENTS (1993 - 2015)

LOCATION	DATE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
Norfolk, Virginia Beach, York County, Poquoson, Newport News	2/4/1998	Coastal Flooding	0/0	\$75,000,000	A Nor'easter battered eastern Virginia from February 3rd through the 5th. The slow movement of the storm resulted in an extended period of gale to storm force onshore winds which drove tides to 7.0 feet above MLLW at Sewells Point. Tide levels resulted in moderate to severe coastal flooding throughout Hampton Roads. Norfolk, Virginia Beach and Hampton reported some structural damage to buildings along the bay and coast, as well as significant beach erosion. Norfolk reported main roads and intersections under 3 feet of water or greater with many roads impassable. North facing areas in Willoughby and Ocean View suffered the greatest damage. In the Chick's Beach area of Virginia Beach, 4 condominiums were undermined by the tidal flooding, and residents of those buildings had to be evacuated. Twenty-nine house fires were also reported in Norfolk as a result of flood water shorting out furnaces. The rainfall combined with the gale and storm force winds resulted in some trees downed across much of eastern Virginia. In addition, there were widely scattered power outages.
Hampton	9/18/2003	Coastal Flooding, Heavy Surf			Hurricane Isabel caused historic flooding and severe erosion in the region. In Hampton, the coastal flooding, heavy surf and wave action breached the barrier beach at Factory Point.
Virginia Beach	1/29/2005	Heavy Surf	1/1	\$0	A small boat with 2 men on board was heading out of Rudee Inlet. They made it through the first set of breakers then stopped the boat. A wave overtook them and flipped the boat. One man climbed onto and stayed with the overturned boat and was rescued. He was treated for mild hypothermia and later released. The other man died of hypothermia.
York County, Poquoson	9/1/2006	Coastal Flood	0/0	\$1,900,000	Tides of 4 to 5 feet above normal combined with 6 to 8 foot waves caused significant damage to homes, piers, bulkheads, boats, and marinas across portions of the Virginia Peninsula and Middle Peninsula near the Chesapeake Bay and adjacent tributaries.
Norfolk, York County, Hampton	10/6/2006	Coastal Flood	0/0	\$200,000	Strong onshore winds resulted in major coastal flooding during times of high tide. Tidal departures were 2.5 to 3.5 above normal during the event. A strong low pressure system off the North Carolina coast coupled with an upper level cutoff low to dump intense rainfall across portions of southeast Virginia. Rainfall amounts in excess of 10 inches resulted in numerous road closures and moderate to major river flooding from late Friday, October 6th through Saturday, October 7th. Up to 28,000 Dominion Virginia Power customers lost power during the event.

TABLE 4.8: OCEAN AND LAKE SURF EVENTS (1993 - 2015)

LOCATION	DATE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
Norfolk, Chesapeake York County, Hampton	11/22 and 11/23/2006	Coastal Flood	0/0	\$145,000	Strong onshore winds caused moderate coastal flooding during times of high tide. Tidal departures were about 3 feet above normal during the event. An intense low pressure system off the North Carolina coast combined with an upper level cutoff low to provide very strong winds, heavy rains, and moderate coastal flooding across portions of eastern and southeast Virginia from late November 21st into afternoon November 23rd.
Virginia Beach	5/23/2009	Rip Current	1/0	\$0	A man body boarding was caught up in a rip current and pulled offshore. Officials performed CPR, but it failed to revive the man and he died.
Isle of Wight, Chesapeake, Newport News, York County, Hampton	11/12/2009	Coastal Flood	0/0	\$16,200,000	An intense Nor'easter produced moderate to severe coastal flooding across much of eastern and southeast Virginia and the Virginia Eastern Shore. The peak tide height at Money Point was 8.59 feet above MLLW, which was 6.17 feet above the astronomical tide. That tide height was 0.3 feet higher than the previous record storm tide measured at this location during Hurricane Isabel in September 2003.
Norfolk, Virginia Beach, York County, Chesapeake	12/19/2009	Coastal Flood	0/0	\$30,000	A strong coastal low pressure area produced moderate to severe coastal flooding across much of eastern and southeast Virginia. The peak tide height at Money Point was 6.77 feet above MLLW. Several streets, homes and businesses were flooded in low lying areas close or directly exposed to the Chesapeake Bay. The peak tide height at Yorktown was 5.32 feet above MLLW. Several streets, homes and businesses were flooded in low lying areas of the county close or directly exposed to the Chesapeake Bay.
Virginia Beach	8/25/2011	Rip Current	1/0	-	A surfer who got caught in a rip current drowned in Virginia Beach.
Virginia Beach	6/16/2012	Rip Current	1/0	-	A man was caught up in a rip current and drowned in Virginia Beach.
Chesapeake, James City County, Newport News, York County, Norfolk, Isle of Wight, Virginia Beach, Suffolk, Hampton	10/28/2012	Coastal Flood	0/0	\$2,060,000	Tropical Cyclone Sandy moving northward well off the Mid Atlantic Coast then northwest into extreme southern New Jersey produced very strong northeast winds followed by very strong west or northwest winds. The very strong winds caused moderate to severe coastal flooding across portions of eastern and southeast Virginia. Water levels reached 3.5 feet to around 4.5 feet above normal adjacent to the Chesapeake Bay resulting in moderate to severe coastal flooding. Flooding of streets due to the combination of rain and storm surge was widespread during the height of the storm. However, water levels were lower than Irene in 2011.

TABLE 4.8: OCEAN AND LAKE SURF EVENTS (1993 - 2015)

LOCATION	DATE	TYPE OF EVENT	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
Chesapeake, James City County, Newport News, York County, Norfolk, Isle of Wight, Virginia Beach, Suffolk, Hampton, Poquoson	10/2-3/2015	Coastal Flood	0/0	\$1,000,000 (Norfolk)	Anomalously strong/nearly stationary high pressure over New England produced strong onshore winds over the Mid-Atlantic. The strength and duration of the onshore winds produced moderate coastal flooding along the Atlantic Coast and Chesapeake Bay. A tidal departure of 3 to 4 feet resulted in moderate flooding along the Chesapeake Bay.
Totals			6/1	\$98,755,000	

Source: NCDC, 2015

PROBABILITY OF FUTURE OCCURENCES

Shoreline erosion over the long-term and short term will likely continue to occur in the Hampton Roads region. Shoreline erosion will be more immediate and severe during hurricanes, tropical storms and nor'easters.

TORNADO

BACKGROUND

A tornado is a violent windstorm characterized by a twisting, funnel-shaped cloud extending to the ground. Tornadoes are most often generated by thunderstorm activity when cool, dry air intersects and overrides a layer of warm, moist air forcing the warm air to rise rapidly. The damage caused by a tornado is a result of the high wind velocity and wind-blown debris, also accompanied by lightning or large hail. According to the NWS, tornado wind speeds normally range from 40 to more than 200 mph. The most violent tornadoes (EF5) have rotating winds of 200 mph or more and are capable of causing extreme destruction and turning normally harmless objects into deadly missiles.

Each year, an average of over 1,200 tornadoes is reported nationwide, resulting in an average of 80 deaths and 1,500 injuries (NOAA, 2002 and 2014). They are more likely to occur during the spring and early summer months of March through June and can occur at any time of day, but are likely to form in the late afternoon and early evening. Most tornadoes are a few dozen yards wide and touch down briefly, but even small short-lived tornadoes can inflict tremendous damage. Highly destructive tornadoes may carve out a path over a mile wide and tens of miles long.

Waterspouts are weak tornadoes that form over warm water and are most common along the Gulf Coast and southeastern states. Waterspouts occasionally move inland, becoming tornadoes that cause damage and injury. However, most waterspouts dissipate over the open water causing threats only to marine and boating interests. Typically, a waterspout is weak and short-lived, and because they are so common, most go unreported unless they cause damage.

The destruction caused by tornadoes ranges from light to devastating depending upon the intensity, size, and duration of the storm. Typically, tornadoes cause the greatest damages to structures of light or wood-framed construction such as residential homes (particularly mobile homes), and tend to remain localized in impact. The traditional Fujita Scale for tornadoes, introduced in 1971, was developed to measure tornado strength and associated damages. Starting in February of 2007, an “enhanced” Fujita (EF) Scale was implemented, with somewhat lower wind speeds at the higher F-numbers, and more thoroughly-refined structural damage indicator definitions. **Table 4.9** provides a summary of the EF Scale. Assigning an EF Scale rating to a tornado involves the following steps:

- Conduct an aerial and ground survey over the entire length of the damage path;
- Locate and identify damage indicators in the damage path;
- Consider the wind speeds of all damage indicators and assign an EF Scale category for the highest wind speed consistent with wind speeds from the other damage indicators;
- Record the basis for assigning an EF scale rating to a tornado event; and
- Record other pertinent data related to the tornado event.



TABLE 4.9: ENHANCED FUJITA (EF) SCALE FOR TORNADOES	
EF-SCALE NUMBER	3 SECOND GUSTS (mph)
F0	65-85
F1	86-110
F2	111-135
F3	136-165
F4	166-200
F5	over 200

Source: NWS Storm Prediction Center

In Virginia, tornadoes primarily occur from April through September, although tornadoes have been observed in every month. Low-intensity tornadoes occur most frequently; tornadoes rated F2 or higher are very rare in Virginia, although F2, F3, and a few F4 storms have been observed. According to the *Commonwealth of Virginia, Mitigation Plan 2013*, Virginia ranks 28th in terms of the number of tornado touchdowns reported between 1950 and 2006.

Tornadoes are high-impact, low-probability hazards. The net impact of a tornado depends on the storm intensity and the vulnerability of development in its path. Because the path of each tornado is unique to each event, general descriptions of impacts in Hampton Roads can be drawn from the impacts of previous storms (see also Table 4.10 below). Communities rarely activate Emergency Operation Centers before tornadoes due to the short warning times, but after extreme events with catastrophic damage that displace a large number of residents, such activation may become necessary.

In Hampton Roads, a high intensity tornado, while unlikely, could be expected to impact almost everything within the storm's path: homes, especially those constructed prior to the use of building codes; infrastructure, especially above-ground power lines in the commercial zones and bridges throughout the region; cars and personal property; landscape elements such as trees, fences and shrubs; and even human lives. Downed trees can block roadways, impeding traffic and blocking access and egress if any of the region's thoroughfares are impacted. Manufactured homes are particularly vulnerable to damage in the event of tornadoes, as well, particularly if they were placed outside of flood zones and before building codes were in effect requiring foundation tie-downs.

Tornadoes associated with tropical cyclones are somewhat more predictable. These tornadoes occur frequently in September and October when the incidence of tropical storm systems is greatest. They usually form around the perimeter of the storm, and most often to the right and ahead of the storm path or the storm center as it comes ashore. These tornadoes commonly occur as part of large outbreaks and generally move in an easterly direction. Tracking and prior notification by the National Weather Service and local news media helps save lives locally.

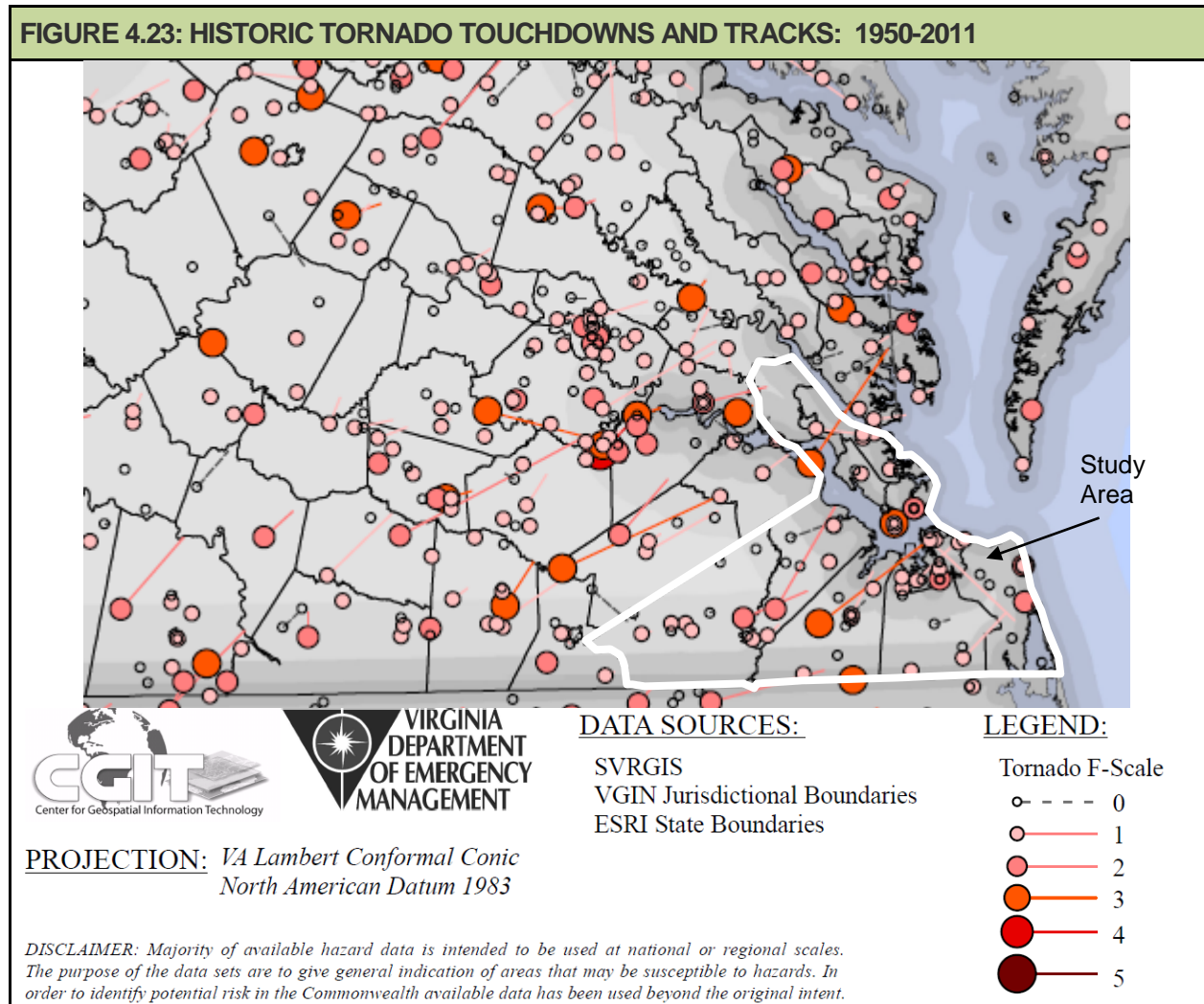
Most tornado strikes in the region have been F0 or F1 and the effects were somewhat less than as described above for severe storms. Critical damage to structures in the tornado's path is common, with indiscriminate damage to public-and privately-owned structures, some infrastructure, and downed trees that make transportation difficult. In areas adjacent to the path, minor damage, especially to roofs and windows from trees and flying debris, can also be expected. While downed trees may block transportation routes and result in power outages for some customers, these impacts are typically cleared within a few days.

LOCATION AND SPATIAL EXTENT

Tornadoes typically impact a relatively small area; however, it is impossible to predict where in the planning area a tornado may strike. Vulnerability of individual structures is based largely on building construction materials and standards, availability of safe rooms and advanced warning system

capabilities. In cases involving intense tornadoes, the best defense against injury or death is a properly engineered safe room or tornado shelter, neither of which is standard practice in the region. Likewise, advanced warning system capabilities are limited to Reverse 911, Emergency Alert System warnings and National Weather Service weather radio broadcasts.

Figure 4.23 illustrates the approximate location where confirmed tornadoes have touched down in the region.



Source: Commonwealth of Virginia Hazard Mitigation Plan 2013

SIGNIFICANT HISTORICAL EVENTS

Hampton Roads has experienced 35 days with reported damaging tornadoes since 1995. The tornadoes occurring since 1995 had strengths up to EF3. Damage estimates for these tornadoes exceed \$41.56 million. **Table 4.10** lists historical tornadoes that touched down in the study area (NCDC Website).

TABLE 4.10: TORNADOES (1995 - 2015)					
LOCATION	DATE OF OCCURRENCE	MAGNITUDE	DEATHS/INJURIES	PROPERTY DAMAGE	DETAILS
ISLE OF WIGHT	7/12/1996	F1	0	\$25,000	Small tornado damaged 10-15 homes and several trees in Moorfield subdivision of Smithfield.
YORK	7/12/1996	F1	0	\$15,000	Tornado cut a 2-mile-long path across part of Naval Weapons Station Yorktown. Numerous trees, homes and cars were damaged.
HAMPTON	9/4/1996	F0	0	\$1,000	Weather personnel at Langley Air Force Base observed a small tornado about 1/2 mile north-northwest of their building. Minor damage to a few vehicles and tops of trees occurred.
CHESAPEAKE	7/24/1997	F1	0	\$400,000	Tornado had a track of approximately 1 mile and was an estimated 50 yards in width.
NORFOLK	7/24/1997	F1	0	\$400,000	Tornado path started in south Norfolk just south of Poindexter Street on Guerriere Street. The tornado then continued north-northeast into the Berkley Avenue Industrial Park before crossing into the southern portion of Norfolk and lifting after causing damage on Roseclair and Joyce Streets. One business, a car wash was destroyed, and six sustained major roof damage. One home was damaged in Chesapeake, with damage to a couple of additional structures in the Roseclair and Joyce Street areas of Norfolk.
NORFOLK	7/24/1997	F0	0	\$100,000	Tornado first touched down west of Route 460 between Liberty Street and Indian River Road. The tornado tracked north-northeast across Indian River Road and across the eastern branch of the Elizabeth River before lifting east of Harbor Park and south of I-264. Minor damage to several structures, mostly residential.
CHESAPEAKE	4/9/1998	F0	0	\$25,000	Tornado with speeds of 60-70mph in Chesapeake. Damage was seen just south of intersection of Dominion Boulevard and Great Bridge Boulevard. Several trees were downed/topped in the Riverwalk Subdivision. Damage to a couple of homes as a result of trees falling on them. Tornado moved east-northeast to just northwest of intersection of Volvo Parkway and Kempsville Road. Several trees were downed/topped in this area as well, with a couple of homes damaged by falling trees/limbs. Tornado appeared to remain just above ground, with all structural damage resulting from falling trees/limbs.
HAMPTON	9/4/1999	F2	0/6	\$7,720,000	Tornado touchdown in the city of Hampton. Extensive structural damage in a 3 block area. Three apartment complexes and an assisted living facility condemned. Two additional apartment complexes partially

TABLE 4.10: TORNADOES (1995 - 2015)

LOCATION	DATE OF OCCURRENCE	MAGNITUDE	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
					condemned. Many roofs were lifted off buildings and as many as 800 vehicles were reported damaged. This tornado formed in area ahead of tropical storm Dennis.
VIRGINIA BEACH	7/24/2000	F0	0	\$20,000	A waterspout that formed over Back Bay came ashore at Campbell Landing Road and destroyed 20' x 30' foot outbuilding before dissipating. Many trees were blown down; camper shells and lawn furniture were tossed across neighborhood.
SUFFOLK	5/21/2001	F0	0	\$25,000	Tornado occurred in 5000 block of Manning Road. Several small outbuildings destroyed including 30' wooden shed.
SUFFOLK	6/1/2001	F1	0	\$15,000	Tornado touched down near Jackson Road. Tornado became a funnel cloud and then touched down again just south of Sleepy Hole Road and passed through Sleepy Hole Golf Club. Tornado continued north northeast through Chatham Woods with extensive damage along Burning Tree Lane.
NEWPORT NEWS	8/11/2001	F0	0	\$50,000	Weak tornado damaged a couple of mobile homes and produced minor damage at townhouse complex near Fort Eustis.
SUFFOLK	2/22/2003	F0	0	\$25,000	Several 50-60 foot trees were pushed over into houses. Numerous tree trunks were twisted and tops sheared off.
SOUTHAMPTON	5/9/2003	F0	0	\$10,000	Damage to trees and outbuildings, and minor damage to home by a tornado in northwest Southampton County.
YORK	8/7/2003	F1	0	\$20,000	Tornado damage occurred near Victory Boulevard and Running Man Trail, with about a dozen trees down. Damage to 4 houses from trees snapping off and falling on the homes.
VIRGINIA BEACH	8/8/2003	F0	0	\$5,000	Tornado briefly touched down with minor damage reported at Salem Crossing Shopping Center.
NORFOLK	9/18/2003	F0	0	-	Brief tornado occurred in association with Isabel. No damage reported.
SOUTHAMPTON COUNTY	6/25/2004	F1	0	\$2,000	F1 tornado downed numerous large trees in a swamp.
SUFFOLK	6/25/2004	F1	0	\$2,000	F1 tornado downed numerous trees near intersection of Route 660 and Route 668.
SUFFOLK	6/25/2004	F0	0	\$2,000	F0 tornado damage to trees on Cypress Chapel Road in Whaleyville.
CHESAPEAKE	8/14/2004	F0	0	\$5,000	Tornado associated with Tropical Storm Charley damaged a fence and downed trees.
JAMES CITY COUNTY	8/30/2004	F0	0	\$5,000	F0 tornado downed or damaged several trees.
JAMES CITY COUNTY	8/30/2004	F0	0	\$5,000	F0 tornado downed or damaged several trees near Drummonds Field Subdivision and the James River.
POQUOSON	8/30/2004	F0	0	\$5,000	F0 tornado downed trees on River Road and Wythe Creek Road.
HAMPTON	8/30/2004	F0	0	\$5,000	F0 tornado damaged a shed and trees on Hall Road.
YORK COUNTY	8/30/2004	F0	0	\$10,000	F0 tornado downed trees and damaged roofs at Pinewood Drive and Highway 134.
YORK COUNTY	8/30/2004	F0	0	\$10,000	F0 tornado blew roof off of garage and damaged trees.

TABLE 4.10: TORNADOES (1995 - 2015)

LOCATION	DATE OF OCCURRENCE	MAGNITUDE	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
SOUTHAMPTON	7/2/2005	F0	0	-	F0 tornado touched down near Freemans Pond Road then crossed Route 460.
SOUTHAMPTON	7/8/2005	F1	0	\$2,000	F1 tornado caused damage near Old Belfield Road.
VIRGINIA BEACH	7/14/2005	F0	0	\$2,000	Brief tornado touchdown caused minor damage to golf practice facility and downed tree limbs near Dam Neck Road and Holland Road.
JAMES CITY	1/11/2006	F1	0/2	\$20,000	F1 tornado caused intermittent damage at Jamestown Beach Campground and Foxfield subdivision. One trailer and pop-up camper were destroyed at campground and caused minor injuries to two occupants. Two townhomes suffered minor roof and siding damage in subdivision.
PORTSMOUTH	8/11/2006	F0	0	-	Waterspout near the mouth of the James River came on shore near Churchland High School. No damage or injuries were reported.
HAMPTON	8/11/2006	F0	0	-	Waterspout near mouth of the James River came on shore just south of Beach Road in Grandview section of Hampton.
SUFFOLK	4/28/2008	EF3	0/200	\$30,000,000	A tornado touched down with damage first noted about 2 miles northeast of Lummis. The tornado crossed Route 58, downing trees as it moved northeast. The tornado strengthened just south of the intersection of Route 10 and Route 58, where it damaged several homes and an elementary school as well as downing numerous trees. The intense tornado crossed Route 58 again and then Route 10 before hitting the Freedom Plaza shopping center where it destroyed a strip mall and tossed around numerous cars. One car was impaled into a building adjacent to the strip mall. Thereafter, the tornado moved into 2 subdivisions east and northeast of Obici Hospital. Many homes were damaged with at least a dozen completely destroyed. The tornado then continued into Driver where it damaged a number of homes and businesses and downed numerous trees. The tornado then appeared to lift just north of Driver, although amateur video and pictures suggested that the tornado maintained close contact with the ground as it tracked northeast across northern portions of Portsmouth to the Norfolk Naval Air Station.
SOUTHAMPTON COUNTY	4/28/2008	EF0	0	\$5,000	A brief tornado touched down about a half mile east of Capron off Highway 58 near Douglas Drive. Several trees were downed or snapped off.
PORTSMOUTH	4/28/2008	EF1	0	\$60,000	The tornado moved from northeast Suffolk across northern portions of Portsmouth. The tornado maintained close contact with the ground and downed several trees and produced some structural damage. While in Suffolk, the tornado was rated as EF3, but in Portsmouth it was rated as EF1.
NORFOLK	4/28/2008	EF1	0	\$100,000	The tornado maintained close contact with the ground as it moved from northern Portsmouth to the Norfolk Naval Air Station.

TABLE 4.10: TORNADOES (1995 - 2015)

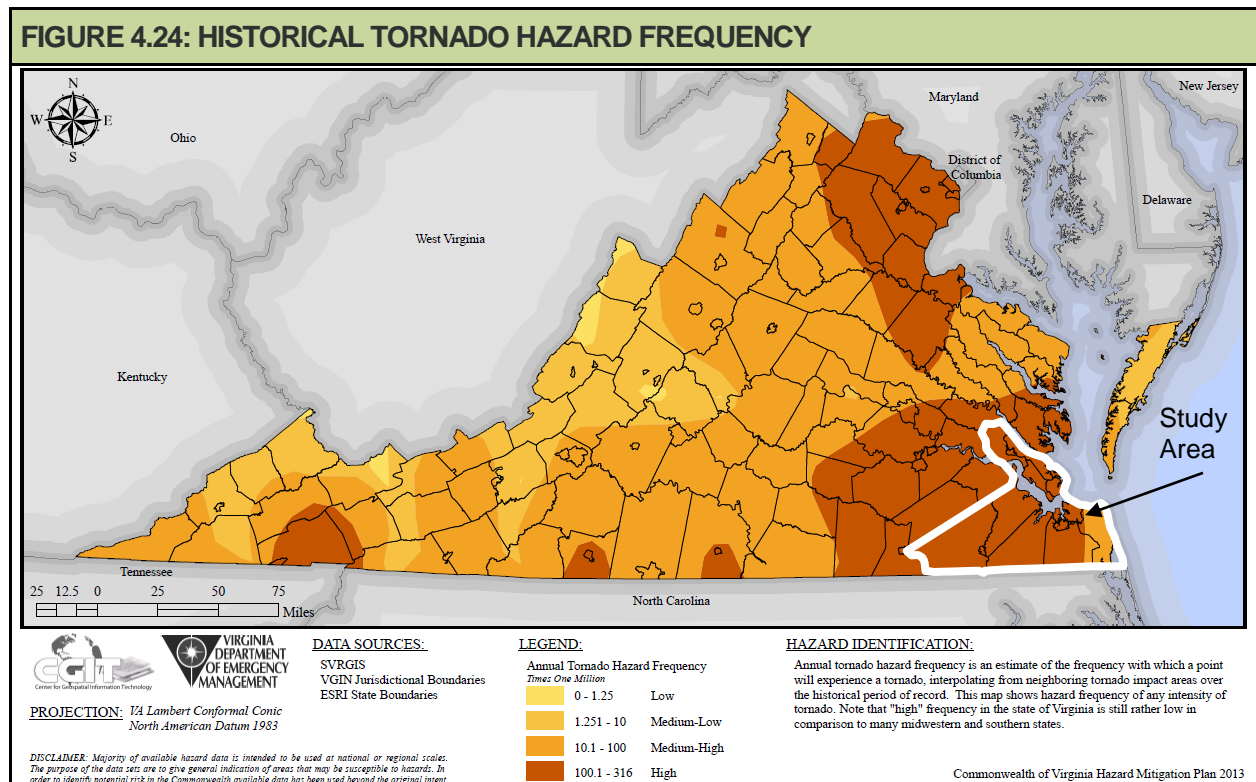
LOCATION	DATE OF OCCURRENCE	MAGNITUDE	DEATHS/ INJURIES	PROPERTY DAMAGE	DETAILS
					The tornado damaged vehicles and a building at Pier 2, and numerous trees were blown down or snapped off. The tornado remained rated as EF1 from northern Portsmouth to the Norfolk Naval Air Station.
JAMES CITY COUNTY	4/28/2008	EF0	0	\$200,000	A brief tornado touched down in James City county about 6 miles northwest of Jamestown. Several trees were uprooted or snapped off, and there was some minor damage to homes in the area.
ISLE OF WIGHT	4/28/2008	EF1	0	\$184,000	A tornado touched down near Carrsville in southern Isle of Wight county. The tornado damaged eleven homes and six agricultural buildings along Harvest Drive and Eleys Lane.
FRANKLIN	9/26/2008	EF0	0	-	Brief tornado touchdown in an open field near S.P. Morton Elementary School. No damage reported.
ISLE OF WIGHT	4/20/2009	EF0	0	\$5,000	EF0 tornado tracked along nearly 8-mile track from near Raynor east-northeast to approximately one mile northwest of Smithfield.
CHESAPEAKE	5/4/2009	EF0	0	\$10,000	EF0 tornado touched down in Great Bridge section south of Cedar Road between Shillelagh Road and Battlefield Boulevard.
SOUTHAMPTON COUNTY	10/27/2010	EF0	0	\$50,000	An EF0 tornado destroyed a carport, overturned a shed and downed several trees. Debris was scattered toward northeast about 100 yards.
SOUTHAMPTON COUNTY	4/16/2011	EF1	0	\$30,000	Brief tornado touched down in southwest Southampton County. Numerous trees were snapped off and a few structures were damaged. The most significant damage was to a farm equipment shelter and a roof on a home.
JAMES CITY COUNTY	4/16/2011	EF3	0	\$50,000	Tornado tracked from Surry County into Kingsmill section of James City County. Tornado tracked from James City County into York County.
YORK COUNTY	4/16/2011	EF3	0	\$15,000	The tornado mainly affected the Yorktown Naval Weapons Station.
ISLE OF WIGHT COUNTY	4/16/2011	EF2	0	\$300,000	Tornado damage was along a nearly continuous 20-mile damage path from east of Walters to just southwest of Smithfield. More than 2 dozen homes were damaged. Farm equipment was picked up and tossed around on several farms.
VIRGINIA BEACH	8/27/2011	EF0	0	\$150,000	Weak tornado (EF0) severely damaged a home on Sandpiper Road. Minor damage to one other home.
HAMPTON	6/1/2012	EF1	0	\$1,000,000	Tornado began on James River just east of Monitor Merrimac Bridge Tunnel. Its track went over Chesapeake Avenue, through downtown Hampton to Hampton Yacht Club before moving across Mercury Boulevard, then dissipating over the Chesapeake Bay.
ISLE OF WIGHT	1/11/2014	EF0	0	\$40,000	The tornado touched down on Bob White Road just north of Woodland Drive, then continued northeast about 2 miles nearly paralleling Woodland Drive before lifting near Quaker Road in Isle of Wight. The tornado touched down just north of Route 10, then continued northeast into Mogarts

TABLE 4.10: TORNADOES (1995 - 2015)					
LOCATION	DATE OF OCCURRENCE	MAGNITUDE	DEATHS/INJURIES	PROPERTY DAMAGE	DETAILS
					Beach area. Tornado was on the ground about 1.4 miles before dissipating over James River.
HAMPTON	1/11/2014	EF0	0	\$100,000	Tornado touched down near Routten Road and Cabell Lane where around 50 trees were snapped and homes had 10 to 20 percent of their roof shingles blown off. The tornado traveled east northeast damaging the roof of Fox Hill Central Methodist Church and completely ripping roof off of the City of Hampton school maintenance compound on Windmill Point Road. Tornado moved to Canal Road snapping trees, damaging residential rooftops and blowing out windows of a car. Tornado continued on to completely destroy the Fox Hill Athletic Association Building on Grundland Drive, before ending at the Grandview Nature Preserve.
VIRGINIA BEACH	7/4/2014	EF0	0	\$25,000	A brief EF-0 tornado associated with a squall from Hurricane Arthur touched down near Lynnwood in Virginia Beach. Numerous trees were snapped and uprooted along Lynndale Road and Kline Drive.
NORFOLK	7/4/2014	EF0	0	\$5,000	Tornado touched down near the Forest Lawn Cemetery in Norfolk.
VIRGINIA BEACH	7/10/2014	EF0	0/10	\$300,000	A weak tornado caused significant damage to a home from the roof being blown off. There was also damage to several other structures including a school gymnasium. A large pool window was blown out.
TOTAL			0/218	\$41.56 million	

Source: NCDC, July 2015

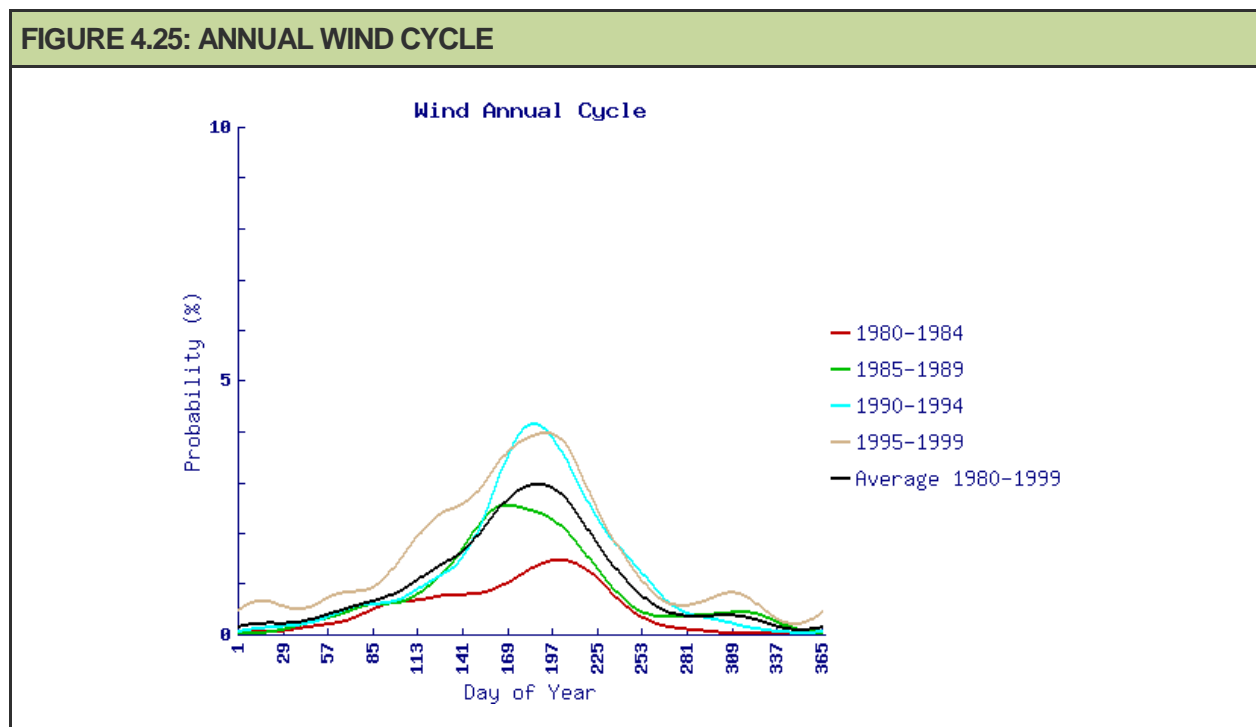
PROBABILITY OF FUTURE OCCURRENCES

According to the *Commonwealth of Virginia Hazard Mitigation Plan 2013*, VDEM documented statewide annual tornado frequency and annual significant tornado hazard frequency. Hampton Roads, as shown in **Figure 4.24**, is located in an area of medium to high risk for tornado strikes of magnitude F2 or larger. Please note that this map is Virginia-specific and “high frequency” in the Commonwealth is still relatively low frequency in parts of the Midwest and southern United States. The probability of future occurrence is considered likely.



Source: Commonwealth of Virginia Hazard Mitigation Plan 2013

A tornado wind event could occur in Hampton Roads at any time of the year, but is most likely to occur from April to August, with peak probability in June, as can be seen in the Wind Annual Cycle for the region (Figure 4.25) below.



Source: National Severe Storm Labs

WINTER STORMS

BACKGROUND

A winter storm can range from a moderate snow over a period of a few hours to blizzard conditions with blinding wind-driven snow that lasts for several days. Some winter storms may be large enough to affect several states, while others may affect only a single community. Many winter storms are accompanied by low temperatures and heavy and/or blowing snow, which can severely impair visibility.

In Hampton Roads, winter storms typically include snow, sleet, freezing rain, or a mix of these wintry forms of precipitation. Sleet—raindrops that freeze into ice pellets before reaching the ground—usually bounce when hitting a surface and do not stick to objects; however, sleet can accumulate like snow and cause a hazard to motorists. Freezing rain is rain that falls onto a surface with a temperature below freezing, forming a glaze of ice. Even small accumulations of ice can cause a significant hazard, especially on roads, power lines and trees. Ice storms have also occurred in the region, when freezing rain falls and freezes immediately upon impact.

Communications and power in the region can be disrupted for days, and even small accumulations of ice may cause extreme hazards to motorists and pedestrians. Perhaps one of the most common impacts of winter storms in the region is vehicle accidents and stranded, disabled vehicles. Unaccustomed to driving in snow and ice much of the year, drivers attempt to drive at normal speeds despite deteriorated road conditions. Lacking the large fleets of snowplows of some counties and municipalities further north, the region's secondary roads are not cleared as often or as quickly, and roads may remain unplowed or untreated for many days. This impacts special needs populations and others who may become housebound by severe winter storms. Most of the airports in the region also shut down for some time until the runways can be cleared.

Recent winter storms in the region have caused severe economic disruption with lengthy school and business closures, damage to vehicles and reduced community services for extended periods. In agricultural portions of the study area such as Southampton County, freezing temperatures may affect agricultural production, depending on when the event occurs relative to the growing periods of certain crops. Nor'easters often cause winter storms in the region, so the impacts of coastal flooding and shoreline erosion are also associated with winter storm events.

The Northeast Snowfall Impact Scale (NESIS) developed by the NWS characterizes and ranks high-impact snowstorms. These storms have large areas of 10-inch snowfall accumulations and greater. NESIS has five categories: Extreme, Crippling, Major, Significant, and Notable. The index differs from other meteorological indices in that it uses population information in addition to meteorological measurements. Thus NESIS gives an indication of a storm's societal impacts. This scale was developed because of the impact Northeast snowstorms can have on the rest of the country in terms of transportation and economic impact.

NESIS scores are a function of the area affected by the snowstorm, the amount of snow, and the number of people living in the path of the storm. The aerial distribution of snowfall and population information are combined in an equation that calculates a NESIS score which varies from around one for smaller storms to over 10 for extreme storms. The raw score is then converted into one of the five NESIS categories, with



A VDOT snowplow plows I-64 East. (Photo by Tom Saunders, VDOT)

the largest NESIS values result from storms producing heavy snowfall over large areas that include major metropolitan centers (**Table 4.11**).

CATEGORY	NESIS VALUE	DESCRIPTION
1	1 - 2.499	Notable
2	2.5 – 3.99	Significant
3	4 – 5.99	Major
4	6 – 9.99	Crippling
5	10.0+	Extreme

SIGNIFICANT HISTORICAL EVENTS

According to the NCDL, Hampton Roads has experienced 23 significant winter storm events including snow and ice storms, since 1995 (**Table 4.12**). These events account for \$20.15 million in reported property damages for the affected areas. The region received presidential disaster declarations from major winter storms in 1996 (the Blizzard of '96) and 2000. Some of the most significant winter storms to impact the region in the twentieth century are discussed below.

On **January 30-31, 1966**, a blizzard struck Virginia and the Northeast U.S. It was the second snowstorm to hit Virginia in a week. The first storm dumped nine inches in Norfolk. With fresh snow on the ground, arctic air settled in and temperatures dropped into the teens. The second storm dumped one to two feet of snow over a large part of the state. Intense winds and drifting snow continued and kept roads closed for several days after the storm. Temperatures dropped into the single digits with some falling below zero. Wind chill temperatures were dangerously low.

The **winter of 1976-1977** was the coldest winter on the East Coast of the past century. Storms across the state dropped a few more inches every few days to keep a fresh coating on the streets that were just clearing from the previous storms. The average temperature for the month of January in Norfolk was 29.2°F which was 12° below normal. The prolonged cold wave caused oil and natural gas shortages and President Carter asked people to turn thermostats down to conserve energy. The major elements of this winter were the cold temperatures. There was little snowfall associated with this winter in the region.

The **“Presidents Day Storm”** of February 1979 dropped seven inches on snow on Norfolk on February 18-19 and 13 inches of snow were recorded for the entire month. The following winter, 20 inches fell in Virginia Beach and a foot of snow fell in Norfolk in a storm that hit the region in February. On March 1, another foot of snow fell in Norfolk and the total snowfall amount of 41.9 inches for Norfolk was the snowiest winter ever recorded in eastern Virginia.

The **“Superstorm of March '93,”** was also known as **“The Storm of the Century”** for the eastern United States, due to its large area of impact, all the way from Florida and Alabama through New England. Impacts in the Southside Hampton Roads region were not as severe, but this storm still caused major disruption across a large portion of the country.

The **“1996 Blizzard”** from January 6 to January 13, 1996 affected much of the eastern seaboard. In Virginia, the winter storm left up to 36 inches of snow in portions of the state. In the Southside Hampton Roads region, most of the communities saw at least a foot of snow between January 6 and January 12.

A major ice storm at the end of **December 1998** resulted in approximately 400,000 customers being without power during the maximum outage period. Some customers were without power for about ten days during the holidays. Many accidents occurred due to slippery road conditions, especially bridges and overpasses and holiday travel. Many secondary roads were impassable due to fallen tree limbs or whole trees.

The **winter of 2010** was a memorable one for residents of Hampton Roads. The NWS compiled preliminary winter climate data for 2010-2011 at Norfolk, which indicate an average temperature of 38.9 degrees, or 3.2 degrees lower than the normal of 42.1 degrees. Total snowfall was 21.8 inches, which is remarkable when compared to the normal of 7.1 inches for an average winter. December 2010 was the 2nd-snowiest on record, at 17.8 inches, because most snow fell before January 1. There was 13.4 inches of snow for December 26, which is the fourth-biggest daily snowfall on record. (Source: *The Daily Press*, 3/11/2011, and NWS). The December 26 winter storm created havoc on the roadways. Between midnight and 10 pm December 26, State Police recorded 421 traffic crashes, 296 disabled vehicles and 1,159 total calls for service in Hampton Roads, Eastern Shore, Williamsburg, Franklin and Emporia. The NESIS ranking for the December, 2010 winter storm was a Category 3.

TABLE 4.12: WINTER STORM AND NOR'EASTER ACTIVITY (1995 - 2015)			
DATE OF OCCURRENCE	TYPE OF EVENT	PROPERTY DAMAGE	DETAILS
1/6/1996	Winter Storm	\$25,000	No description available. NESIS Category 5, Extreme.
2/2/1996	Winter Storm	\$0	A winter storm tracked northeast from the Gulf Coast states to off the Virginia coast. It spread a mixture of snow, sleet and some freezing rain from the lower Chesapeake Bay southwest into south central Virginia. Snow developed on the back side of the storm with snow accumulations across Tidewater ranging from 4 to 8 inches.
2/16/1996	Winter Storm	\$0	A storm tracked northeast from western South Carolina Thursday night to off the North Carolina coast Friday morning. Then it moved off north and spread heavy snow across Virginia.
3/7/1996	Winter Storm	\$0	A low pressure area developed over the Carolinas and then tracked off Virginia coast. It spread light snow across central and eastern Virginia.
12/23/1998	Ice Storm	\$20,000,000	A major ice storm affected central and eastern Virginia from Wednesday into Friday. A prolonged period of freezing rain and some sleet resulted in ice accumulations of one half inch to one inch in many locations. The heavy ice accumulations on trees and power lines caused widespread power outages across the region. Approximately 400,000 customers were without power during the maximum outage period. Some customers were without power for about ten days. Many accidents occurred due to slippery road conditions, especially bridges and overpasses. Many secondary roads were impassable due to fallen tree limbs or whole trees.
1/19/2000	Winter Storm	\$0	Two to three inches of snow fell overnight as an area of low pressure passed south of the region. The highest amounts were measured along a line from Caroline county in the north, through the City of Richmond, then along the southern shore of the James River to near the Newport News area. Snow briefly fell heavily after midnight, creating hazardous driving conditions.

TABLE 4.12: WINTER STORM AND NOR'EASTER ACTIVITY (1995 - 2015)

DATE OF OCCURRENCE	TYPE OF EVENT	PROPERTY DAMAGE	DETAILS
1/25/2000	Winter Storm	\$70,000	A significant winter storm dropped 8 to 12 inches of snow across portions of eastern Virginia. There was blowing and drifting of snow from winds which gusted over 40 mph at times. The snow mixed with sleet and freezing rain occasionally during the late morning hours. In Isle of Wight County, strong winds pushed the Pagan River onto South Church Street. Isle of Wight County snowfall totaled 7 to 8 inches. Winds gusting over 50 mph created some blowing snow in the late afternoon and evening hours. Eighty-four automobile accidents were reported during the storm in Virginia Beach alone. Portions of Interstate 264 were closed. Moderate beach erosion was experienced, especially in the Sandbridge area. Blowing sand closed portions of Sandfiddler Road. The U.S. Coast Guard rescued four crew members of a vessel four miles west of Cape Charles when their craft was caught in dangerously rough seas. NESIS Category 2, Significant.
12/3/2000	Winter Storm	\$50,000	A winter storm struck parts of extreme southern and southeastern Virginia. The storm affected a relatively small area, but the areas that had snow received some hefty totals. Windsor reported 4 inches of snowfall. Local law enforcement agencies reported scores of accidents, several of which involved injuries. Schools were closed the following day in Suffolk, Franklin and Isle of Wight County.
2/22/2001	Winter Storm	\$0	A winter storm produced 1 to 4 inches of snow across south central and eastern Virginia. Local law enforcement agencies reported numerous accidents, some of which involved injuries. Many schools were dismissed early on the day of the storm, and several schools in the area were either closed or had a delayed opening the following day due to slippery road conditions.
1/2/2002	Winter Storm	\$0	A winter storm produced 8 to as much as 12 inches of snow across south central and southeast Virginia. Local law enforcement agencies reported numerous accidents. Most schools in the area were closed Thursday and Friday due to very slippery road conditions.
12/4/2002	Winter Storm	\$0	A winter storm produced 1 to 4 inches of snow along with 1/4 to 1/2 inch of ice from south central Virginia northeast through the middle peninsula and Virginia northern neck. Numerous trees and power lines were reported down due to ice accumulations, resulting in scattered power outages. Local law enforcement agencies also reported numerous accidents. Some schools in the area were closed Thursday due to slippery road conditions.
1/16/2003	Winter Storm	\$0	A winter storm produced 4 to 8 inches of snow across portions of central and eastern Virginia. Local law enforcement agencies reported numerous accidents. Most schools in the area were closed Friday due to very slippery road conditions.
2/15/2003	Winter Storm	\$0	A winter storm produced 1 to 3 inches of snow, along with sleet and 1/4 to 1/2 inch of ice accumulation, across central and eastern Virginia. Local law enforcement agencies reported numerous accidents. Most schools in the area were closed Monday due to very slippery road conditions. NESIS Category 4, Crippling.
1/9/2004	Winter Storm	\$0	Two to as much as five inches of snow fell across portions of central, south central, and southeast Virginia. The snow produced very slippery roadways, which resulted in several accidents.

TABLE 4.12: WINTER STORM AND NOR'EASTER ACTIVITY (1995 - 2015)			
DATE OF OCCURRENCE	TYPE OF EVENT	PROPERTY DAMAGE	DETAILS
1/25/2004	Winter Storm	\$0	Two to as much as four inches of snow and sleet fell across portions of eastern and southeast Virginia. The snow and sleet produced very slippery roadways, which resulted in numerous accidents and school closings for a few days.
2/15/2004	Winter Storm	\$0	One to three inches of snow fell across portions of south central and southeast Virginia. The snow produced very slippery roadways, which resulted in several accidents and school closings for a few days.
12/26/2004	Winter Storm	\$0	A winter storm produced a narrow band of six to as much as fourteen inches of snow across the Virginia Eastern Shore, Hampton Roads, and interior southeast Virginia. The snow caused very hazardous driving conditions, which resulted in numerous accidents. Smithfield in Isle of Wight county reported 12 inches and Isle of Wight reported 11 inches.
1/30/2010	Winter Storm	\$0	Low pressure moving off the coastal Carolinas produced between five and fifteen inches of snow across central and eastern Virginia from Friday night, January 29th, into Saturday night January 30th.
12/25/2010	Winter Storm	\$0	Low pressure moving north just off the Mid Atlantic Coast produced between five and sixteen inches of snow across central and eastern Virginia from Saturday afternoon, December 25th, into Sunday evening December 26th. Snowfall amounts were generally between nine and fourteen inches across the region. Chesapeake reported 13.0 inches of snow. NESIS Category 3, Major.
1/21/2014	Winter Storm	\$0	Coastal low pressure intensifying off the Mid Atlantic Coast produced a widespread two to five inches of snowfall from the Virginia Piedmont to the Virginia Eastern Shore. NESIS Category 1, Notable.
1/28/2014	Winter Storm	\$0	Coastal low pressure intensifying off the Mid Atlantic Coast produced widespread snowfall ranging from two to ten inches of snowfall from the Virginia Piedmont to the Virginia Eastern Shore. Highest snowfall amounts were over southeast Virginia.
2/16/2015	Winter Storm	\$0	Low pressure moving from the Southern Plains east northeast and off the Mid Atlantic Coast produced between four inches and nine inches of snow across central, south central and eastern Virginia from Monday afternoon, February 16th through early Tuesday morning, February 17th.
2/26/2015	Winter Storm	\$0	Intensifying low pressure tracking from the Gulf of Mexico northeast and off the southeast and Mid Atlantic coast produced between three inches and nine inches of snow across eastern and southeast Virginia from late Wednesday night, February 25th into midday Thursday, February 26th.
23 Events		\$20,145,000	

Source: NCDC

PROBABILITY OF FUTURE OCCURRENCES

Winter storms remain a likely occurrence for the region. While storms will be more likely to produce small amounts of snow, sleet or freezing rain, larger storms, though less frequent in occurrence, could also impact the region.

Historical evidence indicates that the region has been impacted by varying degrees of snow storms and ice storms over the last century. In terms of receiving measurable snowfall, the NCDC estimates that there is between 83.3 and 89.8 percent probability that the Southside Hampton Roads region will receive measurable snowfall in any given year, **Table 4.13**.

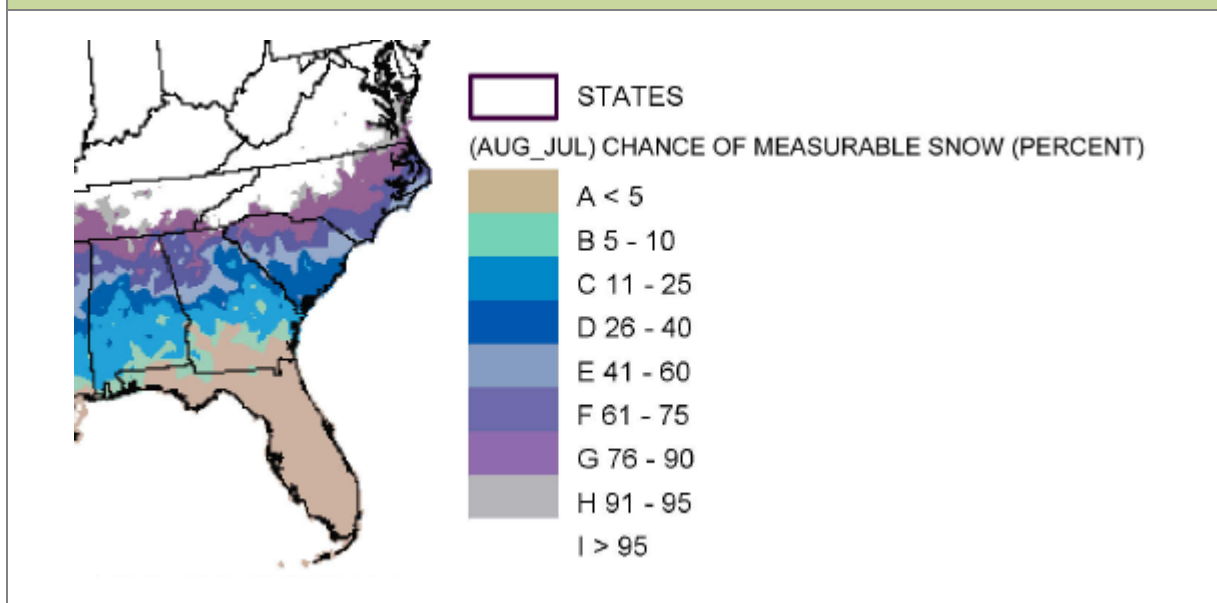
TABLE 4.13: PROBABILITY OF RECEIVING A MEASURABLE SNOWFALL

JURISDICTION	ANNUAL PROBABILITY	WINTER PROBABILITY	SPRING PROBABILITY	FALL PROBABILITY
Isle of Wight	83.3%	94.1%	25.0%	4.0%
Norfolk	89.8%	88.7%	36.4%	5.5%
Suffolk	No data	90.0%	63.6%	29.1%
Virginia Beach	84.0%	85.7%	23.5%	2.7%

Source: NOAA, NCDC, *Snow Climatology Page, 2011*

Figure 4.26 provides graphic evidence that the chance of snow annually is close to or equal to 100 percent in the rest of the study area.

FIGURE 4.26: CHANCE OF MEASURABLE SNOWFALL IN SOUTHEAST UNITED STATES (%)

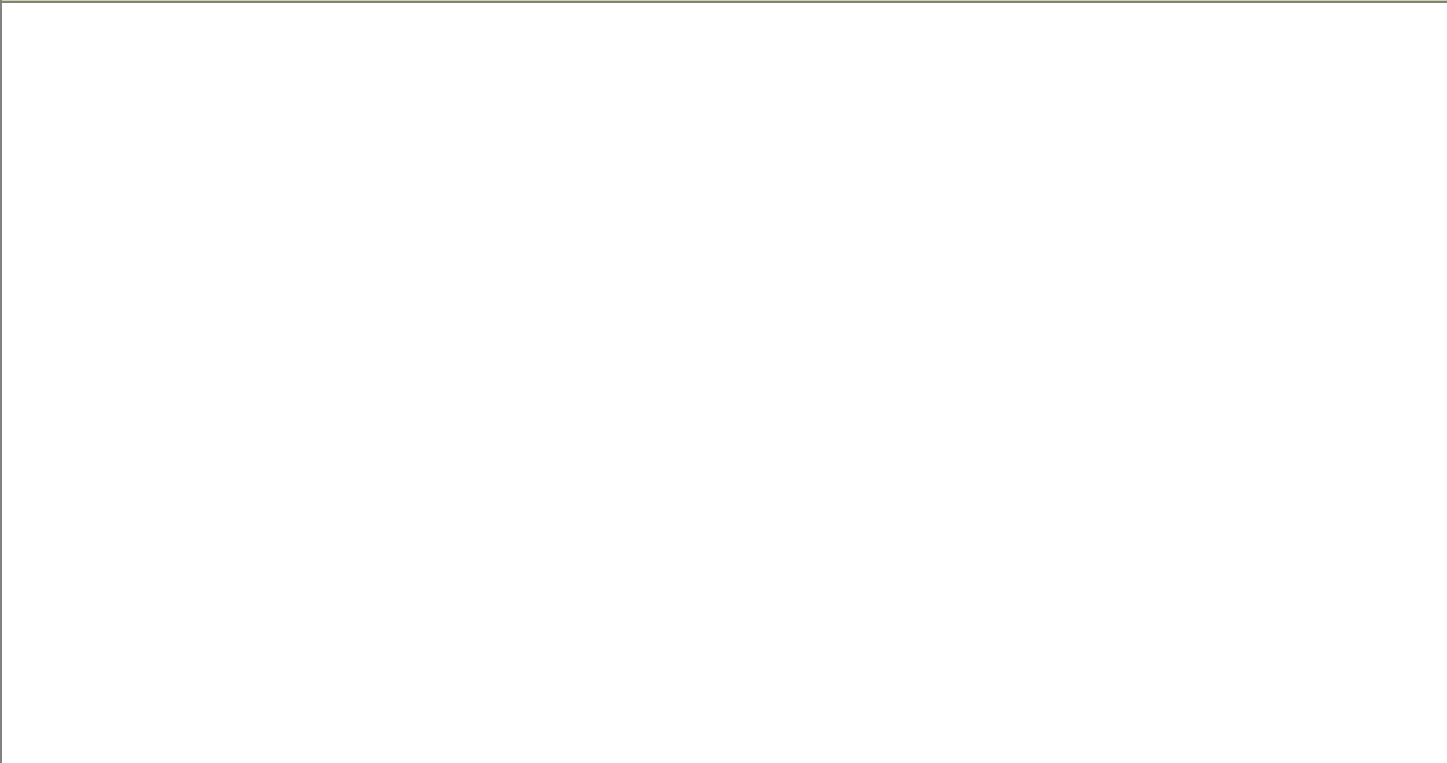


Source: NC State University, *Climate Education web page*: <http://climate.ncsu.edu/edu/k12/SEPrecip>

Figure 4.27 indicates the average number of days the region will experience three or more days with at least three inches of snow. Data produced for the *Commonwealth of Virginia Hazard Mitigation Plan 2013* indicate the following frequency characteristics about winter storm characteristics for the region:

- 1.5 or fewer days per year with at least three inches of snow;
- 0.5 or fewer days per year with at least six inches of snow; and,
- three or fewer days per year entirely at or below 32°F.

FIGURE 4.27: AVERAGE NUMBER OF DAYS WITH AT LEAST THREE INCHES OF SNOW



Source: Commonwealth of Virginia Hazard Mitigation Plan 2013

EARTHQUAKE

An earthquake is the motion or trembling of the ground produced by sudden displacement of rock in the Earth's crust. Earthquakes result from crustal strain, volcanism, landslides or the collapse of caverns. Earthquakes can affect hundreds of thousands of square miles; cause damage to property measured in the tens of billions of dollars; result in loss of life and injury to hundreds of thousands of persons; and disrupt the social and economic functioning of the affected area.

Most property damage and earthquake-related deaths are caused by the failure and collapse of structures due to ground shaking. The level of damage depends upon the amplitude and duration of the shaking, which are directly related to the earthquake size, distance from the fault, site and regional geology.

Most earthquakes are caused by the release of stresses accumulated as a result of the rupture of rocks along opposing fault planes in the Earth's outer crust. These fault planes are typically found along borders of the Earth's 10 tectonic plates. These plate borders generally follow the outlines of the continents, with the North American plate following the continental border with the Pacific Ocean in the west, but following the mid-Atlantic trench in the east. Earthquakes occurring in the mid-Atlantic trench usually pose little danger to humans.

The areas of greatest tectonic instability occur at the perimeters of the slowly moving plates, as these locations are subjected to the greatest strains from plates traveling in opposite directions and at different speeds. Deformation along plate boundaries causes strain in the rock and the consequent buildup of stored energy. When the built-up stress exceeds the rocks' strength, a rupture occurs. The rock on both sides of the fracture is snapped, releasing the stored energy and producing seismic waves, generating an earthquake.

Earthquakes are measured in terms of their magnitude and intensity. Magnitude is measured using the Richter scale, an open-ended logarithmic scale that describes the energy release of an earthquake through a measure of shock wave amplitude (see **Table 4.14**). Each unit increase in magnitude on the Richter scale corresponds to a 10-fold increase in wave amplitude, or a 32-fold increase in energy. Intensity is most commonly measured using the Modified Mercalli Intensity (MMI) Scale based on direct and indirect measurements of seismic effects. The scale levels are typically described using Roman numerals, with a I corresponding to imperceptible (instrumental) events, IV corresponding to moderate (felt by people awake), to XII for catastrophic (total destruction). A detailed description of the Modified Mercalli Intensity Scale of earthquake intensity and its correspondence to the Richter scale is given in **Table 4.15**.

TABLE 4.14: RICHTER SCALE	
RICHTER MAGNITUDES	EARTHQUAKE EFFECTS
Less than 3.5	Generally not felt, but recorded.
3.5-5.4	Often felt, but rarely causes damage.
Under 6.0	At most slight damage to well-designed buildings. Can cause major damage to poorly constructed buildings over small regions.
6.1-6.9	Can be destructive in areas up to about 100 kilometers across where people live.
7.0-7.9	Major earthquake. Can cause serious damage over larger areas.
8 or greater	Great earthquake. Can cause serious damage in areas several hundred kilometers across.

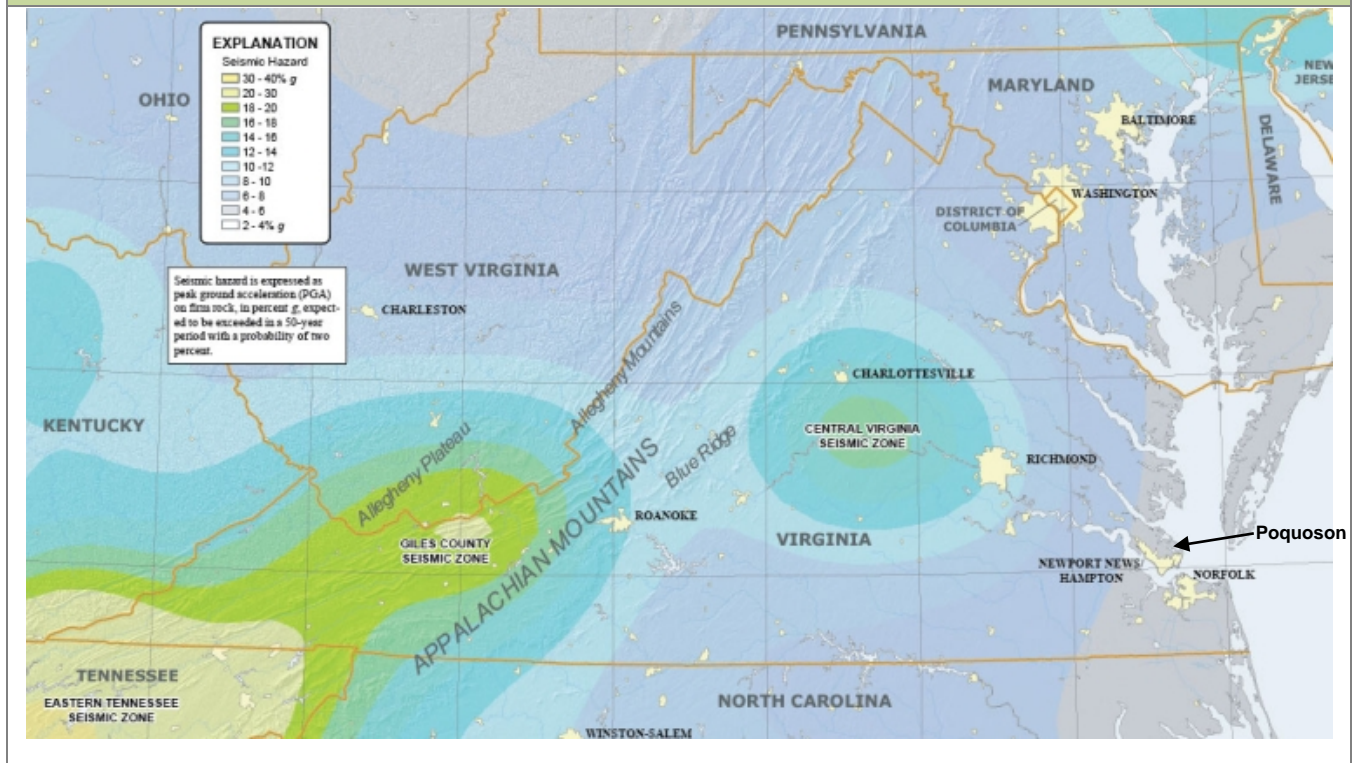
Source: United States Geological Survey

TABLE 4.15: MODIFIED MERCALLI INTENSITY SCALE FOR EARTHQUAKES			
SCALE	INTENSITY	DESCRIPTION OF EFFECTS	CORRESPONDING RICHTER SCALE MAGNITUDE
I	Instrumental	Detected only on seismographs	
II	Feeble	Some people feel it	<4.2
III	Slight	Felt by people resting; like a truck rumbling by	
IV	Moderate	Felt by people walking	
V	Slightly Strong	Sleepers awake; church bells ring	<4.8
VI	Strong	Trees sway; suspended objects swing, objects fall off shelves	<5.4
VII	Very Strong	Mild Alarm; walls crack; plaster falls	<6.1
VIII	Destructive	Moving cars uncontrollable; masonry fractures, poorly constructed buildings damaged	
IX	Ruinous	Some houses collapse; ground cracks; pipes break open	<6.9
X	Disastrous	Ground cracks profusely; many buildings destroyed; liquefaction and landslides widespread	<7.3
XI	Very Disastrous	Most buildings and bridges collapse; roads, railways, pipes and cables destroyed; general triggering of other hazards	<8.1
XII	Catastrophic	Total destruction; trees fall; ground rises and falls in waves	>8.1

Source: United States Geological Survey

Hampton Roads is in an area that could feel the effects of earthquakes in the Central Virginia Seismic Zone (see **Figure 4.28**), an area of frequent, yet very weak, earthquake activity located to the southwest of Charlottesville, at the New Madrid Fault in Missouri and at the Charleston Fault in South Carolina. During the last 200 years, both the New Madrid Fault and the Charleston Fault have generated earthquakes measuring greater than 8 on the Richter scale.

FIGURE 4.28: CENTRAL VIRGINIA SEISMIC ZONE



Source: Virginia Department of Mines Minerals and Energy, web site, 2014

Earthquakes in the central and eastern U.S., although less frequent than in the western U.S., are typically felt over a much broader region. East of the Rockies, an earthquake can be felt over an area as much as ten times larger than a similar magnitude earthquake on the west coast. A magnitude 4.0 eastern U.S. earthquake typically can be felt at many places as far as 60 miles from where it occurred, and it infrequently causes damage near its source. A magnitude 5.5 eastern U.S. earthquake usually can be felt as far as 300 miles from where it occurred, and sometimes causes damage out to 25 miles.

Earthquakes everywhere occur on faults within bedrock, usually several miles deep. Most bedrock beneath central Virginia was assembled as continents collided to form a supercontinent about 500-300 million years ago, raising the Appalachian Mountains. Most of the rest of the bedrock formed when the supercontinent rifted apart about 200 million years ago to form what are now the northeastern U.S., the Atlantic Ocean, and Europe.

At well-studied plate boundaries like the San Andreas fault system in California, often scientists can determine the name of the specific fault that is responsible for an earthquake. In contrast, east of the Rocky Mountains this is rarely the case. The Central Virginia seismic zone is far from the nearest plate boundaries, which are in the center of the Atlantic Ocean and in the Caribbean Sea. The seismic zone is laced with known faults but numerous smaller or deeply buried faults remain undetected. Even the known faults are poorly located at earthquake depths. Accordingly, few, if any, earthquakes in the seismic zone can be linked to named faults. It is difficult to determine if a known fault is still active and could slip and cause an earthquake. As in most other areas east of the Rockies, the best guide to earthquake hazards in the seismic zone is the earthquakes themselves.

Historical data is supportive of the low risk assessment. Since 1774, there have been only three earthquake epicenters within 65 miles of Hampton Roads, one on the Delmarva Peninsula and two in the Hampton Roads area. Only minor structural damage as a result of these earthquakes has been reported

in the region. Impacts of a severe, unlikely earthquake centered in Hampton Roads are unknown based on the historical record, but could be extrapolated from damage experienced in Louisa County during the August 2011 quake described below. Damage to local structures would likely be severe because buildings in the region are not typically designed to withstand high magnitude quakes. Underground infrastructure damage is also expected to be severe and could cause long-term power, water and sewer service interruptions in the region. Likewise damage to bridges, tunnels and roads could disrupt transportation routes for much of the population.

On Tuesday afternoon, August 23, 2011, an earthquake with a moment magnitude of 5.8 occurred about 7 miles southwest of Mineral, Virginia, which is near Lake Anna in Louisa County. The earthquake was widely felt, with felt reports received from people as far away as Detroit, Atlanta, Boston, Toronto, and Montreal. Dozens of aftershocks up to magnitude 4.5 have been recorded, including a magnitude 4.2 aftershock approximately six hours after the main shock and a magnitude 4.5 aftershock about a day and a half later. The *Washington Post* reported that the two Dominion Virginia Power nuclear plants in North Anna, Va., 10 miles from the epicenter, shut down automatically when the quake hit. They lost power from the grid and switched to four diesel generators. Damage was greatest in Louisa County and several minor injuries occurred. Structural damage to buildings was significant in cities throughout central and eastern Virginia and Washington D.C., including damage to the Washington Monument and the Washington National Cathedral. Officials at Fort Monroe, in Hampton, Virginia, also reported some minor structural damage as a result of the quake.

The *Daily Press* and *Virginian-Pilot* newspapers reported a minor, but relatively rare, earthquake with its epicenter on the Peninsula August 3, 1995. According to the *Virginian-Pilot*, the quake measured 2.6 on the Richter scale. The Virginia Tech Seismological Observatory detected the quake with instrumentation in Goochland County west of Richmond, and in Blacksburg. The quake was centered under the York River near York River State Park. According to the *Daily Press*, people at Camp Peary in York County reported feeling the quake.

The Virginia Tech Seismological Observatory provides additional information on more recent events in Virginia, including a magnitude 4.0 shock that occurred on August 17, 1984. The epicenter was approximately 15 miles to the southeast of Charlottesville. The quake was felt from Washington, DC to the North Carolina border and from Staunton to Norfolk.

A magnitude 3.2 earthquake occurred Saturday, September 22, 2001, with the epicenter near Shadwell, just east of Charlottesville. The focal depth was within a few kilometers of the surface, and this produced a strong acoustic signal that local officials attributed to an aircraft in transonic flight. In fact, such explosive sounds are frequently associated with shallow earthquakes in eastern North America. Unlike the situation in California, the rocks in the upper few kilometers of the Earth's crust in the east are extremely efficient transmitters of high frequency seismic energy, and a proportion of this energy is converted to ordinary sound waves when the seismic waves reach the Earth's surface.

Earthquakes of significant magnitude are unlikely occurrences for Hampton Roads, though the proximity of the region to the Charleston Fault could increase the possibility of feeling some impact of a large earthquake if it were to occur along that fault line.

WILDFIRES

BACKGROUND

A wildfire is any fire occurring in a wildland area (i.e., grassland, forest, brush land) except for fire under prescription.⁴ Wildfires are part of the natural management of the Earth's ecosystems, but may also be caused by natural or human factors. Over 80% of forest fires are started by negligent human behavior such as smoking in wooded areas or improperly extinguishing campfires. The second most common cause for wildfire is lightning.

There are three classes of wildland fires: surface fire, ground fire, and crown fire. A surface fire is the most common of these three classes and burns along the floor of a forest, moving slowly and killing or damaging trees. A ground fire (muck fire) is usually started by lightning or human carelessness and burns on or below the forest floor. Crown fires spread rapidly by wind and move quickly by jumping along the tops of trees. Wildland fires are usually signaled by dense smoke that fills the area for miles around.

Fire probability depends on local weather conditions, outdoor activities such as camping, debris burning, and construction, and the degree of public cooperation with fire prevention measures. Drought conditions and other natural disasters (such as hurricanes, tornadoes and lightning) increase the probability of wildfires by producing fuel in both urban and rural settings. Forest damage from hurricanes and tornadoes may block interior access roads and fire breaks, pull down overhead power lines, or damage pavement and underground utilities.



A 2008 fire sparked by logging equipment in the Great Dismal Swamp National Wildlife Refuge lasted 121 days and cost more than \$10 million. It was the longest and most expensive wildfire in Virginia history. (Credit: U.S. Fish and Wildlife Service)

The impacts of wildfire in the Hampton Roads region are both economic and environmental. From an economic perspective, fires destroy most homes, businesses and infrastructure in their path. The population displacement and subsequent rebuilding consumes valuable resources of private and public entities. Communities in the region spend significant capital funds both fighting wildfires and training staff, and preparing equipment and infrastructure to fight wildfire. Wildfire also endangers the lives and safety of firefighters and citizens. Loss of life is a possible impact of severe wildfire in the region, although the lack of mountainous terrain makes escape somewhat easier.

The region's air, water and soil environments are all altered by wildfire, and even wildfire in adjacent regions. Dense smoke and the fine particles and gases inside the smoke pose a risk to human health. Smoke irritates the eyes and respiratory system and can cause bronchitis or aggravate heart or lung disease even for residents hundreds of miles downwind. Wildfires raise the temperature of forest soils and potentially wipe away organic value of the soil. And although soils do eventually recover, the impact on watersheds in the interim can be detrimental to the region's water bodies. Burned organic matter in soils may negatively affect infiltration and percolation making soil surfaces water repellent. If water is

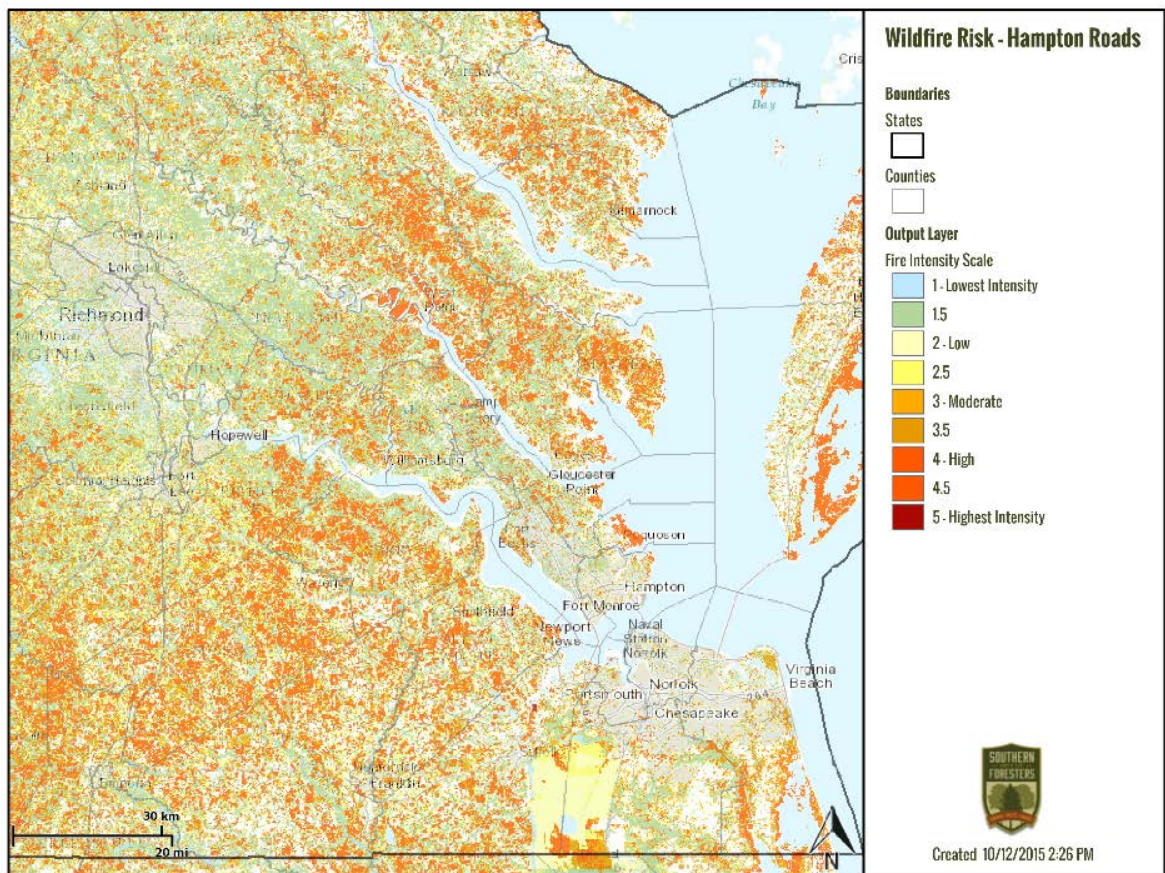
⁴ Prescription burning, or "controlled burn," undertaken by land management agencies is the process of igniting fires under selected conditions, in accordance with strict parameters.

unable to infiltrate, runoff quantity increases and infiltration to groundwater decreases. Both of these factors may negatively impact water quality downstream.

LOCATION AND SPATIAL EXTENT

In July 2003, the Virginia Department of Forestry (VDOF) released a GIS-based wildfire risk assessment for the Commonwealth of Virginia. The data are now part of the Southern Foresters web site at www.southernwildfirerisk.com that serves as a portal for data from several southern states. While this assessment of wildfire risk is not recommended for site-specific determinations of wildfire vulnerability, the data were used in this plan as an indicator of general hazard exposure within the region, as shown in **Figure 4.29**. Risk assessment designation involved several inputs, including slope, aspect, land cover, distance to railroads, distance to roads, population density, and historical fire occurrence (VDOF, July 2003, wra-03-statewide). Potential wildfire risk areas are presented in two categories indicating the relative level of threat to the area as high or moderate. Areas without a high or moderate designation are considered to be at low risk of wildfire.

FIGURE 4.29: WILDFIRE THREAT



Source: Southern Foresters, 2013

Aerial imagery indicates that the areas classified as high wildfire threat are lightly developed wooded areas, including some marshland and other forms of undeveloped land. The moderate wildfire threat areas include both undeveloped and developed land.

SIGNIFICANT HISTORICAL EVENTS

According to VDOF records, the agency responded to 39 events between 2010 and 2013, the most recent year for which data were available. These data were compiled from completed VDOF fire reports, and do not reflect every brush and woods fire occurrence in the region for this time period. Many more fires are likely to have occurred during this timeframe that local fire departments responded to and were able to contain quickly and efficiently. Because the documented events required state-level assistance from VDOF, they are considered significant events for the purposes of this plan. Only minor property damages have been recorded as resulting from wildfire events. **Table 4.16** shows damages from wildfire events in the region between 2002 and 2013, the latest year for which data are available.

TABLE 4.16: HAMPTON ROADS WILDFIRE OCCURRENCES (2002-2013)				
YEAR	FREQUENCY	ACRES DAMAGED	COST OF DAMAGE (\$)	VALUE OF RESOURCES PROTECTED (\$)
2002	72	592	\$89,800	\$4,718,200
2003	9	42	\$1,600	\$0
2004	19	26	\$50	\$500,000
2005	19	130	\$750	\$1,370,000
2006	41	298	\$69,950	\$7,315,000
2007	40	188	\$600	\$1,950,000
2008	31	141	\$500	\$0
2009	12	46.5	not provided	not provided
2010-2013	39	496	not provided	not provided

Source: Virginia Department of Forestry, 2013

GREAT DISMAL SWAMP FIRE THREAT AND HISTORY

On the western edge of the City of Chesapeake's border lies the Great Dismal Swamp Wildlife Refuge, 111,000 acres of complete uninterrupted wilderness and swamp owned and managed by the U.S. Fish and Wildlife Service. While the City has very limited development in close proximity to the Refuge borders and does not actively manage fire or fire threats on federal lands, there are several unique factors which could present a large wildfire risk to the cities of Chesapeake and Suffolk:

- Limited road access means many thousands of acres are completely inaccessible for normal fire apparatuses. Most of the refuge is only accessible by canal.
- Dangerous soil conditions for fires. The soils within the refuge are primarily peat soils. Peat forms when plant material, usually in marshy areas, is inhibited from decaying fully by acidic and anaerobic conditions. Peat has high carbon content and can burn under low moisture conditions. Once ignited by the presence of a heat source (e.g., a wildfire penetrating the subsurface), it smolders. These smoldering fires can burn undetected for very long periods of time (months, years and even centuries), propagating in a creeping fashion through the underground peat layer.

In 1923 a lightning strike within the Refuge ignited a fire that burn uncontrolled for three years. This fire became known as "The Great Conflagration" and burned over 150 square miles of the refuge. Yellow peat smoke filled the air around Hampton, Newport News, and Norfolk during this period. Since the mid-1940s, fire prevention and suppression techniques have reduced both the number and magnitude of fires within the refuge and adjacent areas. However, several notable fires during this period are summarized in **Table 4.17**.

On August 4, 2011, lightning struck and ignited much of the dead trees and brush that remained from the 2008 fire. Aided by a drought that had dried plants and the soil, the Lateral West fire steadily grew. This fire produced dense smoke as the peat soil burned (**Figure 4.30**). Shortly after the fire started, Hurricane Irene dumped 12 inches of rain in 24 hours, but that did not put out the fire which burned for another two and a half months.

FIGURE 4.30: GREAT DISMAL SWAMP LATERAL WEST FIRE, 2011



Source: NASA Satellite, 2011

An active fire management program is housed on the refuge. Seasonal activities include the planning and implementation of controlled burns, and wildfire suppression. The zone program conducts burns nine months a year, and averages 35 burn days a year. Burns are conducted in a wide range of habitat types, including marsh, grasslands, pocosins, and upland pine and hardwood forest.

TABLE 4.17: GREAT DISMAL SWAMP NOTABLE FIRES	
YEAR/FIRE NAME	BRIEF DESCRIPTION
1955 Easter Sunday Fire	Started along the railroad within the northern part of the current refuge and burned nearly 150 square miles, reaching the Portsmouth city line.
1967 South of Feeder Ditch	Someone burning debris ignited this fire that burned 1,350 acres.
1988 April Fools Fire	Escaped prescribed fire burned 640 acres along the state boundary south of Lake Drummond.
1993 Clay Hill Road Fire	Lightning caused fire that burned 150 acres of pine stands near the refuge's western boundary in Suffolk.
1993 Portsmouth Ditch Fire	Fire of unknown origin burned 75 acres adjacent the refuge in Chesapeake.
2004 Corapeake Road Fire	Lightning caused fire started on NC State Natural Area land and spilled over onto the refuge burning 286 acres.
2006 West Drummond Fire	Lightning strike caused fire that burned 535 acres of maple/gum stand north of Interior Ditch.
2008 South One Fire	The South One Fire was started when logging equipment working in fallen Atlantic White Cedar and logging slash caught fire. The fire grew to 4,884 acres before being contained three months later. The fire burned through slash on the surface of the ground and crept deep into the organic peat soils where it continued to smolder and spread ultimately igniting additional vegetation on the surface. The fire cost more than 10 million dollars to suppress.
2011 Lateral West Fire	Largest fire in recent history sparked by lightning on August 4. Burned for 111 days and consumed 6,300 acres.

Source: U.S. Fish & Wildlife Service, 2014



The South One Fire in 2008 burns in the distance. (Courtesy: Salter's Creek Consulting, Inc.)

Today, lightning is the cause of most wildfires at Great Dismal Swamp National Wildlife Refuge. A typical summer afternoon thunderstorm can often result in hundreds of lightning strikes on the refuge. Most of the time, the strikes do not create a wildfire, but surface and ground fires occur on average 2.6 times each year. In the spring, early season lightning events provide the best chance for large fire growth under dry, windy conditions. In the summer months, more frequent lightning brings more starts, but less chance of large fire growth due to higher humidity and greenness of vegetation.

PROBABILITY OF FUTURE OCCURRENCES

Wildfires remain a highly likely occurrence for the region, though most will likely continue to occur in less urban areas and be small in size before being contained and suppressed. Wildfire at Great Dismal Swamp National Wildlife Refuge is similarly a highly likely occurrence.

DROUGHT

BACKGROUND

Drought is a natural climatic condition caused by an extended period of limited rainfall beyond that which occurs naturally in a broad geographic area. High temperatures, high winds and low humidity can worsen drought conditions, and make areas more susceptible to wildfire. Human demands and actions can also hasten drought-related impacts.

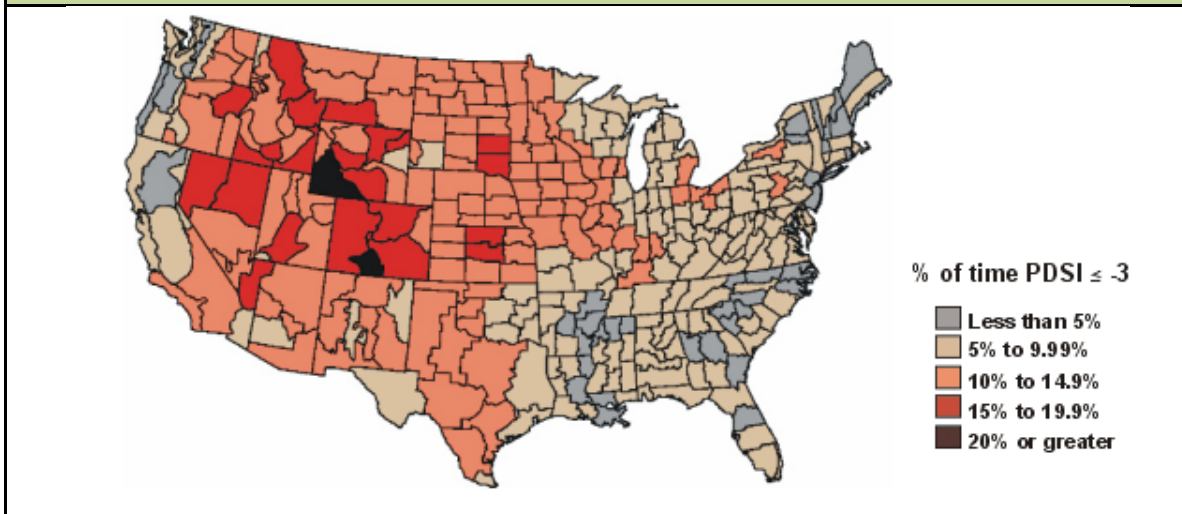
Droughts are frequently classified as one of the following four types: meteorological, agricultural, hydrological or socio-economic. Meteorological droughts are typically defined by the level of “dryness” when compared to an average or normal amount of precipitation over a given period of time. Agricultural droughts relate common characteristics of drought to their specific agricultural-related impacts. Emphasis tends to be placed on factors such as soil water deficits, water needs based on differing stages of crop development, and water reservoir levels. Hydrological drought is directly related to the effect of precipitation shortfalls on surface and groundwater supplies. Human factors, particularly changes in land use, can alter the hydrologic characteristics of a basin. Socio-economic drought is the result of water shortages that limit the ability to supply water-dependent products in the marketplace.



In Hampton Roads, droughts can have economic, environmental and social impacts. Economic impacts include loss of income for farmers dependent on crop harvests, especially in the western portion of the region, irrigation costs for farms and gardens, higher costs of feed and water for farm animals, and impacts to farm supply businesses such as tractor sales. Wildfire resulting from drought can impact timberland. Water utilities may have additional costs to treat and provide limited water supplies, and food prices in general may be driven higher. Environmental impacts in the region may include loss or destruction of fish and wildlife habitat, and lack of food or drinking water for wild animals and resultant disease in those populations, migration of wildlife, and poor soil quality which may lead to soil erosion. Social impacts may result from changes in lifestyle associated with chronic drought and associated water restrictions. Severe drought often causes anxiety or depression about economic effects of drought in farming communities, health problems related to poor water quality and fewer recreational activities if drought continues and water supplies are curtailed.

Figure 4.31 shows the Palmer Drought Severity Index (PDSI) summary map for the United States from 1895 to 1995. PDSI drought classifications are based on observed drought conditions and range from -0.5 (incipient dry spell) to -4.0 (extreme drought). As can be seen, the Eastern United States has historically not seen as many significant long-term droughts as the Central and Western regions of the country.

FIGURE 4.31: PALMER DROUGHT SEVERITY INDEX, 1895-1995 PERCENT OF TIME IN SEVERE AND EXTREME DROUGHT



Source: National Drought Mitigation Center

LOCATION AND SPATIAL EXTENT

Drought typically impacts a large area that cannot be confined to geographic boundaries; however, some regions of the United States are more susceptible to drought conditions than others. According to **Figure 4.31**, Virginia is in a zone representing 5 percent to 9.99 percent of the time with PDSI less than or equal to -3 (-3 indicating severe drought conditions), meaning that drought conditions are a relatively low to moderate risk for the Hampton Roads region. The region would be uniformly exposed to this hazard and the spatial extent of that impact could potentially be large. However, drought conditions typically do not cause significant damage to the built environment. Agricultural areas in Chesapeake, Isle of Wight County, James City County, York County and Southampton County are more likely to be impacted by drought, especially in the early stages. As water restrictions are put in place as a result of acute water shortages, impacts on urban consumers increase (use restrictions, drinking water supply effects and saltwater intrusion).

SIGNIFICANT HISTORICAL EVENTS

The drought of record for Virginia occurred in 1931 when the statewide average rainfall amount was 7.64 inches compared to an average mean rainfall amount of 17.89. This was during this period that also saw the Great Dust Bowl that helped lead to the Great Depression.

Since 1993, the NCDC has recorded only 2 instances of drought to impact the Southside Hampton Roads region (**Table 4.18**). Though instances are recorded on a monthly basis by the NCDC, events are usually part of ongoing drought conditions that last several months or years.

TABLE 4.18: OCCURRENCES OF DROUGHT (1993 - 2016)		
LOCATION	DATE OF OCCURRENCE	DETAILS
17 jurisdictions, including Isle of Wight	10/31/1993	Unusually dry weather during the summer and early fall led to many communities in southeastern Virginia to place water conservation measures into effect in October 1993.
20 jurisdictions, including Isle of Wight, James City County, Williamsburg, and Suffolk	9/1/1997	A very dry period from May through September resulted in drought-like conditions across much of central and eastern Virginia. Monthly rainfall departures from normal for Norfolk included: -2.21 inches in May, -2.73 inches in June, -3.05 inches in August, and -1.93 inches in September. This caused significant crop damage throughout much of the area which was estimated to be around \$63.8 million. Damages reported in the study area were \$9.2 million.
Hampton Roads	10/1/2000	Although not technically a drought, much of eastern Virginia experienced extremely dry conditions during the month of October. Norfolk International Airport also received only .01 inches of precipitation during the month. This was the driest month ever recorded at Norfolk. A very wet summer prevented a more hazardous fire situation than would normally be experienced under such dry conditions. However, several small brush fires were reported over the region. Crops also were able to withstand the lack of rainfall due to a very wet summertime. No damages reported.

Source: NCDC

In addition to this official drought record, periods of drought-like conditions are also known to have impacted the region in 1997, 2002, 2003, 2005, 2007, 2008, and 2010. Water restrictions have been put into place as far back as 1997 and shallow wells have lost water in the region. Additional historical accounts were available for the most recent droughts in 2002, 2007, 2008 and 2010.

August, 2002: Drought

During the summer of 2002, Virginia experienced significant drought impacts due to precipitation deficits that dated to 1999 in most areas of the Commonwealth. While this drought did not reach the level of severity of the drought of record (1930-1932), increases in water demands when compared to the 1930's resulted in significant impacts to all sectors of Virginia's economy and society. The intensity of these drought impacts peaked in late August 2002. Wildfire indices were at levels previously unrecorded in Virginia, the vast majority of Virginia agricultural counties had applied for Federal drought disaster designation, stream flows reached periods of record lows, and thousands of individual private wells failed. During the third week of August several public water supply systems across the Commonwealth were on the brink of failure. Several large municipal systems, such as Charlottesville and Portsmouth, had less than sixty days of water supply capacity remaining in reservoirs. Several smaller rural systems that rely primarily on withdrawals from free-flowing streams, such as the towns of Farmville and Orange, had at most a few days of water supply available and were forced to severely curtail usage.

According to Commonwealth of Virginia records, a declaration of a State of Emergency Due to Extreme Drought Conditions was executed by the Governor of Virginia on August 30, 2002. The Executive Order was to be effective from August 30, 2002 through June 30, 2003. The 2002 drought resulted in several changes to the way Virginia predicts and responds to drought. In 2005, Isle of Wight County sought federal disaster drought aid because of drought conditions effecting crop production.

September, 2007: Drought

A statewide drought in late summer, early fall 2007 came very close to setting a 130-year statewide low precipitation record. Late October rainfall was helpful, but impacts to livestock, peanuts, hay and cotton were experienced and many crop insurance claims were made in Southeast Virginia.

Summer, 2008: Hydrologic Drought

Low stream flow in summer 2008 resulted in severe hydrologic drought.

Summer, 2010: Drought

Below average rainfall across much of the state resulted in 67 localities requesting the Governor's assistance in obtaining a Federal disaster designation due to drought. Crop yields were well below average with particular emphasis on corn and soybeans.

PROBABILITY OF FUTURE OCCURRENCES

Based on current and seasonal outlook drought maps available through the National Drought Mitigation Center, Hampton Roads is not currently in an area of abnormally dry conditions as of November 2016. Based on past events, the Hampton Roads region could possibly experience recurring drought conditions when precipitation falls below normal for extended periods of time.

EXTREME HEAT

BACKGROUND

Extreme heat is defined as temperatures that hover ten degrees or more above the average high temperature for the region and last for several weeks.

In Hampton Roads, humid conditions resulting from maritime air masses may also add to the discomfort of high temperatures. Health risks to residents in the region exposed to extreme heat include dehydration, heat cramps, fainting, heat exhaustion and heat stroke. According to the NWS, heat is the leading weather-related killer in the United States, although no deaths have been reported for the historical events described below. The elderly and those with medical conditions such as diabetes are most at-risk, along with those who work outdoors in hot, humid weather.

LOCATION AND SPATIAL EXTENT

Extreme heat typically impacts a large area that cannot be confined to any geographic boundaries. Therefore, Hampton Roads is uniformly exposed to this hazard and the spatial extent of that impact is potentially large. Extreme heat typically does not cause significant damage to the built environment. Summertime temperatures in Hampton Roads region can easily climb into the high 90 to low 100 degree Fahrenheit range with high humidity rates. Coastal areas may experience slightly (1 to 2 degrees) lower temperatures at some times as a result of late day sea breezes or lower water temperatures, depending on the season.

SIGNIFICANT HISTORICAL EVENTS

While temperature extremes occur fairly frequently in the region, the NCDC has only recorded three extreme temperature events recorded that have impacted the region as shown below. The committee acknowledges that there have been other, unrecorded extreme heat events during the period since 1950; however, records on these events are not available from the communities and were not reported through the NCDC or NWS.

August 1-31, 1995: Heat Wave

There were 22 injuries and \$100 property damage associated with this heat wave that gripped the region.

May 18-21, 1996: Extreme Heat

An early-season, four-day heat wave produced record or near record high temperatures across central and eastern Virginia. High temperatures were in the 80s and low 90s across the region on May 18. Then, on May 19, May 20 and May 21, high temperatures were in the 90s throughout the area. May 20 was the hottest of the four days as readings climbed into the mid- to upper-90s. Norfolk International Airport set a record with 98 degrees. The heat wave was responsible for numerous reports of heat exhaustion and forced many non-air conditioned schools to close or have early dismissals. There were no reported property damages, fatalities, or injuries.

The NWS reported that the summer of 2010 (June - August) had an average temperature of 81.1 degrees Fahrenheit, ranking it as the warmest on record. Previously, the warmest summer on record had averaged 80.0 degrees Fahrenheit in 1994.

July 21–23, 2011: Excessive Heat

An extended period of excessive heat and humidity occurred across most of central and eastern Virginia from July 21st to July 23rd. High temperatures ranged from 96 to 103 degrees during the afternoons, with heat index values ranging from 110 to 119. Overnight lows only fell into the lower 70s to lower 80s.

PROBABILITY OF FUTURE OCCURRENCES

It is highly likely that the Hampton Roads region will experience periods of extreme heat in the future.

HAZARDOUS MATERIAL INCIDENTS

BACKGROUND

Hazardous material (HAZMAT) incidents can apply to fixed facilities as well as mobile, transportation-related accidents in the air, by rail, on the Nation's highways and on the water. Approximately 6,774 HAZMAT events occur each year, 5,517 of which are highway incidents, 991 are railroad incidents and 266 are due to other causes (FEMA, 1997). In essence, HAZMAT incidents consist of solid, liquid and/or gaseous contaminants that are released from fixed or mobile containers, whether by accident or by design, as with a terrorist attack. A HAZMAT incident can last hours to days, while some chemicals can be corrosive or otherwise damaging over longer periods of time. In addition to the primary release, explosions and/or fires can result from a release, and contaminants can be extended beyond the initial area by persons, vehicles, water, wind and wildlife.

HAZMAT incidents can also occur as a result of, or in tandem with natural hazard events, such as floods, hurricanes, tornadoes and earthquakes, which can also hinder response efforts. In the case of Hurricane Floyd in September 1999, communities in Eastern North Carolina were faced with flooded junkyards, disturbed cemeteries, deceased livestock, floating propane tanks, uncontrolled fertilizer spills and a variety of other environmental pollutants that caused widespread toxicological concerns.

Hazardous material incidents can include the spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping or disposing into the environment of a hazardous material, but exclude: (1) any release which results in exposure to poisons solely within the workplace; (2) emissions from the engine exhaust of a motor vehicle, rolling stock, aircraft, vessel or pipeline pumping station engine; (3) release of source, byproduct, or special nuclear material from a nuclear incident; and (4) the normal application of fertilizer.

Hazardous material incidents may include chemical agents, or compounds with unique chemical properties that can produce lethal or damaging effects in humans, animals and plants. Chemical agents can exist as solids, liquids or gases depending on temperature and pressure. Most chemical agents are liquid and can be introduced into an unprotected population relatively easily using aerosol generators, explosive devices, breaking containers or other forms of covert dissemination. Dispersed as an aerosol, chemical agents have their greatest potential for inflicting mass casualties. Chemical agents can have an immediate effect or a delayed effect of several hours to several days, and are broadly categorized as lethal or incapacitating. Fortunately, the compounds are difficult to deliver in lethal concentrations, difficult to produce, and dissipate rapidly outdoors.

Shippers are relying more heavily on other types of transportation to move hazardous materials. The Department of Transportation reported that the use of trucks and water carriers had climbed sharply between 1997 and 2002. The volume of hazardous materials shipped by trucks increased 21 percent to 1.16 billion tons by 2002, while the amount carried by rail rose 7 percent to 109 million tons. During that period, the volume of hazardous material moving by water climbed 36 percent to 228 million tons, according to the department's Bureau of Transportation Statistics. Between 2002 and 2007, truck and rail shipments of hazardous materials again increased by 3 percent and 19 percent, respectively; but, water shipment volume decreased by 34 percent to 150 million tons, which is below the 1997 volume carried by water.



*City of Portsmouth Hazardous Materials Response Team.
(Source: City of Portsmouth)*

In Hampton Roads, the negative impacts of hazardous materials incidents are dependent on the nature of the materials involved. While each chemical transported locally has unique qualities, there are generally three types of impacts: 1) economic, 2) environmental and 3) life/safety impacts to residents and first responders.

Economic impacts are likely greatest from potential large-scale incidents involving the port of Hampton Roads. Incidents that may result in port closure are unlikely, but even an event that blocks the port or a portion of the port for some period of time would have dire impacts on the port's ability to move commodities in or out of the entire region by train, ship or truck. Large spills or large fires have consequently high costs associated with response, control and cleanup. While local governments may only absorb some of those costs, economic costs to other industries would occur. Local emergency planners are especially aware of flammable crude oil transports in the York County portion of the planning area. Recent derailments involving this commodity, such as the one in Lynchburg in 2015, are high profile events as they often involve large spills and large fires.

Lesser, but still significant, economic impacts from hazardous materials incidents in the region could include the costs of litigation to resolve large spills, traffic control problems and lost time and wages for travelers impacted by roadway spills or incidents, and the impacts of corrosives such as sodium hydroxide on bridge and roadway infrastructure. In cases where evacuations are necessary to protect human life and safety, lost wages can be significant. For example, a natural gas leak in a downtown business district could result in evacuation of downtown businesses and shut down transportation routes. Derailment of a single train carrying hazardous materials shuts down the rail line to other trains for a long period of time, as well, which has economic consequences for numerous carriers, suppliers and buyers.

As intermodal transportation from overseas increases through the region, shipping through the port is growing and that increases highway traffic and rail traffic. The potential economic costs of hazardous materials incidents are, consequently, increasing in the region.

There are potential impacts to the health and safety of residents and travelers through Hampton Roads, as well. Response personnel are trained to respond in a variety of situations, but can nonetheless be exposed to harmful vapors or come into contact with hazardous chemicals. There is a potential for large-scale evacuations of businesses and residents if raw chemicals are released into the air or water under certain conditions that could endanger human health.

Environmental impacts of highest concern in Hampton Roads include the results of spills of petroleum products into the region's waterways. The region's emergency managers have contingency plans in place with the U.S. Coast Guard and others, and conduct regular training and exercises to prevent and then control further damage or secondary damage from fire or contaminant(s) spreading to sensitive environmental areas and critical infrastructure. However, a spill could still impact water quality, aquatic life and valuable wetlands along the shoreline. There is also a potential for hazardous materials incidents along roadways or railroads to impact groundwater with subsequent well water impacts for residents. Local emergency managers also noted the region's valuable migratory bird corridors, which could potentially be impacted by airborne contaminants, and the occurrence of illegal dumping which contributes hazardous materials to waterways, floodplains, wetlands, and forests without the benefit of appropriate response and cleanup.

LOCATION AND SPATIAL EXTENT

The Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA) was created to increase public awareness of the existence of hazardous materials in the community. The Act is a freestanding title in the Superfund Amendments and Reauthorization Act of 1986 (SARA), and requires certain facility owners/operators to routinely report the presence, quantity, and releases of hazardous materials at their facility. The Act also provides an avenue in which this information can be disseminated to the public, as well as requiring state and local governments to undertake planning measures to respond to emergencies involving those materials.

As a result, each community in Hampton Roads has identified a Local Emergency Planning Committee (LEPC) to take on the responsibilities of hazardous materials planning. These plans reside with the Emergency Coordinator of the community and provide detailed outlines of hazardous materials response and identification. Key components of the plans include the following that address the location and spatial extent of hazardous materials within the community:

- Identification of routes that are used for transportation of extremely hazardous materials, types of hazardous materials and facility locations of the materials; and,
- Identification of critical facilities which have additional risk due to proximity of transportation routes or fixed facilities.

HISTORICAL OCCURRENCES

The Federal Railroad Administration, Office of Safety Analysis, maintains accident reports for railroad accidents with damages greater than \$8,500. In Hampton Roads, there have been 22 accidents involving hazardous materials since 1998. The worst accident was in Suffolk in 2006, when one rail car suffered \$18,212 of damage and 7 people had to be evacuated. Of the 22 accidents in the past decade, 6 rail cars carrying hazardous materials were damaged, and there was no record of hazardous materials being released.

There have been 454 documented HAZMAT events in Hampton Roads since 1998 (**Table 4.19**), based on information from the U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Hazardous Materials Safety Incidents Report Database. There were no fatalities, and 15 injuries associated with these events, and a total of \$1,104,153 damage. The worst event was in 2013 in Norfolk, when 4,500 gallons of ferric chloride spilled on the highway, causing \$340,000 damages.

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Branchville (Southampton Co.)	11/21/2007	Highway	0.00cf	LPG	\$10,706
Courtland (Southampton Co.)	1/11/2004	Highway	0.00g	Sodium Hydroxide	\$0
Chesapeake	5/12/1998	Highway	0.50g	Hydrogen Peroxide	\$335
Chesapeake	6/19/1998	Highway	0.13g	Paint	\$0
Chesapeake	6/22/1998	Highway	0.25g	Acetone	\$403
Chesapeake	8/10/1998	Highway	15.00g	Compounds, Cleaning Liquid	\$0
Chesapeake	10/16/1998	Rail	1.00g	Ethanol	\$0
Chesapeake	11/25/1998	Highway	50.00g	Diesel Fuel	\$100,050
Chesapeake	12/1/1998	Highway	0.05g	Hydrogen Peroxide & Peroxyacetic Acid Mixtures	\$465
Chesapeake	12/14/1998	Highway	55.00g	Flammable Liquid	\$85
Chesapeake	2/12/1999	Highway	4.00g	Potassium Hydroxide	\$500
Chesapeake	9/29/1999	Highway	1.00lb	Resorcinol	\$0
Chesapeake	11/8/1999	Highway	5.00lb	Sodium Nitrate	\$460
Chesapeake	1/13/2000	Highway	3.00g	Disinfectants, Liquid, Corrosive	\$375
Chesapeake	5/18/2000	Rail	1.00g	Sodium Hydroxide	\$0

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Chesapeake	8/11/2000	Highway	0.06g	Hydrochloric Acid	\$0
Chesapeake	9/6/2000	Rail	1.00g	Diethyl Ether	\$0
Chesapeake	11/7/2000	Highway	5.00lb	Oxidizing Solid, Corrosive	\$1,010
Chesapeake	12/5/2000	Highway	3.00g	Toluene	\$100
Chesapeake	1/2/2001	Highway	0.02g	Trichloroethylene	\$85
Chesapeake	1/26/2001	Highway	125.00g	Gasohol	\$2,620
Chesapeake	4/2/2001	Highway	2.00g	Chloroform	\$0
Chesapeake	6/19/2001	Rail	5.00g	Carbmate Pesticides	\$7,500
Chesapeake	7/5/2001	Rail	1.00g	Flammable Liquids	\$0
Chesapeake	7/17/2001	Rail	1.00g	Corrosive Liquid, Acidic, Organic	\$0
Chesapeake	10/15/2001	Highway	0.19g	Caustic Alkali Liquids	\$525
Chesapeake	10/30/2001	Highway	0.25g	Hydrofluoric Acid Solution	\$315
Chesapeake	2/11/2002	Highway	25.00g	Gas Oil	\$0
Chesapeake	2/12/2002	Highway	1.50g	Combustible Liquid	\$100
Chesapeake	6/26/2002	Highway	5.00g	Environmentally Hazardous Substances, Liquid	\$20
Chesapeake	9/20/2002	Highway	3.00g	Toluene	\$400
Chesapeake	9/24/2002	Highway	5.00g	Petroleum Distillates	\$370
Chesapeake	5/5/2003	Highway	5.00g	Flammable Liquids	\$475
Chesapeake	6/30/2003	Highway	5.00g	Caustic Alkali Liquids	\$475
Chesapeake	6/30/2003	Highway	1.00g	Hydrochloric Acid Solution	\$400
Chesapeake	7/10/2003	Highway	0.02g	Trimethylhexamethylenediamines	\$365
Chesapeake	7/15/2003	Highway	0.03g	Ethyl Chloride	\$525
Chesapeake	9/16/2003	Highway	15.00g	Flammable Liquid	\$0
Chesapeake	9/23/2003	Highway	5.00g	Ammonia Solution	\$100
Chesapeake	10/31/2003	Highway	200.00g	Styrene Monomer	\$0
Chesapeake	11/20/2003	Highway	0.01g	Oxidizing Liquid	\$365
Chesapeake	11/23/2003	Highway	3,000.00g	Diesel Fuel	\$119,500
Chesapeake	12/16/2003	Highway	1.00lb	Environmentally Hazardous Substances, Solid	\$175
Chesapeake	12/26/2003	Rail	1.00g	Environmentally Hazardous Substances, Liquid	\$0
Chesapeake	2/19/2004	Rail	1.00g	Combustible Liquid	\$0
Chesapeake	2/23/2004	Rail	25.00g	Environmentally Hazardous Substances, Liquid	\$1,500
Chesapeake	4/08/2004	Highway	0.06g	Paint	\$500
Chesapeake	5/10/2004	Highway	0.25g	Corrosive Liquid, Basic, Organic	\$525
Chesapeake	6/7/2004	Highway	1.00lb	Environmentally Hazardous Substances, Solid	\$385

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Chesapeake	7/20/2004	Rail	1.00g	Petroleum Distillates	\$1,000
Chesapeake	9/20/2004	Rail	8.00lb	Corrosive Solids	\$1,000
Chesapeake	3/22/2005	Highway	0.50g	Paint	\$0
Chesapeake	4/13/2005	Highway	16.00lb	Batteries	\$0
Chesapeake	5/3/2005	Highway	10.00 lb	Fire Extinguishers	\$0
Chesapeake	5/6/2005	Highway	60.00 lb	Life-saving Appliances	\$0
Chesapeake	8/11/2005	Highway	0.25g	Sodium Hydroxide	\$0
Chesapeake	3/27/2006	Highway	1.00g	Paint	\$0
Chesapeake	5/2/2006	Highway	0.04cf	Carbon Dioxide	\$0
Chesapeake	7/12/2006	Highway	0.50g	Paint	\$0
Chesapeake	9/6/2006	Highway	0.02g	Paint	\$0
Chesapeake	10/3/2006	Highway	1.00g	Paint	\$0
Chesapeake	11/3/2006	Rail	0.06g	Environmentally Hazardous Substances, Liquid	\$0
Chesapeake	2/9/2007	Highway	0.66g	Sulfuric Acid	\$0
Chesapeake	9/25/2007	Rail	0.06g	Amines, Liquid, Corrosive	\$0
Chesapeake	10/16/2007	Highway	1.00g	Corrosive Liquid, Basic, Inorganic	\$0
Chesapeake	10/17/2007	Highway	3.00g	Hydrochloric Acid	\$0
Chesapeake	10/29/2007	Highway	2.00 lb	Flammable Solids, Organic	\$0
Chesapeake	11/16/2007	Highway	0.09g	Tetrahydrofuran	\$0
Chesapeake	4/1/2008	Highway	0.25g	Paint	\$0
Chesapeake	4/4/2008	Highway	2.00g	Paint	\$0
Chesapeake	6/16/2008	Highway	15.00g	Gasoline	\$5,050
Chesapeake	3/10/2009	Highway	1.06g	Flammable Liquids	\$0
Chesapeake	9/11/2009	Highway	5.00g	Flammable Liquids	\$650
Chesapeake	12/31/2009	Highway	0.13g	Sodium Hydroxide	\$0
Chesapeake	5/17/2010	Highway	3.00g	Corrosive Liquid, Acidic, Organic	\$2,881
Chesapeake	9/9/2010	Highway	0.13g	Paint	\$0
Chesapeake	10/1/2010	Highway	0.53g	Sodium Hydroxide	\$0
Chesapeake	11/8/2010	Highway	0.04g	Paint	\$0
Chesapeake	5/16/2011	Highway	0.03g	Paint	\$0
Chesapeake	11/21/2011	Highway	0.13 lb	Organic Peroxide, Type F, Solid	\$0
Chesapeake	2/23/2012	Highway	1.50g	Paint	\$0
Chesapeake	6/22/2012	Highway	1.00g	Paint	\$0
Chesapeake	7/19/2012	Highway	4.00g	Paint	\$0

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Chesapeake	8/27/2012	Highway	40.00g	Aryl Sulfonic Acids	\$4,000
Chesapeake	11/26/2012	Highway	1.00g	Paint	\$0
Chesapeake	8/22/2013	Highway	30.00g	Fuel Oil (NO. 1, 2, 4, 5, or 6)	\$7,327
Chesapeake	9/29/2014	Highway	0.02g	Organic Peroxide Type D, Liquid	\$0
Franklin	1/5/1998	Highway	0.02g	Phosphorous Trichloride	\$0
Franklin	3/2/1999	Highway	40.00 lb	Calcium Hypochlorite, Hydrated Mixtures	\$2,850
Franklin	3/23/2000	Highway	150.00g	Hypochlorite Solutions	\$638
Franklin	8/17/2001	Highway	1.00g	Hydrogen Peroxide	\$200
Franklin	4/8/2002	Highway	0.07g	Phosphorus Trichloride	\$0
Franklin	8/27/2002	Highway	0.06g	Phosphorus Trichloride	\$0
Franklin	5/27/2005	Rail	2.00g	Elevated Temperature Liquid, N.O.S.	\$0
Franklin	1/13/2007	Rail	1.00g	Flammable Liquid	\$0
Hampton	9/4/1999	Highway	25.00g	Potassium Hydroxide	\$500
Hampton	9/22/2003	Highway	15.00g	Gasoline	\$6,000
Hampton	6/22/2004	Highway	35.00gg	Gasoline	\$1,550
Hampton	8/12/2004	Highway	1.00g	Flammable Liquids	\$20
Hampton	4/02/2014	Highway	50.00g	Potassium Hydroxide	\$0
Hampton	7/14/2014	Highway	5.00g	Gasoline	\$1,384
Newport News	1/29/1998	Highway	0.26g	Methyl Tert-Butyl Ether	\$0
Newport News	3/4/1998	Highway	0.25g	Methyl Ethyl Ketone	\$0
Newport News	4/1/1998	Highway	0.75g	Corrosive Liquids	\$160
Newport News	4/23/1998	Highway	0.02g	Hydrochloric Acid	\$0
Newport News	5/4/1998	Highway	0.25g	Sulfuric Acid	\$0
Newport News	5/12/1998	Highway	0.01g	Sulfuric Acid	\$0
Newport News	5/20/1998	Highway	0.00g	Sulfuric Acid	\$0
Newport News	5/27/1998	Air	0.01g	Formaldehyde	\$0
Newport News	6/15/1998	Highway	0.05g	Phosphoric Acid	\$145
Newport News	6/15/1998	Highway	0.25g	Phosphoric Acid	\$0
Newport News	7/21/1998	Highway	0.25g	Ammonia Solution	\$178
Newport News	8/4/1998	Highway	0.06g	Sodium Hydroxide	\$0
Newport News	8/17/1998	Highway	1.06g	Tetrahydrofuran	\$0
Newport News	9/2/1998	Highway	0.01g	Sodium Hydroxide	\$0
Newport News	9/16/1998	Highway	5.00g	Sulfuric Acid	\$5
Newport News	9/22/1998	Highway	0.26g	Methanol	\$0

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Newport News	10/14/1998	Highway	0.06g	Heptanes	\$0
Newport News	11/11/1998	Highway	0.38g	Aerosols, Poison, Packing Group III	\$310
Newport News	4/2/1990	Highway	0.06g	Terpene Hydrocarbons	\$0
Newport News	9/30/2003	Highway	10.00g	Diesel Fuel	\$10
Newport News	8/22/2005	Highway	0.13g	Flammable Liquids	\$0
Newport News	10/06/2005	Highway	0.01g	Paint	\$0
Newport News	12/15/2005	Highway	1.50 lb	Fire Extinguishers	\$0
Newport News	3/29/2006	Highway	0.00	Radioactive Material	\$0
Newport News	4/3/2007	Highway	0.05g	Hydrochloric Acid Solution, Inhibited	\$0
Newport News	4/17/2007	Highway	1.00lb	Fire Extinguishers	\$0
Newport News	8/18/2008	Highway	0.01g	Corrosive Liquids	\$0
Newport News	9/4/2009	Highway	1,100.00g	Diesel Fuel	\$2,750
Newport News	4/28/2011	Highway	0.06g	Petroleum Distillates	\$0
Newport News	7/12/2011	Highway	0.13g	Alcohols	\$0
Newport News	10/15/2012	Highway	0.25gg	Paint	\$0
Newport News	6/17/2013	Air	0	Carbon Dioxide, Solid or Dry Ice	\$0
Newport News	4/16/2015	Highway	15.00g	Environmentally Hazardous Substances, Liquid	\$0
Norfolk	1/21/1998	Highway	1.00g	Isopropanol	\$125
Norfolk	1/27/1998	Highway	0.25g	Sodium Hydroxide Solution	\$0
Norfolk	2/3/1998	Highway	0.75g	Corrosive Liquid Basic Inorganic	\$0
Norfolk	2/3/1998	Highway	0.75g	Corrosive Liquid Basic Inorganic	\$0
Norfolk	2/25/1998	Highway	0.13g	Flammable Liquids	\$125
Norfolk	3/4/1998	Rail		Combustible Liquid	\$0
Norfolk	3/4/1998	Highway	0.02g	Styrene Monomer Inhibited	\$0
Norfolk	3/26/1998	Highway	0.02g	Corrosive Liquids	\$0
Norfolk	4/6/1998	Highway	5.00g	Petroleum Distillates	\$125
Norfolk	4/7/1998	Highway	0.02g	Xylenes	\$0
Norfolk	5/8/1998	Highway, 1 injury	0.25g	Flammable Liquids	\$0
Norfolk	5/29/1998	Highway	0.75g	Flammable Liquids	\$0
Norfolk	6/1/1998	Highway	0.25g	Petroleum Distillates	\$0
Norfolk	6/10/1998	Highway	0.75g	Hypochlorite Solutions	\$125
Norfolk	7/21/1998	Air	2.20 lb	Fire Extinguishers	\$0
Norfolk	7/23/1998	Air	0.04g	Paint	\$0
Norfolk	8/11/1998	Highway	0.06g	Potassium Hydroxide Solution	\$125

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Norfolk	8/11/1998	Highway	0.13g	Corrosive Liquid Acidic Inorganic	\$125
Norfolk	8/11/1998	Highway	0.03g	Flammable Liquids	\$125
Norfolk	8/12/1998	Highway	0.06g	Corrosive Liquid Acidic Organic	\$125
Norfolk	8/27/1998	Highway	2.00g	Alkylamines	\$125
Norfolk	9/10/1998	Highway	5.00g	Combustible Liquid	\$100
Norfolk	9/29/1998	Highway	0.75g	Compound Cleaning Liquid	\$125
Norfolk	9/30/1998	Highway	0.50g	Corrosive Liquids	\$125
Norfolk	11/16/1998	Highway	0.02g	Corrosive Liquid Basic Organic	\$0
Norfolk	12/10/1998	Air	0.12g	Corrosive Liquids	\$0
Norfolk	1/7/1999	Highway	1.00g	Adhesives	\$25
Norfolk	2/1/1999	Highway	0.08g	Toxic Liquid Inorganic	\$0
Norfolk	2/8/1999	Highway	0.13g	Corrosive Liquids	\$3
Norfolk	2/10/1999	Highway	0.25g	Corrosive Liquid Basic Inorganic	\$20
Norfolk	2/12/1999	Highway	0.50g	Isopropanol	\$125
Norfolk	3/24/1999	Highway	2.00g	Styrene Monomer Inhibited	\$0
Norfolk	5/28/1999	Highway	1.00g	Flammable Liquids	\$5
Norfolk	7/23/1999	Highway	1.50g	Phosphoric Acid	\$125
Norfolk	7/29/1999	Highway	0.31g	Potassium Hydroxide Solution	\$125
Norfolk	8/27/1999	Highway	1.00lb	Sodium Fluorosilicate	\$1,483
Norfolk	9/7/1999	Air	0.02g	ISOPROPANOL or ISOPROPYL ALCOHOL	\$0
Norfolk	10/27/1999	Highway	0.50g	Corrosive Liquid Basic Inorganic	\$5
Norfolk	11/12/1999	Highway	2.00g	Fuel Oil No. 1 2 4 5 Or 6	\$0
Norfolk	11/18/1999	Highway	0.07g	Isopropanol	\$125
Norfolk	1/4/2000	Air	0.09g	Aerosols Flammable	\$0
Norfolk	3/8/2000	Highway	0.06g	Compound Cleaning Liquid	\$1
Norfolk	4/21/2000	Highway	0.01g	Coating Solution	\$125
Norfolk	5/1/2000	Highway	0.50g	Phosphoric Acid	\$125
Norfolk	5/2/2000	Highway	0.50g	Phosphoric Acid	\$125
Norfolk	5/2/2000	Highway	1.50g	Battery Fluid Acid	\$125
Norfolk	5/3/2000	Highway	25.00g	Corrosive Liquid Basic Inorganic	\$1,300
Norfolk	6/21/2000	Highway	0.63g	Carbon Dioxide	\$250
Norfolk	6/21/2000	Highway	0.63g	Carbon Dioxide	\$250
Norfolk	8/11/2000	Highway	200.00g	Fuel Oil No. 1 2 4 5 Or 6	\$200
Norfolk	11/3/2000	Air	0.01g	Toxic Liquids Organic	\$0

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Norfolk	11/20/2000	Highway		Caustic Alkali Liquids	\$0
Norfolk	11/22/2000	Highway	1.00g	Regulated Medical Waste	\$10
Norfolk	3/13/2001	Highway	18.00g	Gasoline	\$4,023
Norfolk	9/20/2001	Highway	50.00g	Gasoline	\$3,655
Norfolk	10/10/2001	Highway	3.00g	Sodium Hydroxide Solution	\$0
Norfolk	12/19/2001	Air	0.03g	Perfumery Products	\$0
Norfolk	1/24/2002	Highway	1.00g	Fuel Oil (No. 1 2 4 5 Or 6)	\$1
Norfolk	2/20/2002	Air	0.01g	Flammable Liquids	\$0
Norfolk	3/11/2002	Highway	0.00g	Sulfuric Acid	\$300
Norfolk	6/20/2002	Rail	1.00g	Flammable Liquids	\$0
Norfolk	6/22/2002	Air	1.00 lb	Consumer Commodity	\$10
Norfolk	12/19/2002	Highway	1.00g	Corrosive Liquids	\$0
Norfolk	8/8/2003	Highway	0.02g	Sodium Hydroxide Solution	\$0
Norfolk	8/17/2004	Rail	1.00g	Environmentally Hazmat	\$0
Norfolk	1/15/2005	Water	25.00g	Toxic Liquids Corrosive Organic	\$0
Norfolk	2/19/2005	Highway	0.06g	Flammable Liquids	\$0
Norfolk	2/23/2005	Water		Aerosols Non-Flammable	\$0
Norfolk	3/24/2005	Highway	3.00g	Diesel Fuel	\$0
Norfolk	5/2/2005	Highway	100.00gg	Fuel Oil Diesel	\$0
Norfolk	7/28/2005	Highway	0.13g	Flammable Liquids	\$0
Norfolk	8/9/2005	Highway	20.00g	Gasoline	\$0
Norfolk	4/24/2006	Highway	0.02g	Hydrogen Peroxide	\$0
Norfolk	11/15/2006	Highway	75.00g	Sodium Hydroxide Solution	\$0
Norfolk	4/6/2007	Highway	1.00g	Corrosive Liquid Basic Inorganic	\$0
Norfolk	4/12/2007	Highway	0.04g	Corrosive Liquids Toxic	\$0
Norfolk	6/7/2007	Highway	1.00g	Sulfuric Acid	\$0
Norfolk	7/27/2007	Highway	150.00g	Sodium Hydroxide Solution	\$16,550
Norfolk	8/30/2007	Highway	0.02g	Sodium Hydroxide Solution	\$0
Norfolk	1/24/2008	Highway	0.13g	Paint	\$0
Norfolk	6/23/2008	Rail	1.00g	Isopropanol	\$2,000
Norfolk	10/16/2008	Highway	0.06g	Paint	\$0
Norfolk	2/23/2009	Highway	0.16g	Isopropanol	\$0
Norfolk	5/5/2009	Highway	0.08g	Corrosive Liquid Basic Organic	\$0
Norfolk	7/15/2009	Highway	0.26g	Nitric Acid	\$0
Norfolk	8/18/2009	Air	0.00	Cartridges Small Arms	\$0

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Norfolk	5/2/2010	Water	0.53g	Corrosive Liquid Acidic Inorganic	\$4,000
Norfolk	10/10/2010	Water	5.00g	Cadmium Compounds	\$11,000
Norfolk	2/14/2011	Highway	0.13g	Ethyl Alcohol	\$0
Norfolk	3/20/2011	Air	14.99 lb	Fire Extinguishers	\$0
Norfolk	5/8/2011	Air	0.00g	Oxygen	\$0
Norfolk	7/11/2011	Highway	18.00 lb	Fire Extinguishers	\$0
Norfolk	7/13/2011	Highway	0.17g	Methanol	\$0
Norfolk	8/17/2011	Water, 8 injuries	5.00g	2-Dimethylaminoethyl Acrylate	\$7,956
Norfolk	9/11/2011	Air	0.13g		\$0
Norfolk	1/16/2012	Highway	1.00g	Sulfuric Acid	\$0
Norfolk	2/14/2012	Highway	0.26g	Paint	\$0
Norfolk	11/15/2012	Highway	16.00 lb	Batteries	\$5,000
Norfolk	7/15/2013	Highway	25.00g	Hydrochloric Acid	\$0
Norfolk	9/13/2013	Highway	4,500.0g0	Ferric Chloride	\$340,000
Norfolk	5/9/2014	Highway	0.24g	Paint	\$0
Norfolk	9/29/2014	Highway	0.00	Carbon Dioxide, Solid or Dry Ice	\$0
Norfolk	7/17/2015	Highway	5.00g	Diethyl Sulfide	\$0
Portsmouth	4/2/1998	Highway	15.00g	Ethylene Glycol Diethyl Ether	\$500
Portsmouth	3/19/1999	Highway	400.00g	Dimethyl ethanolamine	\$100,000
Portsmouth	9/20/1999	Highway	2.00g	Aluminum Chloride Solution	\$0
Portsmouth	11/1/1999	Highway	30.00g	Sulfuric Acid	\$30
Portsmouth	12/10/1999	Highway, 1 injury	1.00g	Sulfuric Acid	\$1
Portsmouth	2/17/2000	Highway	0.08gg	Formaldehyde Solutions	\$0
Portsmouth	8/4/2000	Highway	5.00g	Printing Ink Flammable	\$0
Portsmouth	8/15/2001	Highway	1.00g	Resin	\$0
Portsmouth	1/31/2002	Highway	0.25g	Chloroform	\$500
Portsmouth	3/7/2002	Highway	0.06g	Organic Peroxide Type B Liquid	\$0
Portsmouth	2/12/2003	Highway	5.00g	Fuel Aviation Turbine Engine	\$18
Portsmouth	3/25/2003	Highway	2.00g	Fuel Aviation Turbine Engine	\$9
Portsmouth	9/4/2003	Highway	1.00g	Gasoline	\$10
Portsmouth	11/13/2003	Highway	0.20g	Butyl Acetates	\$70
Portsmouth	12/12/2003	Highway	5.00g	Compound Cleaning Liquid	\$0
Portsmouth	1/5/2004	Highway	15.00g	Fuel Aviation Turbine Engine	\$52
Portsmouth	2/22/2005	Highway	10.00g	Paint	\$8,100

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Portsmouth	10/20/2005	Highway	7.50g	Helium Refrigerated Liquid	\$0
Portsmouth	10/24/2005	Highway	100.00g	Paint Related Material	\$0
Portsmouth	4/26/2007	Highway	0.04g	Corrosive Liquids Toxic	\$0
Portsmouth	5/12/2007	Highway	25.00g	Hydrochloric Acid Solution	\$0
Portsmouth	5/15/2007	Highway	10.00g	Gasoline	\$4,030
Portsmouth	7/12/2007	Highway	1.00g	Paint	\$0
Portsmouth	8/8/2007	Highway	0.50g	Paint	\$0
Portsmouth	10/24/2007	Highway	0.25g	Paint	\$0
Portsmouth	2/11/2008	Highway	0.05g	Paint	\$0
Portsmouth	6/27/2008	Highway	0.25g	Paint	\$0
Portsmouth	7/3/2008	Highway	0.25g	Hydrogen Peroxide	\$0
Portsmouth	8/21/2008	Highway	0.13g	Paint	\$0
Portsmouth	9/26/2008	Highway	10.00g	Environmentally Hazmat	\$0
Portsmouth	10/24/2008	Highway	0.02g	Amines Liquid Corrosive	\$0
Portsmouth	3/26/2009	Rail	0.00	Air Bag Inflators	\$0
Portsmouth	8/13/2009	Highway	1.00g	Hydrochloric Acid Solution	\$0
Portsmouth	9/17/2009	Highway	0.50g	Corrosive Liquid Basic Organic	\$0
Portsmouth	9/28/2009	Highway	1.00g	Paint	\$0
Portsmouth	4/28/2010	Highway	0.06g	Corrosive Liquid Acidic Organic	\$0
Portsmouth	9/10/2010	Highway	3.00g	Corrosive Liquid Acidic Organic	\$0
Portsmouth	1/4/2011	Highway	500.00g	Sulfuric Acid	\$5,373
Portsmouth	2/28/2012	Highway, 1 injury	200.00g	Sodium Hydroxide	\$0
Portsmouth	8/14/2012	Highway	0.00	Compressed Gas	\$0
Portsmouth	10/7/2012	Highway	0.05g	Corrosive Liquid, Basic, Inorganic	\$0
Portsmouth	5/9/2013	Highway	5.00g	Paint Related Material	\$0
Portsmouth	9/26/2013	Highway	5.00g	Corrosive Liquid, Basic, Inorganic	\$0
Portsmouth	10/31/2013	Highway	0.00g	Sulfuric Acid	\$0
Smithfield (Isle of Wight Co.)	2/7/2012	Highway	800.00g	Diesel Fuel	\$221,000
Suffolk	8/10/1999	Highway	3.00g	Formaldehyde Solutions	\$500
Suffolk	8/6/2000	Highway	233.13g	Chlorine	\$0
Suffolk	1/8/2001	Highway	10.00cf	Ammonia Anhydrous Liquefied	\$40,012
Suffolk	4/17/2001	Highway	75.00g	Fuel Oil No. 1 2 4 5 Or 6	\$3,936
Suffolk	8/20/2001	Highway	1287.10g	Methanol	\$0
Suffolk	1/27/2002	Highway	7700.00g	Gasoline	\$220,500

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Suffolk	9/30/2002	Rail	2.00g	Acrylic Acid Inhibited	\$0
Suffolk	11/20/2005	Highway	4.01cf	Liquefied Petroleum Gas	\$21,030
Suffolk	3/16/2006	Rail	0.00g	Sodium Hydroxide Solution	\$7,000
Suffolk	10/31/2006	Highway, 2 injuries	20.00g	Petroleum Gases Liquefied	\$0
Suffolk	10/2/2009	Highway	5.00g	Hypochlorite Solutions	\$0
Suffolk	9/21/2011	Highway	0.10g	Organic Peroxide Type D, Liquid	\$0
Virginia Beach	2/11/1998	Highway	4.00g	Potassium Hydroxide Solution	\$100
Virginia Beach	4/13/1998	Highway	0.75 lb	Carbamate Pesticides Solid Toxic	\$400
Virginia Beach	8/12/1998	Air	0.03g	Gasoline	\$0
Virginia Beach	12/7/1998	Air		Gasoline	\$0
Virginia Beach	2/22/1999	Highway	20.00g	Fuel Aviation Turbine Engine	\$670
Virginia Beach	5/11/1999	Highway	0.01g	Hydrochloric Acid Solution	\$250
Virginia Beach	5/19/1999	Air	0.79g	Paint	\$0
Virginia Beach	6/17/1999	Air, 1 injury		Styrene Monomer Inhibited	\$0
Virginia Beach	7/9/1999	Highway	0.06g	Hydrochloric Acid Solution	\$330
Virginia Beach	7/29/1999	Highway	0.06g	Hydrochloric Acid Solution	\$220
Virginia Beach	8/9/1999	Highway	0.50g	Hydrochloric Acid Solution	\$120
Virginia Beach	8/31/1999	Highway	0.06g	Organic Peroxide Type B Liquid	\$220
Virginia Beach	11/5/1999	Highway	1.00 lb	Sodium Hydrosulfide	\$145
Virginia Beach	12/9/1999	Highway	1.50g	Toxic Liquids Organic	\$225
Virginia Beach	1/30/2000	Air	5.28g	Resin	\$0
Virginia Beach	4/27/2000	Highway	0.50g	Corrosive Liquids	\$150
Virginia Beach	8/21/2000	Highway	0.25g	Organic Peroxide Type of Liquid	\$100
Virginia Beach	10/4/2000	Highway	0.05g	Corrosive Liquids Toxic	\$140
Virginia Beach	12/27/2000	Highway	0.02g	Flammable Liquids	\$350
Virginia Beach	2/26/2001	Highway	0.50g	Compound Cleaning Liquid	\$200
Virginia Beach	6/18/2001	Highway	0.02g	Organic Peroxide Type of Liquid	\$300
Virginia Beach	7/23/2001	Highway	0.50g	Adhesives	\$200
Virginia Beach	7/24/2001	Highway	0.03g	Caustic Alkali Liquids	\$1
Virginia Beach	10/5/2001	Highway		Dichloromethane	\$2,550
Virginia Beach	12/19/2001	Air	0.26g	Fuel Aviation Turbine Engine	\$0
Virginia Beach	2/17/2002	Highway, 1 injury	0.07cf	Petroleum Gases Liquefied	\$0
Virginia Beach	2/20/2002	Highway	0.02g	Carbamate Pesticides Liquid Toxic	\$80
Virginia Beach	3/7/2002	Highway	0.02g	Organophosphorus Pesticides	\$200

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Virginia Beach	3/14/2002	Highway	1.00g	Corrosive Liquid Basic Inorganic	\$70
Virginia Beach	4/3/2002	Highway	0.50g	Amines Liquid Corrosive	\$200
Virginia Beach	4/16/2002	Highway	0.03g	Ammonia Solutions	\$225
Virginia Beach	5/13/2002	Highway	0.02g	Toxic Liquids Organic	\$240
Virginia Beach	7/12/2002	Highway	1.00 lb	Organophosphorus Pesticides	\$1,550
Virginia Beach	8/6/2002	Highway	0.13g	RESIN SOLUTION Flammable	\$100
Virginia Beach	6/25/2003	Highway	5.00g	Compound Cleaning Liquid	\$185
Virginia Beach	8/8/2003	Highway	0.50g	Petroleum Gases Liquefied	\$33,500
Virginia Beach	12/2/2003	Highway	0.05g	Petroleum Distillates	\$105
Virginia Beach	12/8/2003	Highway	0.08g	Gas Oil	\$120
Virginia Beach	1/6/2004	Highway	0.19 lb	Resorcinol	\$0
Virginia Beach	2/19/2004	Highway	0.02g	Isopropanol	\$105
Virginia Beach	3/1/2004	Highway	0.50g	Hydrochloric Acid Solution	\$195
Virginia Beach	3/19/2004	Highway	4.00g	Environmentally Hazmat	\$145
Virginia Beach	3/29/2004	Highway	0.38 lb	Resorcinol	\$0
Virginia Beach	8/18/2004	Highway	30.00 lb	Fire Extinguishers	\$135
Virginia Beach	11/11/2004	Highway	0.05g	Organic Peroxide Type D Liquid	\$1
Virginia Beach	12/8/2004	Highway	0.02g	Corrosive Liquids	\$125
Virginia Beach	12/9/2004	Highway	0.26g	Corrosive Liquid Acidic Organic	\$105
Virginia Beach	1/31/2005	Highway	2.00 lb	Calcium Hypochlorite Hydrated	\$0
Virginia Beach	3/10/2005	Highway	0.09g	Paint	\$0
Virginia Beach	4/15/2005	Highway	0.13g	Paint	\$0
Virginia Beach	8/22/2005	Highway	0.03g	Toluene	\$0
Virginia Beach	9/12/2005	Highway	0.01g	Flammable Liquids	\$0
Virginia Beach	9/12/2005	Highway	1.00g	Paint	\$0
Virginia Beach	9/23/2005	Highway	1.00g	Paint	\$0
Virginia Beach	10/19/2005	Highway	0.75g	Paint	\$0
Virginia Beach	11/1/2005	Highway	0.06g	Compound Cleaning Liquid	\$0
Virginia Beach	3/20/2006	Highway	1.00g	Paint	\$0
Virginia Beach	5/22/2006	Highway	0.50g	Amines Liquid Corrosive	\$0
Virginia Beach	6/2/2006	Highway	0.06g	Corrosive Liquid Acidic Inorganic	\$0
Virginia Beach	6/27/2006	Highway	0.13g	Methanol	\$0
Virginia Beach	7/13/2006	Highway	0.06 lb	Fire Extinguishers	\$0
Virginia Beach	7/28/2006	Highway	0.05g	Corrosive Liquids	\$0
Virginia Beach	9/21/2006	Highway	12.83cf	Liquefied Petroleum Gas	\$0

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Virginia Beach	9/29/2006	Highway	0.25g	Heptanes	\$0
Virginia Beach	10/17/2006	Highway	1.50 lb	Consumer Commodity	\$0
Virginia Beach	2/22/2007	Highway	0.09g	Potassium Hydroxide Solution	\$0
Virginia Beach	3/22/2007	Highway	0.26g	Flammable Liquids	\$0
Virginia Beach	4/19/2007	Highway	0.25g	Corrosive Liquids	\$0
Virginia Beach	4/24/2007	Highway	1.00g	Acetic Acid Glacial	\$0
Virginia Beach	5/24/2007	Highway	1.00 lb	Fire Extinguishers	\$0
Virginia Beach	6/15/2007	Highway	0.50 lb	Fire Extinguishers	\$0
Virginia Beach	8/21/2007	Highway	0.13g	Paint	\$0
Virginia Beach	10/19/2007	Highway	0.27g	Aerosols Non-Flammable	\$0
Virginia Beach	12/4/2007	Highway	0.38 lb	Batteries Wet Filled	\$0
Virginia Beach	4/9/2008	Highway	0.06g	Paint	\$0
Virginia Beach	4/24/2008	Highway	0.31 lb	Fire Extinguishers	\$0
Virginia Beach	6/26/2008	Highway	0.13g	Petroleum Gases Liquefied	\$0
Virginia Beach	9/3/2008	Highway	0.09g	Corrosive Liquid Acidic Organic	\$0
Virginia Beach	9/4/2008	Highway	1.00g	Paint	\$0
Virginia Beach	9/29/2008	Highway	0.00	Aerosols Flammable	\$0
Virginia Beach	10/9/2008	Air	0.02g	Corrosive Liquids	\$0
Virginia Beach	10/15/2008	Highway	2.00 lb	Consumer Commodity	\$0
Virginia Beach	10/29/2008	Highway	0.13g	Ethanol (Ethyl Alcohol)	\$0
Virginia Beach	11/6/2008	Highway	1.00 lb	Paint	\$0
Virginia Beach	3/11/2009	Highway	0.19 lb	Consumer Commodity	\$0
Virginia Beach	4/2/2009	Highway	1.63 lb	Consumer Commodity	\$0
Virginia Beach	6/21/2009	Highway	15.00g	Gasoline	\$10,050
Virginia Beach	6/24/2009	Highway	0.14g	Paint Related Material	\$0
Virginia Beach	7/7/2009	Highway	0.08g	Corrosive Liquids	\$0
Virginia Beach	9/2/2009	Air	0.26g	Paint	\$0
Virginia Beach	9/3/2009	Highway	1.00g	Paint Related Material	\$0
Virginia Beach	10/6/2009	Highway	0.53g	Sodium Hydroxide Solution	\$0
Virginia Beach	10/19/2009	Highway	0.14g	Aerosols Flammable	\$0
Virginia Beach	10/22/2009	Highway	0.08g	Paint	\$0
Virginia Beach	12/10/2009	Highway	0.05g	Consumer Commodity	\$0
Virginia Beach	12/18/2009	Highway	5.00g	Alcohols	\$0
Virginia Beach	12/18/2009	Air	0.03g	Biological Substance Category B	\$0
Virginia Beach	3/2/2010	Highway	0.63g	Isopropyl Alcohol	\$0

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)

Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
Virginia Beach	3/10/2010	Highway	0.31 lb	Fire Extinguishers	\$0
Virginia Beach	3/10/2010	Highway	0.02g	Paint Related Material	\$0
Virginia Beach	3/15/2010	Highway	0.03g	Methyl Ethyl Ketone	\$0
Virginia Beach	3/24/2010	Highway	0.03g	Amines Liquid Corrosive	\$0
Virginia Beach	4/19/2010	Highway	0.50 lb	Fire Extinguishers	\$0
Virginia Beach	5/7/2010	Highway	0.04g	Aerosols Flammable	\$0
Virginia Beach	5/12/2010	Highway	0.50g	Coating Solution	\$0
Virginia Beach	5/24/2010	Highway	0.00g	Consumer Commodity	\$0
Virginia Beach	5/24/2010	Highway	0.13g	Hydrochloric Acid Solution	\$0
Virginia Beach	5/28/2010	Highway	0.02g	Paint Related Material	\$0
Virginia Beach	6/15/2010	Highway	0.02g	Organophosphorus Pesticides	\$0
Virginia Beach	7/2/2010	Highway	0.01g	Paint	\$0
Virginia Beach	7/9/2010	Air	0.13g	Corrosive Liquids	\$0
Virginia Beach	7/26/2010	Air	0.14g	Aerosols Flammable	\$0
Virginia Beach	8/17/2010	Highway	1.00g	Caustic Soda Solution	\$0
Virginia Beach	9/20/2010	Highway	0.23g	Ethyl Methyl Ketone	\$0
Virginia Beach	3/18/2011	Highway	0.08g	Corrosive Liquids	\$0
Virginia Beach	7/1/2011	Highway	0.13g	Paint Related Material	\$0
Virginia Beach	7/11/2011	Highway	0.09g	Aerosols, Poison, Packing Group III	\$0
Virginia Beach	8/12/2011	Highway	0.38g	Amines Liquid, Corrosive	\$0
Virginia Beach	8/15/2011	Highway	1.00g	Paint Related Material	\$0
Virginia Beach	9/7/2011	Highway	0.25g	Hydrogen Peroxide	\$0
Virginia Beach	9/23/2011	Highway	2.00g	Paint Related Material	\$0
Virginia Beach	11/1/2011	Highway	20.00g	Coating Solution	\$0
Virginia Beach	11/16/2011	Air	0.01g	Dangerous Goods in Machinery	\$0
Virginia Beach	11/21/2011	Highway	358.00g	Diesel Fuel	\$6,450
Virginia Beach	12/20/2011	Air	0.08g	Dangerous Goods in Machinery	\$0
Virginia Beach	1/16/2012	Highway	3.25g	Chloroform	\$0
Virginia Beach	2/9/2012	Highway	0.01g	Resin Solution, Flammable	\$0
Virginia Beach	3/6/2012	Highway	0.25g	Paint Related Material	\$0
Virginia Beach	3/12/2012	Highway	0.25g	Isopropyl Alcohol	\$0
Virginia Beach	4/5/2012	Highway	0.02g	Isopropanol	\$0
Virginia Beach	4/16/2012	Highway	2.00g	Hydrochloric Acid	\$0
Virginia Beach	5/14/2012	Air	0.07g		\$0
Virginia Beach	5/16/2012	Highway	0.04g	Corrosive Liquid, Acidic,	\$0

TABLE 4.19: HAZARDOUS MATERIALS INCIDENTS (1998 – 2015)					
Community	Date	Mode of Transport & Injuries	Quantity Released	Commodity	Damages
				Inorganic	
Virginia Beach	8/28/2012	Highway	0.02g	Paint	\$0
Virginia Beach	9/20/2012	Air	0.06g		\$0
Virginia Beach	1/16/2013	Highway	0.25g	Flammable Liquids	\$0
Virginia Beach	3/15/2013	Highway	0.31g	Aerosols, Flammable	\$0
Virginia Beach	4/23/2013	Highway	2.00g	Paint Related Material	\$0
Virginia Beach	7/23/2013	Highway	1.00g	Paint Related Material	\$0
Virginia Beach	9/13/2013	Highway	0.50g	Paint Related Material	\$0
Virginia Beach	10/25/2013	Highway	1.00 lb	Smokeless Powder for Small Arms	\$0
Virginia Beach	11/23/2013	Air	0.07cf	Carbon Dioxide	\$0
Virginia Beach	4/11/2014	Highway	0.25g	Compounds, Tree Killing, Liquid	\$0
Virginia Beach	5/30/2014	Highway	1.00g	Resin Solution, Flammable	\$0
Virginia Beach	6/6/2014	Highway	0.04g	Flammable Liquids, Toxic	\$0
Virginia Beach	6/24/2014	Highway	1.00g	Corrosive Liquid, Basic, Inorganic	\$0
Virginia Beach	7/31/2014	Highway	1.00g	Acetone	\$0
Virginia Beach	8/5/2014	Air	0.13g	Paint	\$0
Virginia Beach	11/13/2014	Highway	1.00g	Denatured Alcohol	\$0
Virginia Beach	11/25/2014	Highway	0.09g	Hydrogen Peroxide and Peroxyacetic Acid Mixtures	\$0
Virginia Beach	5/12/2015	Highway	0.00g	Corrosive Liquid, Basic, Inorganic	\$0
Virginia Beach	7/8/2015	Highway	1.25g	Flammable Liquids	\$0
Virginia Beach	7/16/2015	Highway	2.67cf	LPG	\$0
Virginia Beach	7/20/2015	Highway	0.00g	Corrosive Liquid, Acidic, Inorganic	\$0
Williamsburg	4/27/2001	Highway	475.00g	Gasoline	\$6,000
Williamsburg	2/18/2003	Highway	1.00g	Paint Related Material	\$50
Williamsburg	9/26/2008	Highway	15.00g	Gasoline	\$795
Yorktown (York Co.)	8/4/2006	Highway	25.00g	Fuel Oil (NO. 1, 2, 4, 5, or 6)	\$0
Yorktown (York Co.)	1/31/2014	Highway	160.00 lb	Environmentally Hazardous Substances, Solid	\$0
Totals		15 injuries			\$1,104,153

Source: U.S. Department of Transportation, 2015

PROBABILITY OF FUTURE OCCURRENCES

Future occurrences of HAZMAT incidents, accidents or issues within Hampton Roads are considered to be highly likely.

VULNERABILITY ASSESSMENT

2017 UPDATE

Each of the hazards was reviewed and updated to reflect both the revised information obtained for the updated *Hazard Identification and Analysis* section and the most recent modeling and data collection, primarily for flood. Discussion of vulnerability to Sea Level Rise and Land Subsidence has been updated using the region's most well-regarded sources. All hazard names were edited to provide consistency with the *Hazard Identification and Analysis*. **Table 5.1** was updated with new Hazards U.S. Multi-Hazard (HAZUS-MH) exposure data. **Tables 5.2, 5.3 and 5.4** were updated with more recent NFIP data, **Table 5.5** was created based on newly designated repetitive flood loss areas, and **Table 5.6** contains updated vulnerability data from new HAZUS modeling runs. A revised system of ranking the hazards was added as well. The tables at the end of the section regarding Conclusions on Hazard Risk were all updated. All figures were updated to reflect current conditions.

INTRODUCTION

The *Vulnerability Assessment* section builds on the information provided in the *Hazard Identification and Analysis* section by identifying community assets and development trends in the region, then assessing the potential impact and amount of damage (loss of life and/or property) that could be caused by each hazard event addressed in this risk assessment. The primary objective of this level of vulnerability assessment is to prioritize hazards of concern to the region, adding to the foundation for mitigation strategy and policy development. Consistent with the preceding sections, the following hazards are addressed in this assessment:

- FLOODING
- SEA LEVEL RISE AND LAND SUBSIDENCE
- TROPICAL/COASTAL STORM
- SHORELINE EROSION
- TORNADO
- WINTER STORM
- EARTHQUAKE
- WILDFIRE
- DROUGHT
- EXTREME HEAT
- HAZARDOUS MATERIALS INCIDENT

To complete the vulnerability assessment, best available data were collected from a variety of sources, including local, state and federal agencies, and multiple analyses were applied through qualitative and quantitative means (further described below). Additional work will be done on an ongoing basis to enhance, expand, and further improve the accuracy of the baseline results, and it is expected that this vulnerability assessment will continue to be refined through future plan updates as new data and loss estimation methods become available.

The findings presented in this section with regard to vulnerability were developed using best available data, and the methods applied have resulted in an approximation of risk. These estimates should be used to understand relative hazard risk and the potential losses that may be incurred; however, uncertainties are inherent in any loss estimation methodology, arising from incomplete knowledge concerning specific hazards and their effect on the built environment, as well as incomplete data sets and from approximations and simplifications that are necessary in order to provide a meaningful analysis. Further, most data sets contain relatively short periods of record which increases the uncertainty of any statistically-based analysis.

METHODOLOGIES USED

Two distinct risk assessment methodologies were used in the formation of this vulnerability assessment. The first consists of a **quantitative** analysis that relies upon best available data and technology, while the second approach consists of a somewhat **qualitative** analysis that relies on local knowledge and rational decision making. Upon completion, the methods are combined to create a “hybrid” approach for assessing hazard vulnerability for the region that allows for some degree of quality control and assurance. The methodologies are briefly described and introduced here and are further illustrated throughout this section.

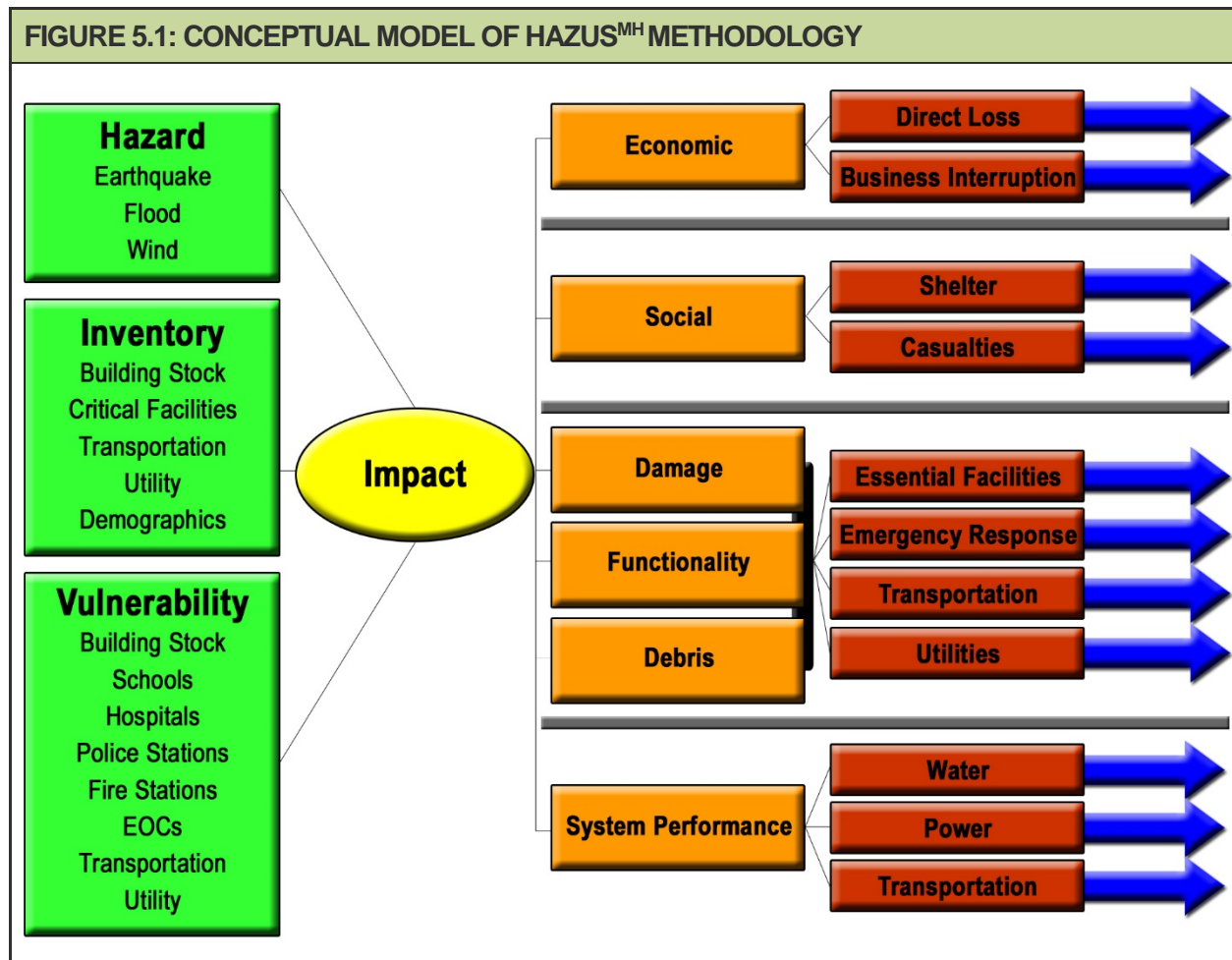
QUANTITATIVE METHODOLOGY

The quantitative assessment involved the use of the most recent version of Hazards U.S. Multi-Hazard software, a geographic information system (GIS)-based loss estimation tool available from FEMA, along with a statistical risk assessment methodology for hazards outside the scope of HAZUS-MH. For the flood hazard, the quantitative assessment incorporates a detailed GIS-based approach. When combined, the results of these vulnerability studies are used to form an assessment of potential hazard losses (in dollars) along with the identification of specific community assets that are deemed at-risk.

Explanation of HAZUS-MH and Statistical Risk Assessment Methodology

HAZUS-MH is FEMA’s standardized loss estimation software package, built on an integrated GIS platform using a national inventory of baseline geographic data (including information on the region’s general building stock and dollar exposure). Originally designed for the analysis of earthquake risks, FEMA expanded the program in 2003 to allow for the analysis of multiple hazards: namely the flood and wind (hurricane wind) hazards. By providing estimates on potential losses, HAZUS-MH facilitates quantitative comparisons between hazards and assists in the prioritization of hazard mitigation activities.

HAZUS-MH uses a statistical approach and mathematical modeling of risk to predict a hazard’s frequency of occurrence and estimated impacts based on recorded or historic damage information. The HAZUS-MH risk assessment methodology is parametric, in that distinct hazard and inventory parameters—such as wind speed and building type—were modeled using the HAZUS-MH software to determine the impact on the built environment. **Figure 5.1** shows a conceptual model of HAZUS-MH methodology. More information on HAZUS-MH loss estimation methodology is available through FEMA at www.fema.gov/hazus.



Sources: FEMA

This risk assessment used HAZUS-MH to produce regional profiles and estimated losses for three of the hazards addressed in this section: flooding, tropical/coastal storm winds, and earthquake. For each of these hazards, HAZUS-MH was used to generate probabilistic “worst case scenario” events to show the extent of potential damages. Both earthquake and wind were modeled using HAZUS Level 1 and flood was modeled using HAZUS Level 2.

Explanation of GIS-based (Non-HAZUS^{MH}) Risk Assessment Methodology

For hazards outside the scope of HAZUS-MH, a statistical risk assessment methodology was designed and in previous plans, this method was applied to generate potential loss estimates. The approach was based on the same principles as HAZUS-MH, but did not rely on readily available automated software. Historical data were compiled for each hazard to relate occurrence patterns with existing hazard models. Statistical evaluations were then applied in combination with engineering modeling to develop damage functions that generate annualized losses.

The use of the statistical risk assessment methodology was used in previous plans to provide a determination of estimated annualized loss¹ for several hazards. However, in recent years, the historical data from which these conclusions were made have become less reliable. For example, damages for wildfire were not reported for the two most recent reporting periods, and the communities reviewing the

¹ By annualizing estimated losses, the historic patterns of frequent smaller events are coupled with infrequent but larger events to provide a balanced presentation of the long-term risk.

historical damage data from the NCDC expressed concern that the damages were severely underestimated. Until more reliable historical damage data can be provided, a more qualitative methodology for examining historical losses and making conclusions about future risk was needed as shown below.

Despite the shortcomings of certain historical data, this analysis included collection of and updates to relevant GIS data from local, state and national sources. These sources include each community's GIS Department, FEMA, Virginia Department of Forestry (VDOT), and NOAA. Once all data were acquired, GIS was used to demonstrate and spatially analyze risks to people, public buildings and infrastructure. Primary data layers included Census 2010 data, along with geo-referenced point locations for public buildings, critical facilities, and infrastructure elements. Using these data layers, risk was assessed and described by determining the parcels and/or point locations that intersected with the delineated hazard areas.

QUALITATIVE METHODOLOGY

The qualitative assessment relies less on technology and more on historical and anecdotal data, community input, and professional judgment regarding expected hazard impacts. The qualitative assessment completed for Hampton Roads is based on committee member dot voting to indicate their priorities for mitigation spending. The members present at the first planning meetings on October 21, 22 and 23, 2015, were divided into groups of four people and provided "dot mitigation grants" in the following amounts: 1 - \$1,000,000 grant (yellow dot); 2 - \$250,000 grants (blue dots); and 4 - \$25,000 grants (red dots).

Each group was then tasked with determining how they would spend their mitigation dollars. The groups were reminded that projects must be cost-beneficial and that FEMA urges communities to "Prioritize mitigation actions based on level of risk a hazard poses to lives and property." Each group then discussed amongst themselves, and placed their dot grants next to the hazards they considered a priority for spending. Results are shown in **Table 5.15** at the end of this section. Communities were reminded of a full range of hazards based on the hazards included in the previous mitigation actions for the region, including: flood, sea level rise, tropical storm, severe thunderstorm, tsunami, urban fire, winter storm/nor'easter, drought, dam failure, tornado, extreme heat, earthquake, wildfire, erosion, sinkhole, mosquito diseases, hazardous materials incidents, terrorism, biological threats, radiological threats, and pandemic flu. Although this list is not a comprehensive list of all hazards that may ever impact the region, the resultant hazards summarized in this section were determined by committee members to be the necessary hazards for the purposes of determining mitigation actions.

While the quantitative assessment focuses on using best available data, computer models and GIS technology, this qualitative ranking system relies more on historical data, local knowledge, and the general consensus of the planning committee. The results allow identified hazards to be ranked against one another.

SUMMARY

Using both the qualitative and quantitative analyses to evaluate the hazards that impact the region provided planning committee members with a dual-faceted review of the hazards. This allowed officials to recognize those hazards that may potentially be costly, but also to plan and prepare for hazards that may not cause much monetary damage, but could put a strain on the local resources needed to recover.

All conclusions of the vulnerability assessment completed for the region are presented in "Conclusions on Hazard Risk" at the end of this section. Qualitative findings for each hazard are detailed in the hazard-by-hazard vulnerability assessment that follows, beginning with an overview of general asset inventory and exposure data for each jurisdiction.

OVERVIEW OF VULNERABILITY

GENERAL ASSET INVENTORY

The total dollar exposure of buildings within the study area is estimated to be almost \$197 billion. This figure is based on an estimated 560,000 buildings located throughout the region based on the HAZUS default inventory (**Table 5.1**). The data provide an estimate of the aggregated replacement value for the region's assets and indicate that at least 60 percent of the structures are of wood construction.

TABLE 5.1: EXPOSURE OF THE BUILT ENVIRONMENT

SUBREGION	COMMUNITY	BUILDING INVENTORY BY TYPE OF CONSTRUCTION			
		WOOD	MANUFACTURED HOMES	MASONRY, CONCRETE, STEEL	TOTAL
Peninsula	Hampton	\$9,417,390,000	\$35,354,000	\$5,869,377,000	\$15,322,121,000
	Newport News	\$12,025,853,000	\$95,133,000	\$8,591,073,000	\$20,712,059,000
	Poquoson	\$1,170,328,000	\$7,518,000	\$505,595,000	\$1,683,441,000
	Williamsburg	\$897,152,000	\$0	\$1,031,132,000	\$1,928,284,000
	James City County	\$6,443,669,000	\$62,242,000	\$3,528,137,000	\$10,034,048,000
	York County	\$6,115,462,000	\$16,293,000	\$3,085,417,000	\$9,217,172,000
Southside	Norfolk	\$14,220,270,000	\$28,826,000	\$14,923,791,000	\$29,172,887,000
	Portsmouth	\$6,249,290,000	\$14,733,000	\$4,002,116,000	\$10,266,139,000
	Suffolk	\$6,245,529,000	\$48,297,000	\$3,368,659,000	\$9,662,485,000
	Virginia Beach	\$35,038,833,000	\$77,650,000	\$19,926,533,000	\$55,043,016,000
	Chesapeake	\$17,095,310,000	\$93,252,000	\$9,501,654,000	\$26,690,216,000
Western Tidewater	Isle of Wight County	\$2,730,967,000	\$83,702,000	\$1,565,721,000	\$4,380,390,000
	Franklin	\$504,056,000	\$0	\$407,347,000	\$911,403,000
	Southampton County	\$1,088,809,000	\$50,583,000	\$656,343,000	\$1,795,735,000
TOTAL	\$119,242,918,000	\$613,583,000	\$76,962,895,000	\$196,819,396,000	

Source: HAZUS-MH

ESSENTIAL FACILITIES

There is no universally accepted definition of what constitutes essential facilities and infrastructure, nor is one associated with FEMA and DMA 2000 planning requirements. However, for purposes of this Plan, essential facilities and infrastructure are identified as “*those facilities or systems whose incapacity or destruction would present an immediate threat to life, public health, and safety or have a debilitating effect on the economic security of the region.*” This typically includes the following facilities and systems based on their high relative importance for the delivery of vital services, the protection of special populations, and other important functions in the region; however, for the HAZUS modeling performed for this risk analysis, each community provided their own list of what they consider essential facilities:

- Emergency Operations Center (EOC)
- Hospital and medical care facilities

- Police stations
- Fire stations
- Public schools designated as shelters
- Hazardous materials facilities
- Water (and wastewater) facilities
- Energy facilities (electric, oil and natural gas)
- Communication facilities

Table 5.2 shows the results of a simple overlay analysis of the essential facilities that are located in the 100-year floodplain, 500-year floodplain, and the Storm Surge Zone for a Category 3 hurricane.

TABLE 5.2: CRITICAL FACILITIES LOCATED IN HAZARD AREAS				
SUBREGION	COMMUNITY	100-YEAR FLOODPLAIN	500-YEAR FLOODPLAIN	STORM SURGE ZONE (CATEGORY 3 STORM)
Peninsula	Hampton	3	7	24
	Newport News	2	0	4
	Poquoson	3	3	0
	Williamsburg	0	0	0
	James City County	7	0	0
	York County	7	10	2
Southside	Norfolk	9	5	47
	Portsmouth	2	3	8
	Suffolk	2	0	4
	Virginia Beach	26 (2 V Zone)	14	65
	Chesapeake	4	3	20
Western Tidewater	Isle of Wight County	0	0	0
	Franklin	1	0	0
	Southampton County	4	8	0
REGION TOTAL		70	53	174

FLOODING

The vulnerability assessment for the flood hazard includes the findings of the qualitative assessment conducted, an overview of NFIP statistics, repetitive loss properties (as defined and identified by the NFIP), estimates of potential losses, and future vulnerability.

As described in detail in the *Hazard Identification and Analysis* section, the NCDRC has records for 87 significant flood events in the past 20 years (1995 to 2015) for the region, amounting to approximately \$130 million in reported property damage. Also discussed in the *Hazard Identification and Analysis* are historic storms such as Hurricanes Isabel, Floyd and the 1933 hurricane that each caused notable flooding in the region. Historically, Hampton Roads is vulnerable to the flood hazard and flood events, which occur on a frequent basis.

NFIP STATISTICS AND REPETITIVE LOSS PROPERTIES

Table 5.3 provides basic background information regarding the number of flood insurance policies and the value of those policies for NFIP-participating communities in the study area. As shown in Table 5.3, the communities in the Hampton Roads region joined the NFIP throughout the 1970s, 1980s and into the 1990s. In order to join the NFIP, each participating jurisdiction is required to adopt and enforce its own floodplain management ordinance. As a result, structures built after joining the NFIP are assumed to be less vulnerable to flood hazards than those built prior to joining, assuming other environmental conditions remain constant.

TABLE 5.3: NFIP DATA FOR PARTICIPATING COMMUNITIES

SUBREGION	COMMUNITY	NFIP ENTRY DATE	CURRENT EFFECTIVE FIRM DATE	CURRENT NUMBER OF NFIP POLICIES	INSURANCE IN-FORCE
Peninsula	Hampton	1/15/1971	8/16/2011	11,076	\$2,752,401,900
	Newport News	5/2/1977	12/9/2014	2,515	\$627,732,100
	Poquoson	5/16/1977	12/16/2014	3,310	\$877,069,600
	Williamsburg	11/20/1981	9/28/2007	47	\$11,971,100
	James City County	2/6/1991	12/16/2015	1,006	\$275,598,300
	York County	12/16/1988	1/16/2015	3,394	\$980,284,400
Southside	Norfolk	8/1/1979	12/16/2014	12,324	\$3,203,123,000
	Portsmouth	7/2/1971	8/3/2015	3,618	\$884,828,100
	Suffolk	11/16/1990	8/3/2015	943	\$280,794,800
	Virginia Beach	4/23/1971	1/16/2015	24,200	\$6,453,533,800
	Chesapeake	2/2/1977	12/16/2014	8,841	\$2,383,084,100
Western Tidewater	Isle of Wight County	8/19/1991	9/4/2002	397	\$116,904,100
	Smithfield	12/5/1990	9/4/2002	108	\$32,979,900
	Windsor	8/1/1990	9/4/2002	6	\$1,204,000
	Franklin	8/15/1980	9/4/2002	148	\$39,465,400
	Southampton County	12/15/1982	9/4/2002	127	\$26,582,600
	Boykins	4/1/1982	9/4/2002	7	\$1,901,500
	Branchville	3/30/1979	9/4/2002	0	\$0
	Courtland	7/5/1982	9/4/2002	20	\$5,822,600
	Ivor	11/4/2002	No Special Flood Hazard Area	1	\$350,000
Totals				72,088	\$18,955,631,300

Source: NFIP Policy Statistics as of April 30, 2015 (not cumulative)

Reducing the number of repetitive loss (RL) properties insured by the NFIP is a nationwide emphasis of FEMA. An RL is defined as any insurable building for which two or more claims of more than \$1,000 were paid by the NFIP within any rolling 10-year period, since 1978. A repetitive loss property may or may not be currently insured by the NFIP. An RL property may or may not be currently insured by the NFIP. Per data provided by the Virginia Department of Conservation and Recreation in June 2015, a total of 4,514 RL properties as defined by the NFIP have been identified within the study area communities. These 4,514 properties have experienced a total of \$239 million individual insured losses for the structure and contents combined. The average payment for each qualifying claim was \$19,190. There are 4,408 residential properties (98 percent) and 106 non-residential properties on the list.

The NFIP also designates severe repetitive losses (SRL) in a community. As defined by the Flood Insurance Reform Act of 2004, SRLs are 1- to 4-family residences that have had four or more claims of more than \$5,000 or at least two claims that cumulatively exceed the building's value. The Act created new funding mechanisms to help mitigate flood damage for these properties. The study area communities have 319 SRL properties identified by the NFIP, with a total of 1,713 losses. Total

payments for these 319 properties were over \$42 million. **Table 5.4** provides summary details for the communities with regard to each community’s repetitive losses.

TABLE 5.4: NFIP REPETITIVE LOSS PROPERTIES					
REGION	COMMUNITY	REPETITIVE FLOOD LOSSES			
		NUMBER OF PROPERTIES	VALUE OF LOSSES	NUMBER OF LOSSES	AVERAGE PAYMENT PER CLAIM
Peninsula	Hampton	936	\$48,166,174	2541	\$18,956
		SEVERE REPETITIVE FLOOD LOSSES			
	Newport News	70	\$10,407,881	365	\$28,515
		121	\$13,037,268	294	\$44,344
		SEVERE REPETITIVE FLOOD LOSSES			
		3	\$189,943	11	\$17,268
	Poquoson	971	\$42,927,508	2375	\$18,075
		SEVERE REPETITIVE FLOOD LOSSES			
		25	\$3,033,475	117	\$25,927
		4*	\$104,271	9	\$11,586
	Williamsburg	35	\$2,345,563	95	\$24,690
		SEVERE REPETITIVE FLOOD LOSSES			
	James City County	2	\$146,768	8	\$18,346
		236	\$15,330,549	560	\$27,376
SEVERE REPETITIVE FLOOD LOSSES					
11		\$1,772,861	50	\$35,457	
Southside	Norfolk	958	\$48,354,230	2837	\$17,044
		SEVERE REPETITIVE FLOOD LOSSES			
	Portsmouth	93	\$12,251,484	516	\$23,743
		229	\$10,009,951	631	\$15,864
		SEVERE REPETITIVE FLOOD LOSSES			
		16	\$2,070,120	86	\$24,071
	Suffolk	17	\$2,285,818	50	\$45,716
		574	\$34,205,856	1768	\$19,347
	Virginia Beach	SEVERE REPETITIVE FLOOD LOSSES			
		62	\$8,673,919	361	\$24,027
395		\$19,611,525	1214	\$16,154	
Chesapeake	SEVERE REPETITIVE FLOOD LOSSES				
	37	\$3,523,288	199	\$17,705	
Western Tidewater	Isle of Wight County	23	\$1,584,416	60	\$26,407
	Smithfield	3	\$71,418	7	\$10,203
	Franklin	6	\$686,165	12	\$57,180
	Southampton County	9	\$557,595	19	\$29,347
Totals	4,514		\$239,206,889	12,465	19190
	SEVERE REPETITIVE FLOOD LOSSES				
	319		\$42,069,739	1,713	24559

* Williamsburg officials have conducted additional research into these data and contend the data do not represent a pattern of repetitive flooding.

Sources: FEMA and NFIP (as of July 2015)

Figures 5.2 through 5.9 contain maps of the region’s repetitive loss areas. Each designated area was identified by referencing maps of all historical NFIP flood claims, NFIP RL lists, the SRL list, a Digital

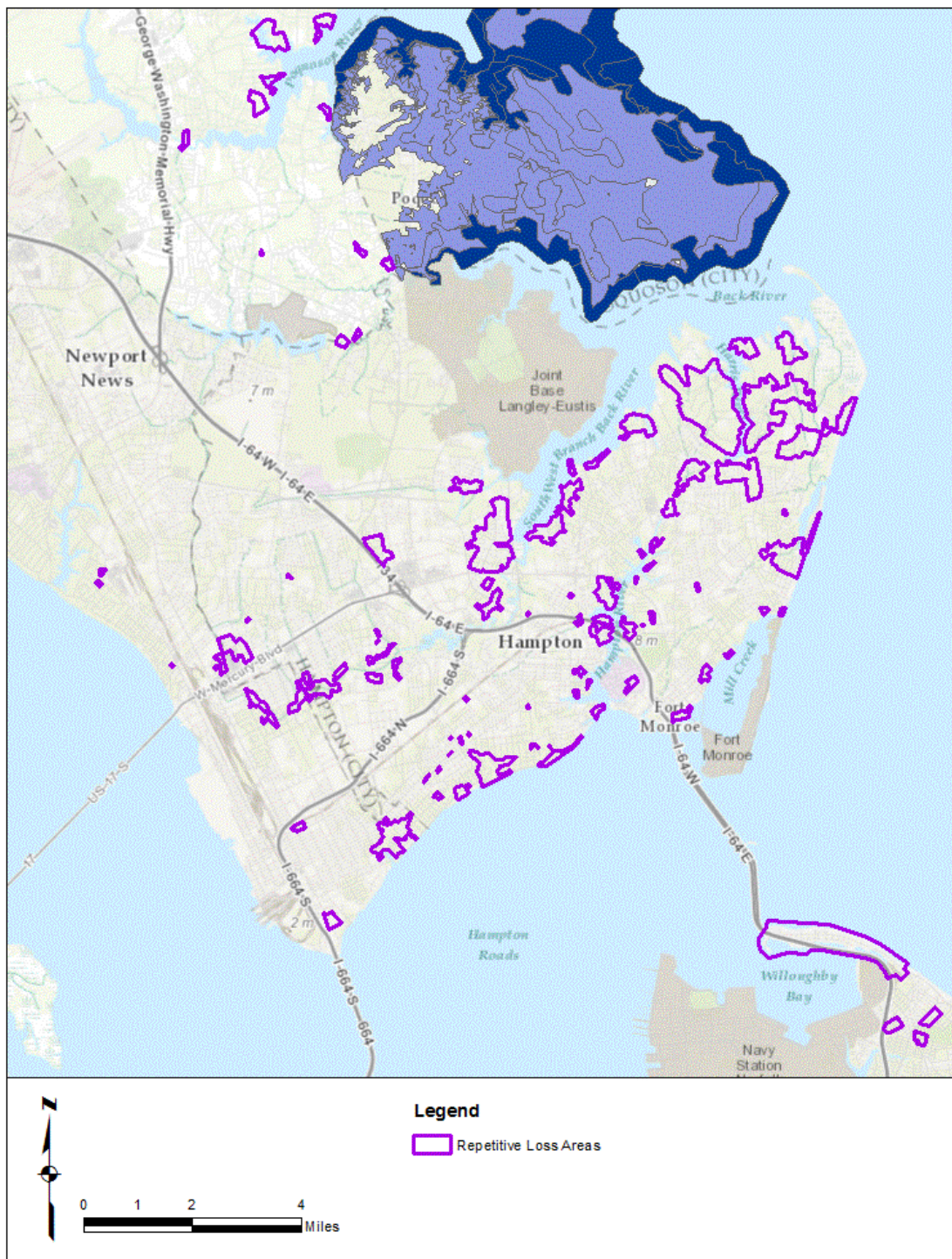
Elevation Model (DEM)-based depth grid of the 100-year floodplain, and the HAZUS results regarding predicted flood damages from a 100-year flood for individual structures. As shown in **Table 5.5**, There are 4,514 properties on FEMA’s repetitive loss list and an additional 55,179 parcels identified as being within those repetitive loss areas. Other structures near the ones listed by the NFIP may have been uninsured during the floods, may have had single flood insurance claims, or may have had multiple claims under different policies that the claims system did not recognize as being the same repetitively flooded address.

TABLE 5.5: REPETITIVE FLOOD LOSS AREA DETAILS				
REGION	COMMUNITY	REPETITIVE FLOOD LOSS AREAS		
		NUMBER OF RL AREAS	NUMBER OF PROPERTIES OR BUILDINGS	SOURCES OF FLOODING
Peninsula	Hampton	71	8,940	Low-lying land along the banks of tidal rivers and creeks are regularly inundated by nor’easters and tropical storms. Newmarket Creek overflows banks during coastal storms and heavy rains. Wind driven storm tides drive water into smaller tributaries and flood low-lying areas. Along Chesapeake Bay, wind and wave velocity, coastal flooding and overwash during coastal storms causes damage.
	Newport News	24	1,113	Low-lying land along the banks of tidal rivers and creeks are regularly inundated by nor’easters and tropical storms. Newmarket Creek overflows banks during coastal storms and heavy rains. Wind driven storm tides drive water into smaller tributaries and flood low-lying areas. Along James River, wind and wave velocity, coastal flooding and overwash during coastal storms causes damage.
	Poquoson	1	4,810	Low-lying land along the banks of tidal rivers and creeks are regularly inundated by nor’easters and tropical storms.
	James City County	10	643	Low-lying land along the banks of tidal rivers and creeks are regularly inundated by nor’easters and tropical storms. Stormwater drainage from heavy rains cause flooding in some riverine watersheds.
	York County	15	3,323	Low-lying land along the banks of tidal rivers and creeks are regularly inundated by nor’easters and tropical storms.
Southside	Norfolk	89	11,933	Low-lying land along the banks of tidal rivers and creeks are regularly inundated by nor’easters and tropical storms. Stormwater drainage from heavy rains cause flooding in some riverine watersheds. Tidal inundation of stormwater system increases flooding in some neighborhoods.
	Portsmouth	25 maps	1,974	Low-lying land along the banks of tidal rivers and creeks are regularly inundated by nor’easters and tropical storms. Stormwater drainage from heavy rains cause flooding in some riverine watersheds. Tidal inundation of stormwater system increases flooding in some neighborhoods. Seawall damaged.
	Suffolk	12	81	Low-lying land along the banks of tidal rivers and creeks are regularly inundated by nor’easters and tropical storms.
	Virginia Beach	6	18,939	Low-lying land along the banks of tidal rivers and creeks are regularly inundated by nor’easters and tropical storms. Stormwater drainage from heavy rains cause flooding in some riverine watersheds. Tidal inundation of stormwater system increases flooding in some neighborhoods.

TABLE 5.5: REPETITIVE FLOOD LOSS AREA DETAILS

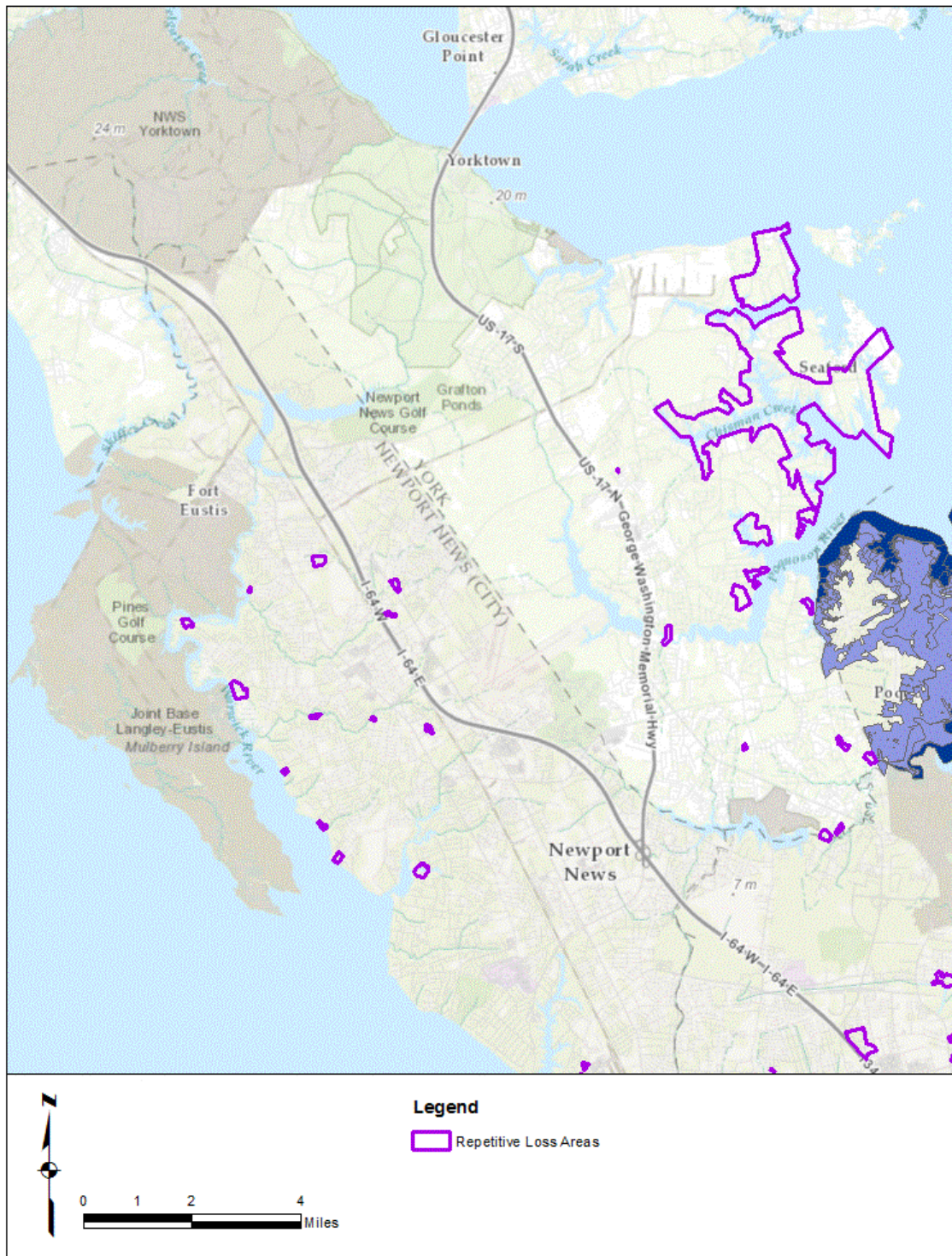
REGION	COMMUNITY	REPETITIVE FLOOD LOSS AREAS		
		NUMBER OF RL AREAS	NUMBER OF PROPERTIES OR BUILDINGS	SOURCES OF FLOODING
	Chesapeake	47	3,011	Low-lying land along the banks of tidal rivers and creeks are regularly inundated by nor'easters and tropical storms. Flat terrain hinders stormwater
Western Tidewater	Isle of Wight County	13	151	Low-lying land along the banks of tidal rivers and creeks are regularly inundated by nor'easters and tropical storms.
	Smithfield	1	45	Low-lying land along the banks of tidal rivers and creeks are regularly inundated by nor'easters and tropical storms.
	Franklin	2	462	Blackwater River overflows its banks and tributary banks as a result of heavy rain in the upper parts of the watershed causing severe flooding in the downtown area.
	Southampton County	4	74	The Blackwater and Nottoway River systems overflow their banks as a result of heavy rain in the watershed, causing pockets of flooding especially where tributaries flow into main rivers.
Totals		320	55,499	

FIGURE 5.2: NFIP REPETITIVE FLOOD LOSS AREAS, LOWER PENINSULA



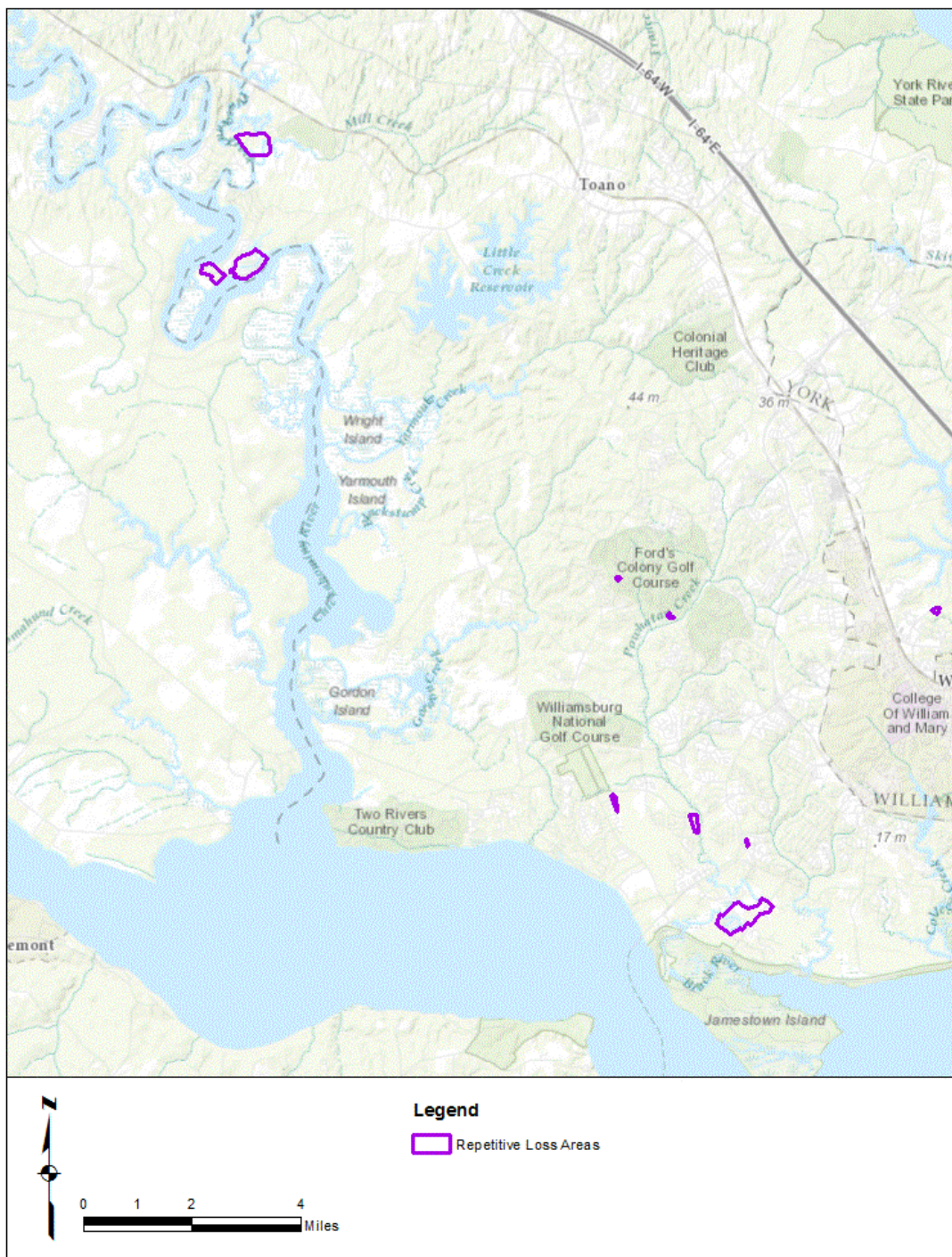
*Poquoson designated entire SFHA as repetitive loss area
Source: VDEM, 2015 data

FIGURE 5.3: NFIP REPETITIVE FLOOD LOSS AREAS, MIDDLE PENINSULA



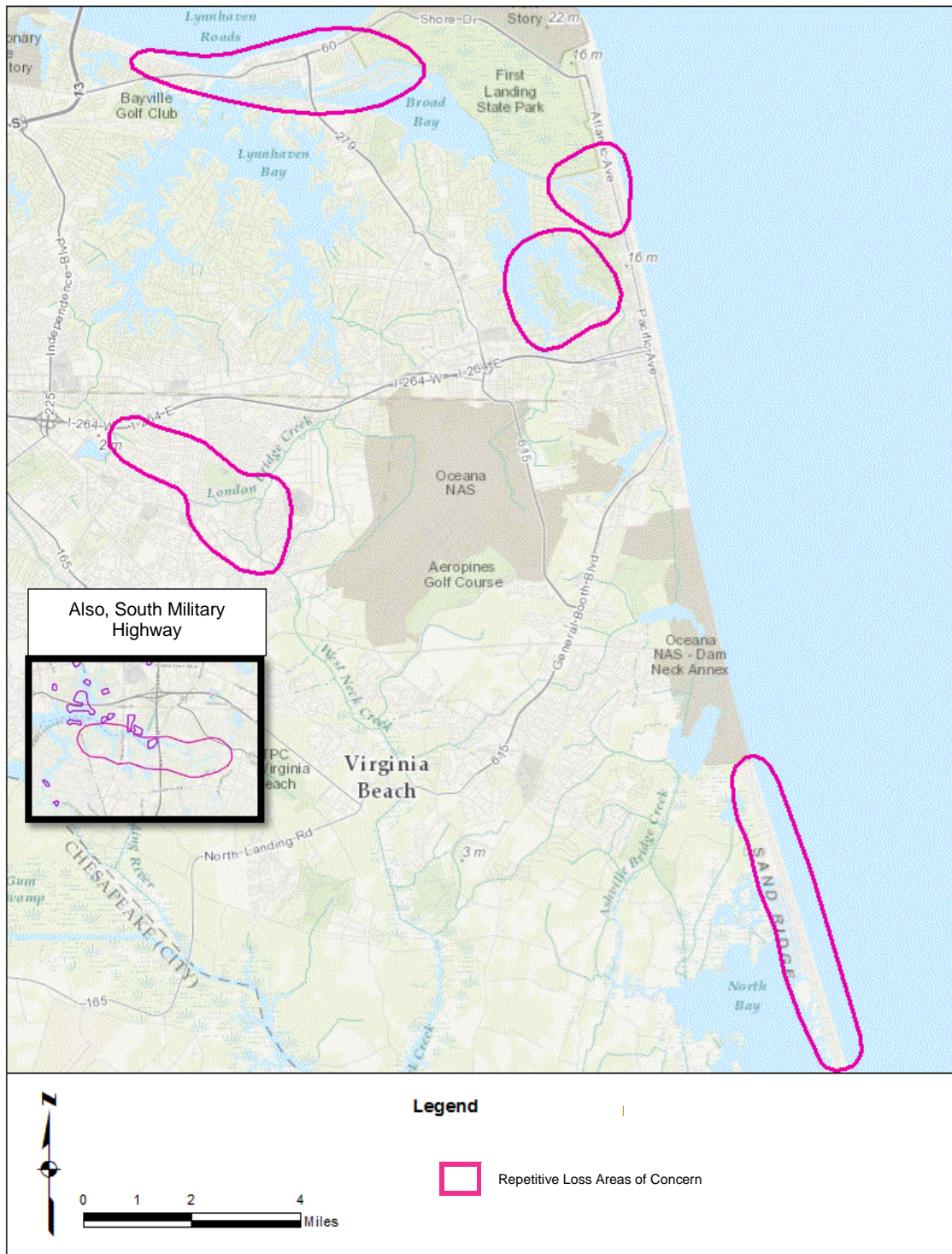
Source: VDEM, 2015 data

FIGURE 5.4: NFIP REPETITIVE FLOOD LOSS AREAS, UPPER PENINSULA



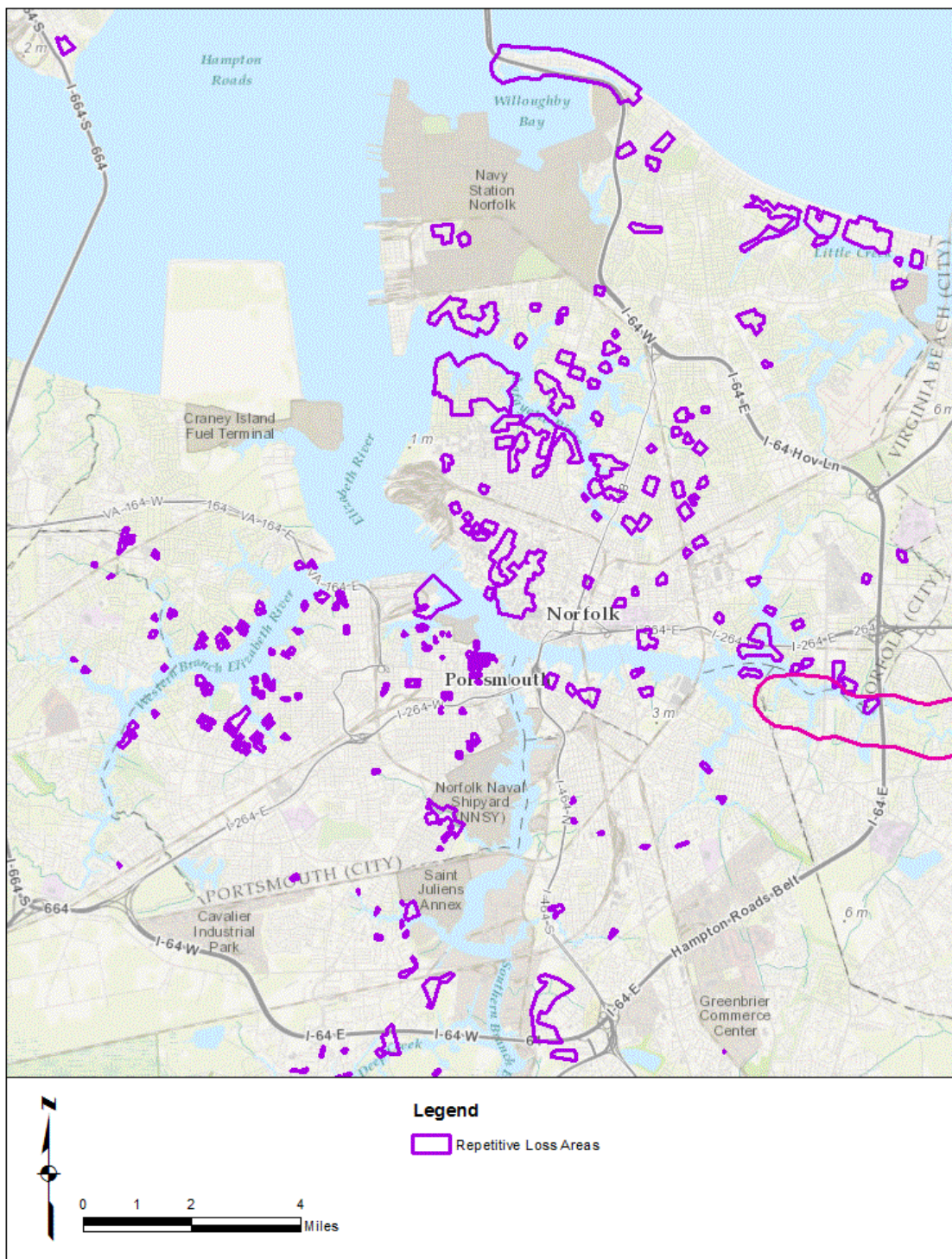
Source: VDEM, 2015 data

FIGURE 5.5: NFIP REPETITIVE FLOOD LOSS AREAS OF CONCERN, VIRGINIA BEACH



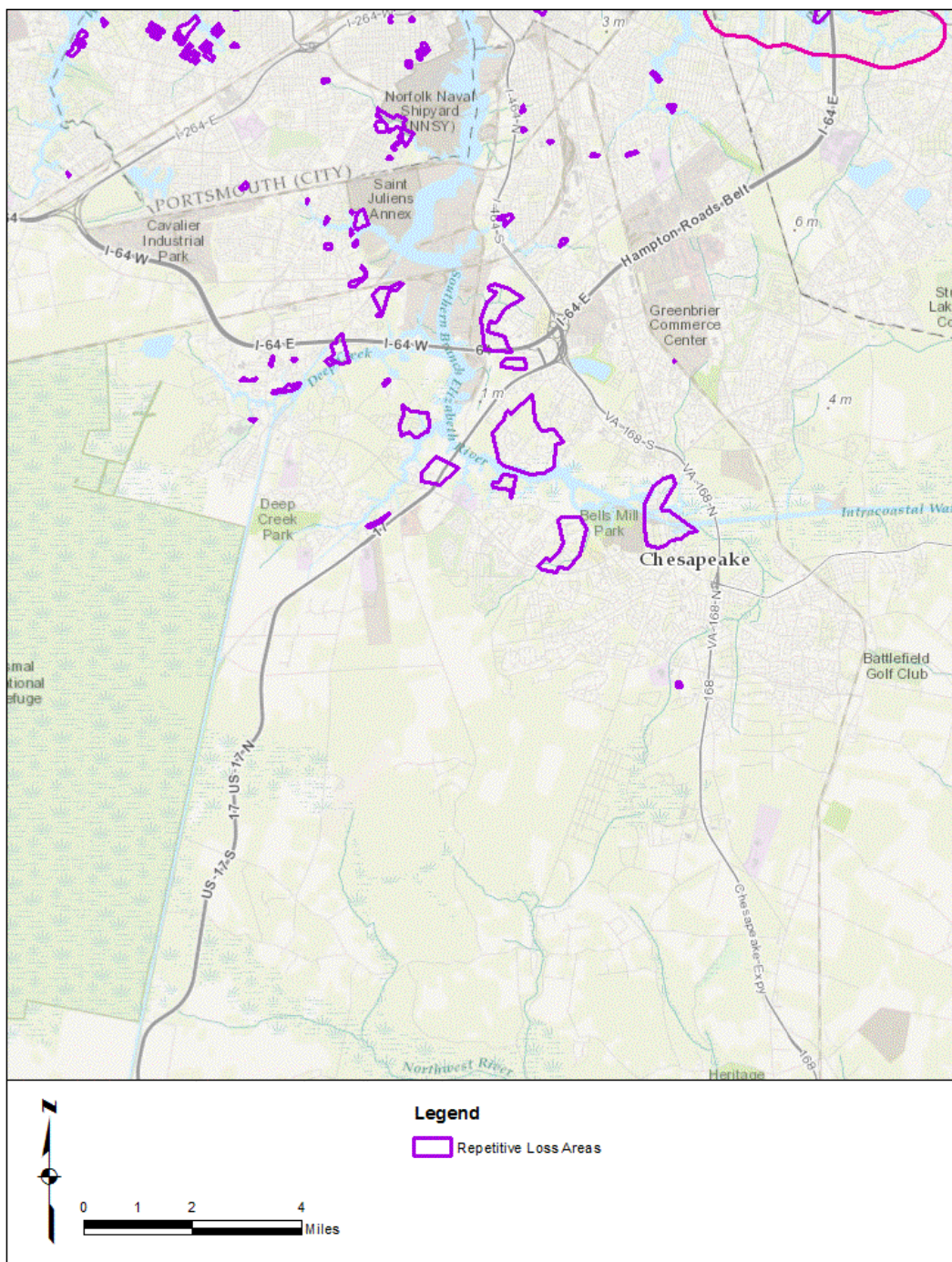
Source: VDEM, 2015 data

FIGURE 5.6: NFIP REPETITIVE FLOOD LOSS AREAS, NORFOLK, PORTSMOUTH



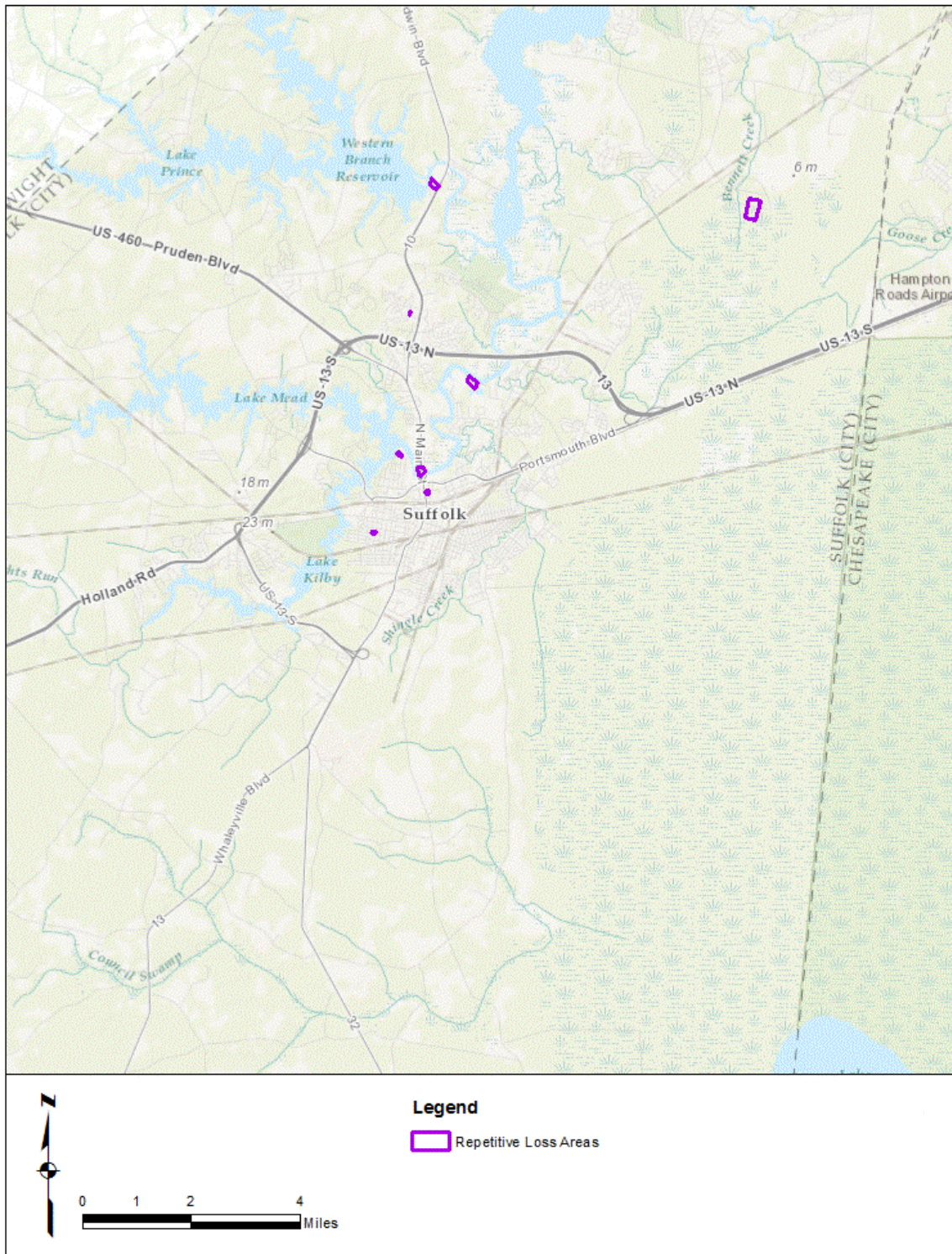
Source: VDEM, 2015 data

FIGURE 5.7: NFIP REPETITIVE FLOOD LOSS AREAS, CHESAPEAKE



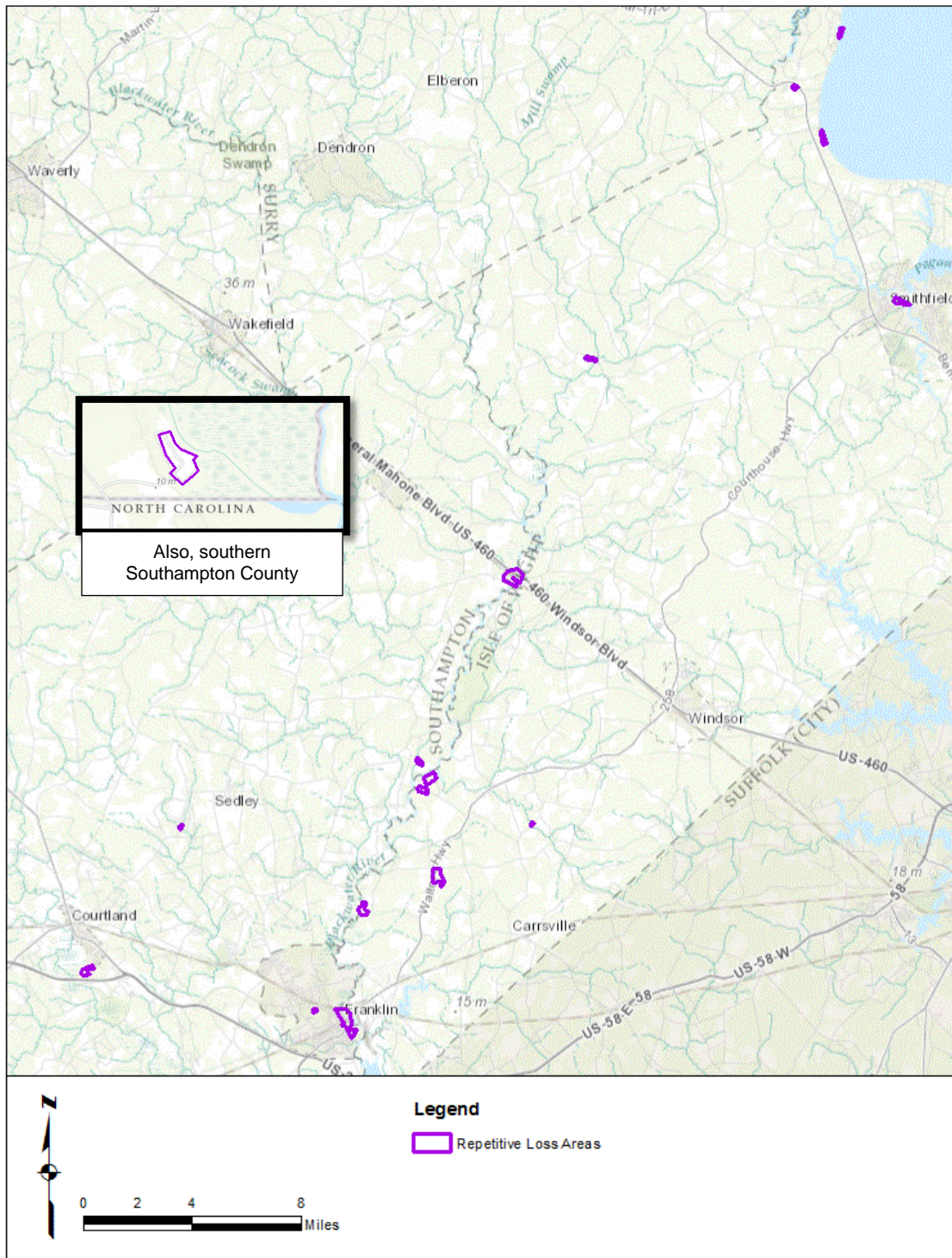
Source: VDEM, 2015 data

FIGURE 5.8: NFIP REPETITIVE FLOOD LOSS AREAS, SUFFOLK



Source: VDEM, 2015 data

FIGURE 5.9: NFIP REPETITIVE FLOOD LOSS AREAS, ISLE OF WIGHT, SMITHFIELD, SOUTHAMPTON COUNTY, FRANKLIN



Source: VDEM, 2015 data

ESTIMATES OF POTENTIAL LOSSES

For the updated flood vulnerability analysis, participating communities were asked to share as much information as possible about individual structures in their communities, including:

- Elevation Certificate data or lowest floor elevation;
- address;
- year built;
- number of stories;
- building cost;
- content cost;
- building type;
- square footage;
- construction class;
- foundation type; and/or
- occupancy/use code.

As part of the flood hazard vulnerability assessments, analysts used the datasets provided by each community to construct the necessary base datasets required by HAZUS to conduct a detailed, Level 2 hazard assessment. The following highlights the data source and processing methodology for each of the input datasets required by HAZUS:

Digital Elevation Model (DEM)

The DEM used for the HAZUS analysis was developed by the Hampton Roads Planning District Commission by combining three separate LiDAR-derived DEMs. The three datasets were acquired between 2010 and 2014. Together, the datasets provide coverage for all of the Hampton Roads Planning District:

- 1) Isle of Wight County, James City County, Suffolk, and Williamsburg (2010)
- 2) Franklin and Southampton County (2012)
- 3) Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Virginia Beach, and York County (2014)

The individual datasets were mosaicked together in ArcGIS, with priority given to the most recent and most accurate datasets. The original DEMs did not have the same horizontal resolution, so as part of the merging process they were each resampled to a resolution of five feet. The coordinate system for the DEM is NAD 1983 HARN State Plane Virginia South, and the vertical datum is the North American Vertical Datum of 1988.

Flood Hazard Data and Depth Rasters

Geospatial analysts obtained the most recent effective Digital Flood Insurance Rate Map databases from the FEMA Map Service Center for the region. The 100-year floodplain boundary and associated Base Flood Elevations (BFE) were used as the flooding source input to HAZUS for calculating the loss estimations.

User Defined Facilities (Building Data)

Each community provided building data in the form of either parcels, building footprints or address points. The datasets were inconsistent across the communities, but from each dataset, analysts were able to determine the basic structural attributes (i.e. value, foundation type, occupancy class, etc.) required by HAZUS to perform a loss estimation.

First Floor Elevations (FFE)

Each structure was assigned a relative FFE according to the guidelines listed in the HAZUS Flood Model Technical Manual. These values were neither surveyed nor field verified, but were instead algorithmic estimates provided by HAZUS. For example, a structure with a slab-on-grade foundation would have a FFE of 1 foot above Highest Adjacent Grade (HAG) and a crawl space foundation would have a FFE of 3 feet over HAG. This data input is identified as a potential area for increasing the accuracy of the model output in future updates to the plan. By collecting and using real-world data on FFEs, the model will provide more accurate results for individual structures.

Using the DEM, depth rasters and building data listed above, a building level 100-year flood vulnerability analysis was conducted for each flood-prone community. HAZUS uses the associated 100-year depth at each structure and compares that to the assigned FFE to determine the predicted depth of flooding at each

structure. Then, using depth damage curves, HAZUS determines the building and content damage percentage for each structure, which corresponds to a dollar figure based on the assessed value of each structure.

Table 5.6 provides a detailed listing of the number of structures expected to be damaged, and the dollar losses predicted. In previous HAZUS runs for these regional hazard mitigation plans, the flood vulnerability results were run using HAZUS Level 1 which combines or estimates damages at the Census tract level – there is no building level analysis so the results are predictably greater than with HAZUS Level 2. As expected, the vulnerability analysis summarized in Table 5.6 shows a reduction over previous Level 1 analyses, but many committee members expressed concern that the results are perhaps too low and do not accurately reflect the conditions experienced after Hurricane Isabel, which resembled a 100-year frequency flood event in many parts of Hampton Roads. The key data missing are the exact FFE for flood-prone structures, which would greatly improve the accuracy of the estimated vulnerability.

TABLE 5.6: HAZUS FLOOD DAMAGE VULNERABILITY RESULTS						
SUBREGION	COMMUNITY	NUMBER OF BUILDINGS MODERATELY DAMAGED (15-49% OF VALUE)	NUMBER OF BUILDINGS SUBSTANTIALLY DAMAGED	BUILDING LOSSES	CONTENT LOSSES	INVENTORY LOSSES
Peninsula	Hampton	1,696	0	\$66,454,685	\$36,858,927	\$5,537,339
	Newport News	463	8	\$49,965,691	\$102,837,473	\$48,883,533
	Poquoson	1,088	12	\$39,310,852	\$19,174,311	\$539,678
	Williamsburg	2 structures in Special Flood Hazard Area (SFHA); no damage predicted.				
	James City County	20	0	\$1,453,197	\$473,439	\$0
	York County	146	0	\$109,911,650	\$204,923,596	\$211,317,219
Southside	Norfolk	1,154	0	\$81,875,507	\$99,171,200	\$28,227,113
	Portsmouth	94	5	\$14,015,336	\$20,583,938	\$30,098,433
	Suffolk	5	0	\$190,938	\$447,274	\$503,228
	Virginia Beach	356	0	\$19,861,960	\$20,552,564	\$3,542,009
	Chesapeake	1,260	0	\$73,665,489	\$50,414,821	\$14,776,711
Western Tidewater	Isle of Wight County	17	0	\$4,068,078	\$8,694,919	\$7,975,198
	Smithfield	9	0	\$4,424,147	\$14,472,143	\$15,873,322
	Windsor	0	0	\$0	\$0	\$0
	Franklin	75	0	\$7,174,366	\$21,436,438	\$19,024,847
	Southampton County	88	3	\$4,253,048	\$3,928,022	\$2,017,067
	Boykins	2	0	\$12,283	\$6,432	\$0
	Branchville	0	0	\$0	\$0	\$0
	Capron	0	0	\$0	\$0	\$0
	Courtland	0	0	\$66,830	\$24,427	\$0
	Ivor	0	0	\$0	\$0	\$0
	Newsoms	0	0	\$0	\$0	\$0
Totals		6,473	28	\$476,704,057	\$603,999,924	\$388,315,697

Sources: HAZUS-MH

Clearly, much of the Hampton Roads region is susceptible to costly damage resulting from flood events and Figures 4.1 through 4.10 indicate where the flood risk is highest. The lower Peninsula (Hampton and Poquoson) and developed areas of Southside (Norfolk, Virginia Beach, Chesapeake and Portsmouth) have the highest numbers of repetitive losses and highest predicted number of structures expected to be damaged in a 100-year flood event based on the HAZUS data. Hampton, Poquoson, Norfolk and Chesapeake all have more than 1,000 structures that are highly vulnerable to the 100-year flood event, and these areas are likely the most vulnerable in the region. York County has fewer structures susceptible, but the value of those structures is higher, so the vulnerability is consequently higher. The repetitive flood loss areas shown in Figures 5.2 through 5.9 indicate where within each community the flood damage has historically been highest and can be expected to continue into the future without large-scale mitigation measures to reduce flood vulnerability.

FUTURE VULNERABILITY AND LAND USE

Future vulnerability will be determined, in part, by local officials. Flood hazard and SLOSH maps are available to indicate what areas of the region are most vulnerable to these hazards. These planning tools are used to help guide development away from hazardous areas. Local officials are responsible for enforcing local floodplain management regulations, flood damage prevention ordinances, and other forms of development policies that restrict new development in flood hazard areas. Additional discussion of actions these communities have taken to reduce future flood vulnerability is provided in Section 6, the Capability Assessment.

SEA LEVEL RISE AND LAND SUBSIDENCE

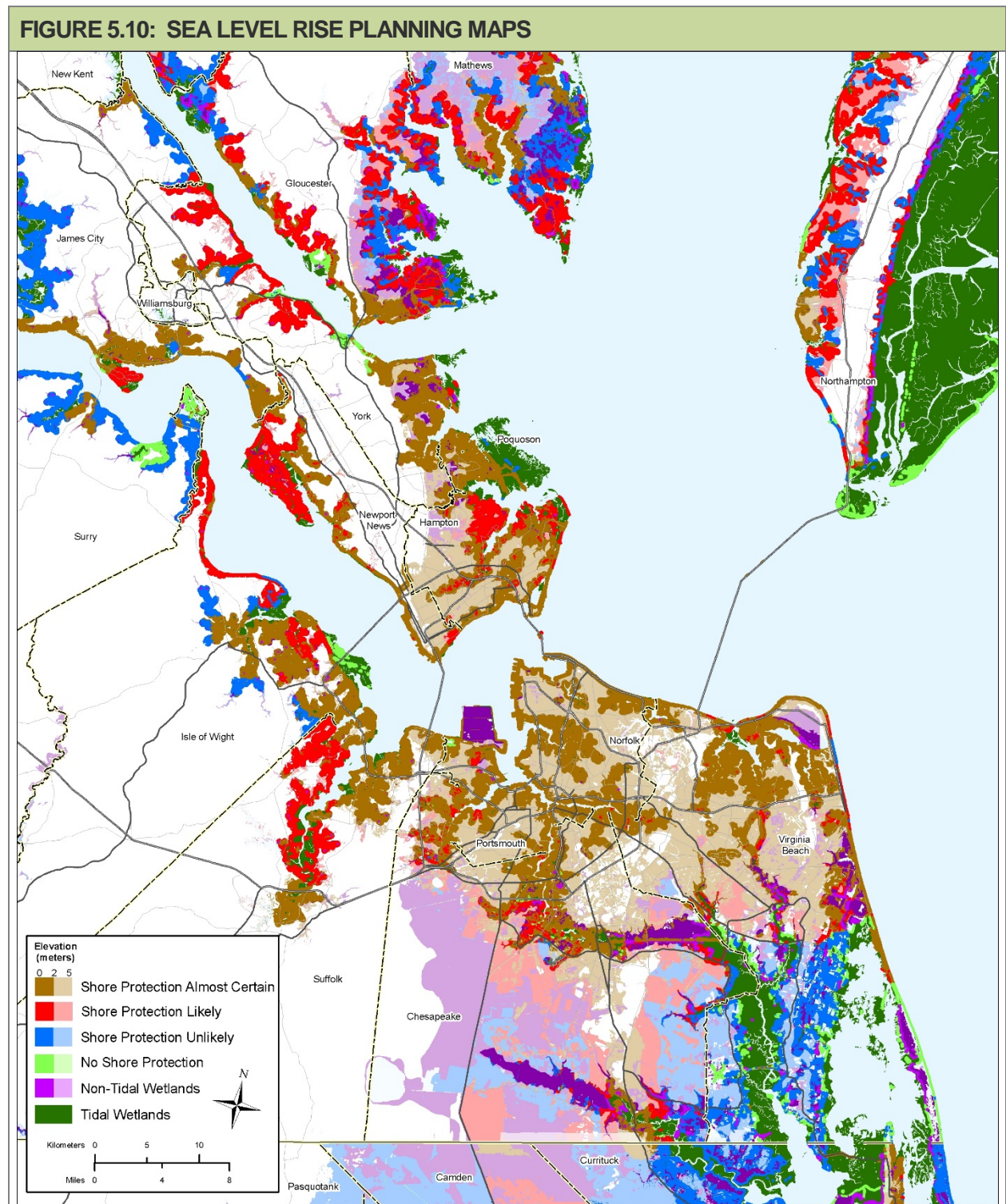
Historical evidence shows that much of the Hampton Roads region is already experiencing some degree of sea level rise. As discussed in the *Hazard Identification and Analysis* section, data from Sewells Point at the Norfolk Naval Base indicate that sea level in the past 70 years has risen at a rate of approximately 4.44 millimeters per year and sea level rise at that rate is expected to continue and possibly accelerate. Vulnerability to sea level rise can be looked at in terms of economic losses resulting from future flood event damages, and by examining expectations for future land use and development patterns and highlighting what infrastructure and real estate will potentially be affected by rising tides. In both cases, this analysis assumes somewhat static conditions with regard to flood mitigation capabilities. A changing regulatory climate, development pressure, or economic conditions could dramatically affect the impact of sea level rise.

ESTIMATES OF POTENTIAL LOSSES

Detailed economic loss estimates for sea level rise and land subsidence are extremely difficult to develop because the response of individual property owners to sea level rise is inherently unpredictable and variable over both time and space. Regional experience over the past 50 years indicates that shoreline protection measures will be reinforced to protect threatened structures, hindering the ability of wetlands and shorelines to adjust naturally as the water level rises. So models based on permanent inundation can dramatically overstate losses.

A recent project conducted by VIMS created maps depicting the likelihood of shore protection along the Virginia coast as part of a nationwide study reporting on the development of coastal land most vulnerable to rising sea level (*Environmental Research Letters*, 2009). The purpose of the project was to motivate dialogues about the appropriate measures to address rising sea level by creating maps that depict the likely response given current practices and policies. The maps divide coastal low lands in the coastal communities into four categories: developed (shore protection almost certain), intermediate (shore protection likely), undeveloped (shore protection unlikely), and conservation (no shore protection) (**Figure 5.10**). More detailed maps for each community along the vulnerable coast are available through the VIMS Center for Coastal Resources management web site at:

http://ccrm.vims.edu/climate_change/slr_maps/index.html.



Source: *Environmental Research Letters*, 2009

One methodology for estimating average annual losses expected from sea level rise is supported by FEMA. The agency issued a report to Congress documenting the estimated impact of relative sea level rise on the Flood Insurance Rate Maps, *Projected Impact of Relative Sea Level Rise on the National Flood Insurance Program*, FEMA, October 1991, <http://papers.risingsea.net/Flood-Insurance.html>. The agency estimates

that existing development in the coastal zone would experience a 36% to 58% increase in annual damages for a 1-foot rise in sea level by 2100, and a 102% to 200% increase resulting from a 3-foot rise by 2100.

The lack of detailed elevation information for the existing pre-FIRM and post-FIRM building inventory in much of Hampton Roads further hinders efforts to calculate detailed future average annual flood damages using increasing 100-year flood elevations. For example, calculations of sea level rise losses may be supported by the argument that areas below a certain elevation will be permanently inundated and evacuated. The FEMA study assumes that the current elevation distribution of post-FIRM construction relative to the 100-year flood elevation holds steady for future construction, when in fact many communities in the region are currently implementing and enforcing freeboard requirements, and many base flood elevations recently changed as a result of a restudy of coastal areas. The obsolescence of buildings is not accounted for in the FEMA predictions; presumably, the number of pre-FIRM and post-FIRM buildings built to outmoded floodplain management standards should decline with time. Replacement structures must be in compliance with NFIP regulations in effect at the time of their construction.

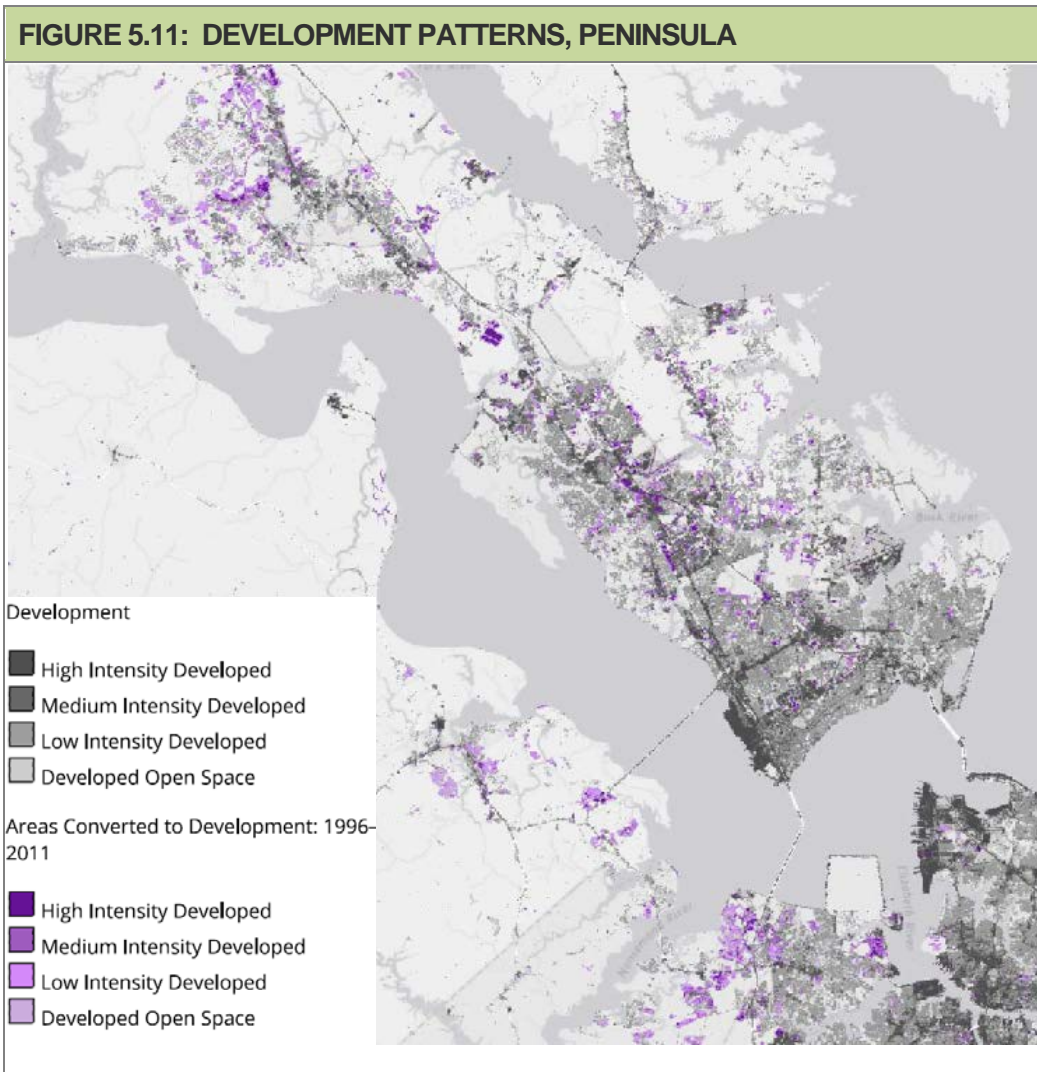
If communities are in need of more detailed annualized estimates for the economic impacts of sea level rise in the future, to include impacts to infrastructure and individual structures, two primary data needs must be addressed:

1. Lowest floor elevations for structures in and near the existing SFHA. Side-scan LIDAR methods have been developed that can quickly collect the data needed.
2. HAZUS Level 2 or Level 3 analysis for multi-frequency flood events and flood depths to provide sufficient results for annualization.

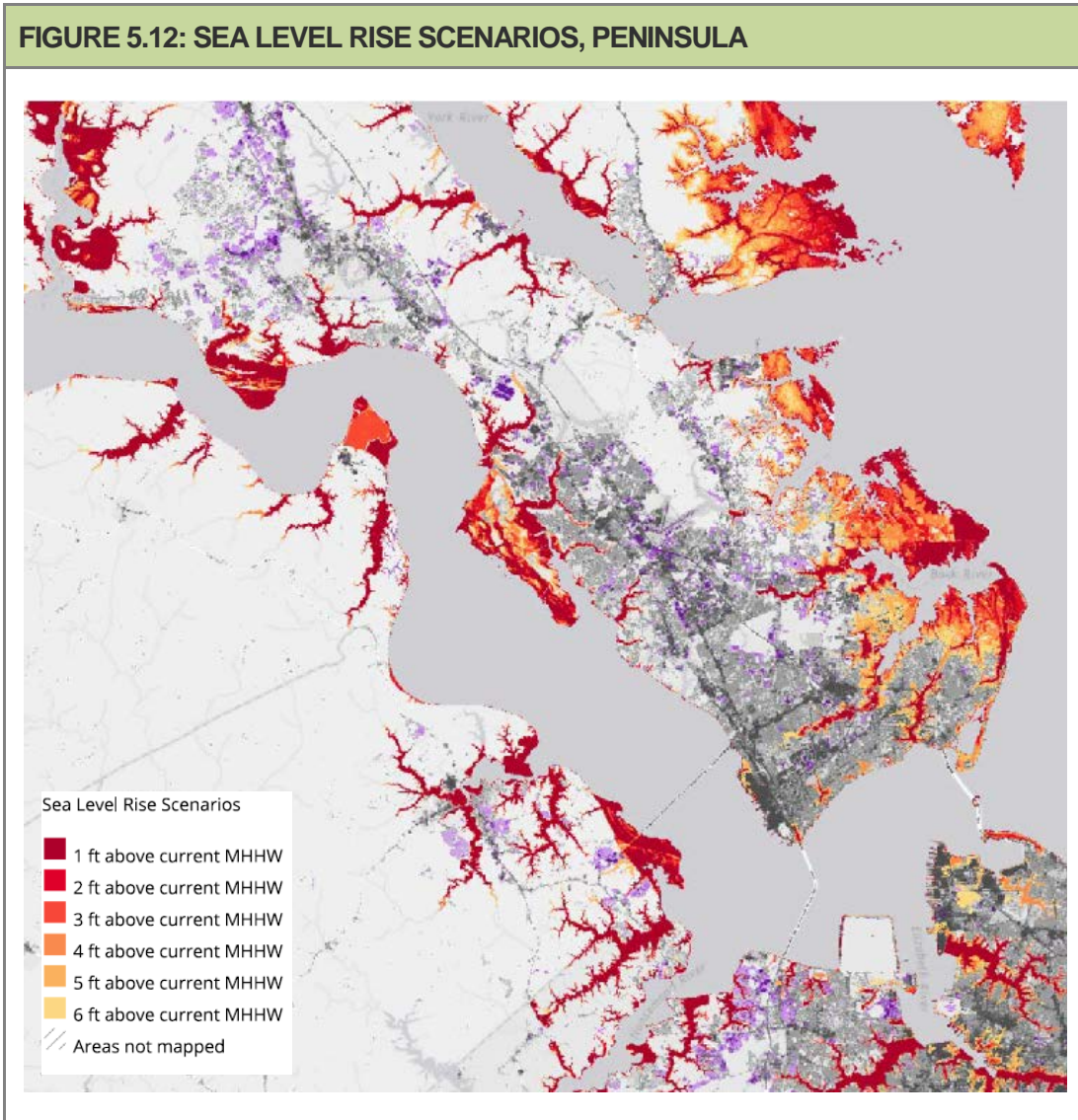
The costs associated with these data needs are significant and communities should individually weigh whether the detailed estimates would then significantly alter their selection of mitigation measures to address sea level rise. The use of limited funds to implement mitigation measures to prevent damage must be contrasted with whether additional study of the impacts is necessary to acquire new funds or convince the public or elected officials of the need for action.

FUTURE VULNERABILITY AND LAND USE

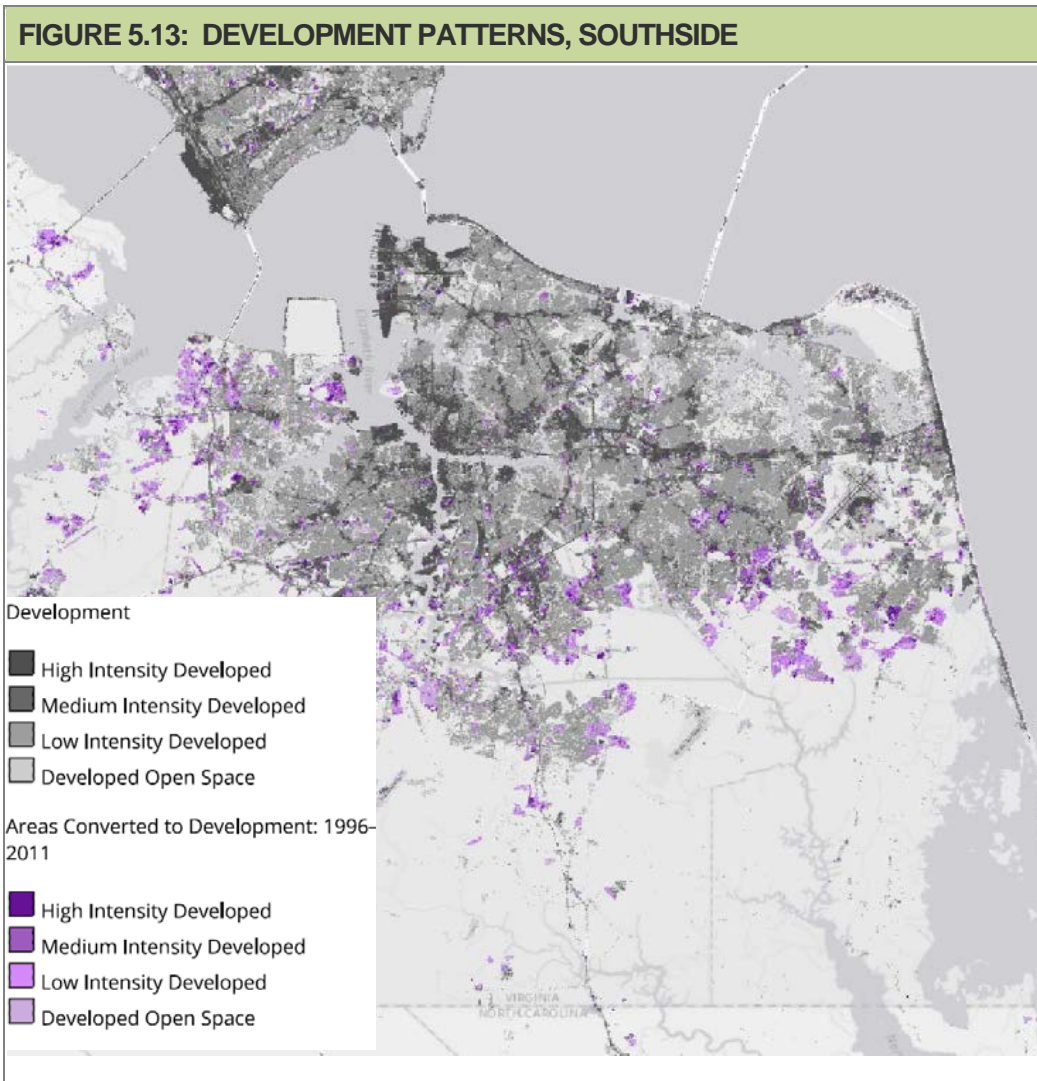
The NOAA Coastal Flood Exposure Mapper tool (<http://www.coast.noaa.gov/floodexposure/#/map>) uses recent land cover data to show where areas being developed may be impacted by varying levels of sea level rise. This tool can help provide planners with information needed to focus sea level rise mitigation efforts geographically. Summary maps are shown for each Hampton Roads subregion in **Figures 5.11 through 5.16**.



Source: NOAA Coastal Flood Exposure Mapper

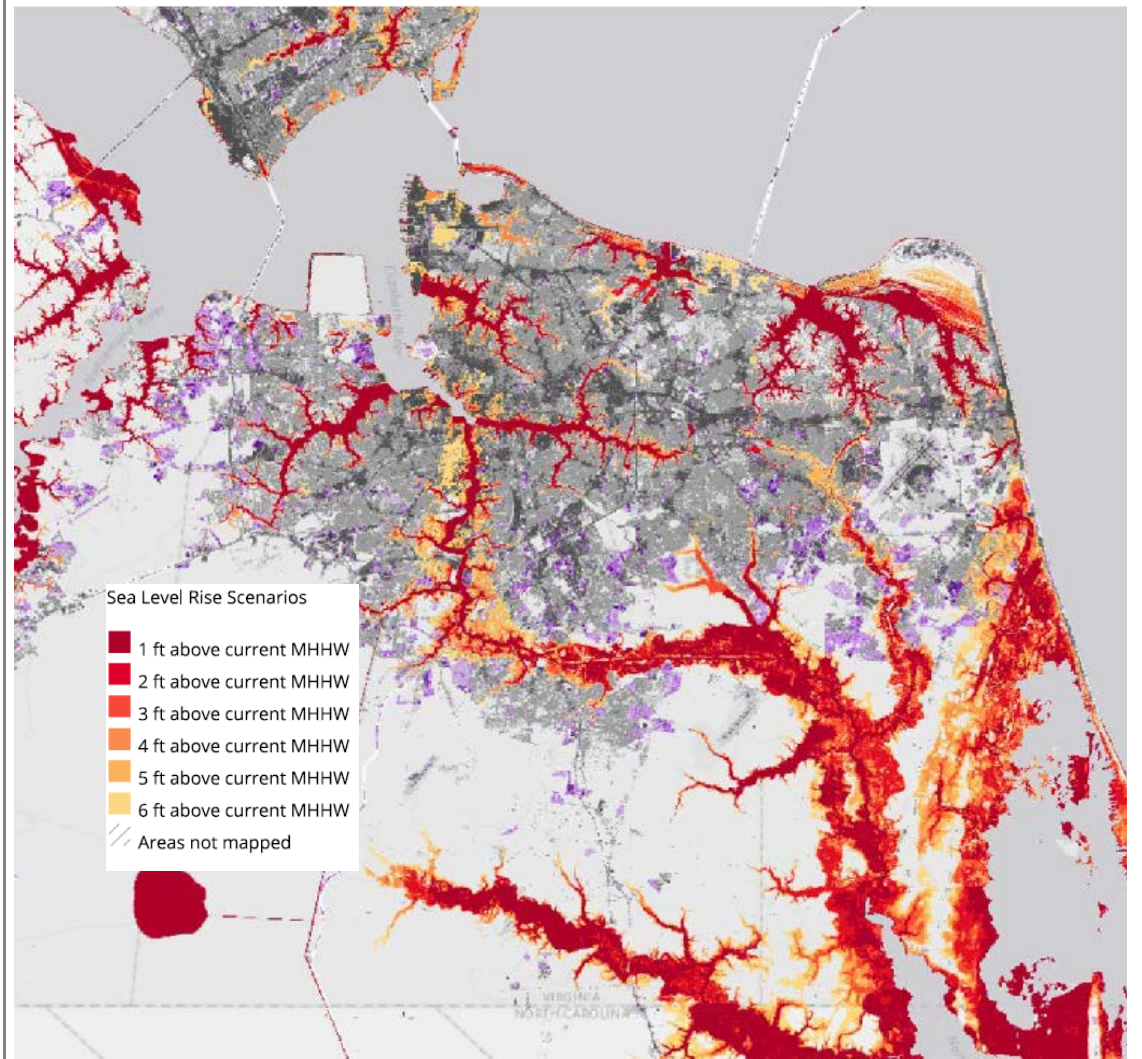


Source: NOAA Coastal Flood Exposure Mapper

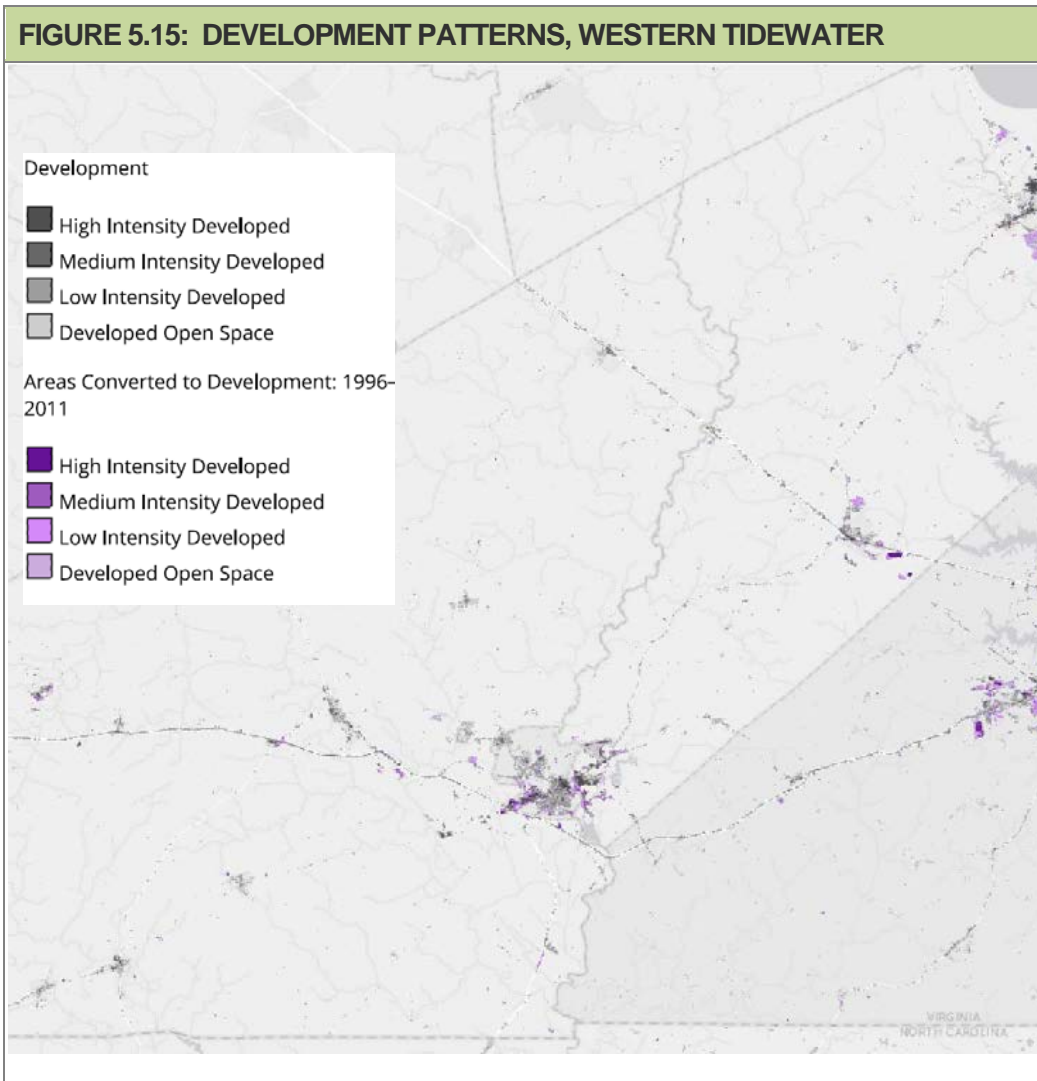


Source: NOAA Coastal Flood Exposure Mapper

FIGURE 5.14: SEA LEVEL RISE SCENARIOS, SOUTHSIDE

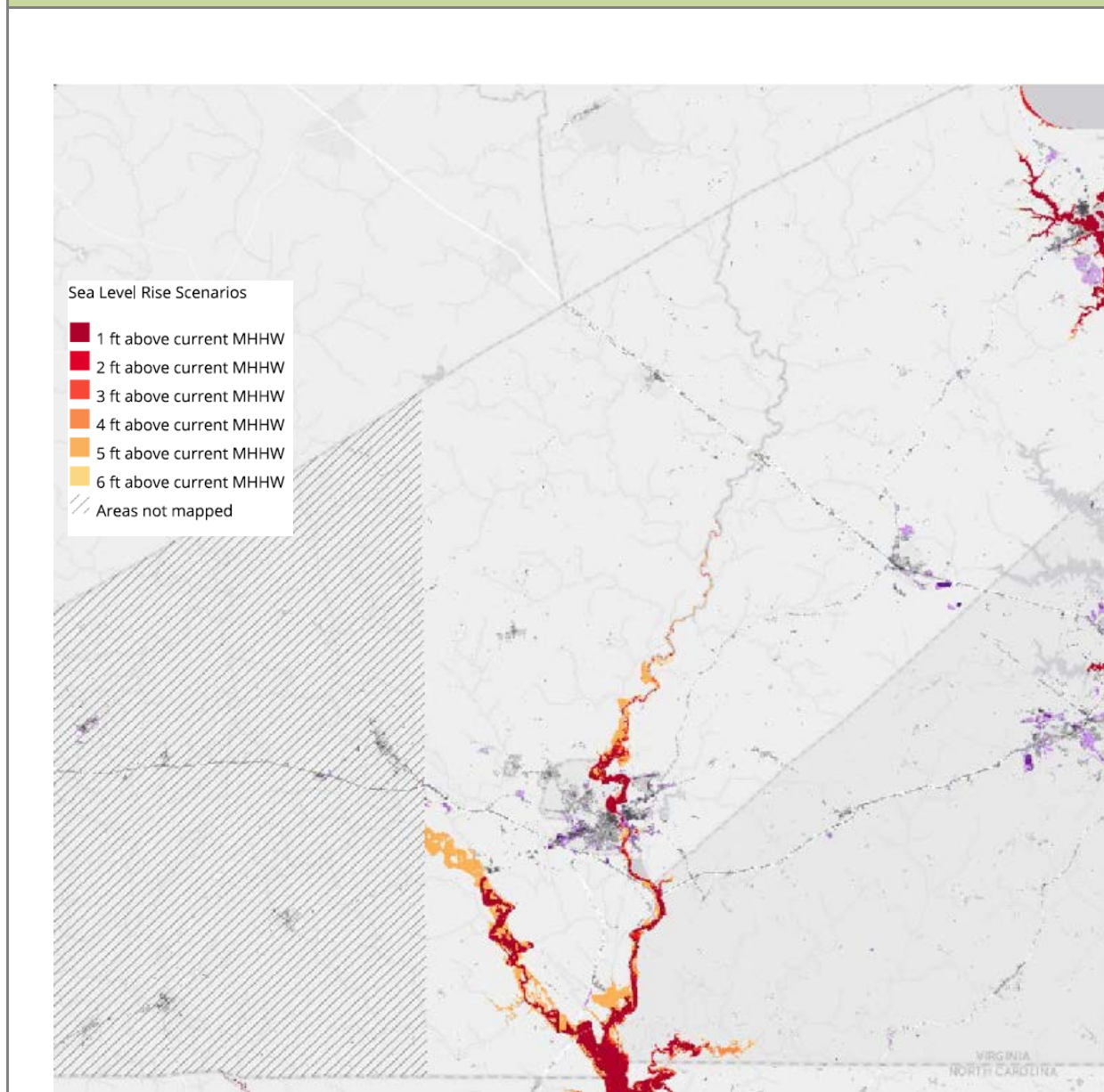


Source: NOAA Coastal Flood Exposure Mapper



Source: NOAA Coastal Flood Exposure Mapper

FIGURE 5.16: SEA LEVEL RISE SCENARIOS, WESTERN TIDEWATER



Source: NOAA Coastal Flood Exposure Mapper

In a 2012 report entitled *Climate Change in Hampton Roads, Phase III: Sea Level Rise in Hampton Roads, Virginia*, HRPDC compiled maps and data to document those areas of the region that are exposed to one meter of sea level rise above spring high tide (**Figure 5.17**). **Table 5.7** summarizes the report's findings, which highlight over \$8.3 billion of vulnerability or exposure in the built environment. Norfolk, Virginia Beach and Chesapeake are the Hampton Roads communities with the highest population exposed to sea level rise. Hampton is fourth on the list and even has a larger number of housing units exposed than Chesapeake. Poquoson is a smaller community, but with a very high percentage of its land area and population exposed, the City must deal with the increasing vulnerability on a very frequent basis. The exposure to sea level rise is lowest in the western part of the study area, including Southampton County and Franklin, where sea level rise may cause some moderate changes in river levels, but is not expected to have the dramatic impacts on homes, roads and businesses that it will in the eastern portion of the study area.

TABLE 5.7: EXPOSURE TO ONE METER SEA LEVEL RISE ABOVE SPRING HIGH TIDE (MIDDLE ESTIMATE)

SUBREGION	COMMUNITY	LAND AREA (square miles)	POPULATION	HOUSING UNITS	ROADS (total miles)	BUSINESSES
Peninsula	Hampton	12.6	14,066	6,011	97.0	263
	Newport News	9.5	4,321	1,896	8.3	28
	Poquoson	11.8	6,770	2,597	38.7	115
	Williamsburg	0.2	275	137	0.1	0
	James City County	14.9	1,796	835	4.5	12
	York County	11.0	5,483	2,195	34.6	64
Southside	Norfolk	6.5	24,715	8,955	75.5	532
	Portsmouth	7.0	4,655	2,089	17.5	127
	Suffolk	14.4	4,691	1,715	4.7	21
	Virginia Beach	58.0	21,160	10,051	66.9	389
	Chesapeake	32.4	15,983	5,731	65.2	380
Western Tidewater	Isle of Wight County	13.4	3,046	1,263	2.0	16
	Franklin	0.6	74	33	0.1	0
	Southampton County	7.8	149	64	2.0	1
TOTALS		200.1	107,184	43,572	417.1	1,948

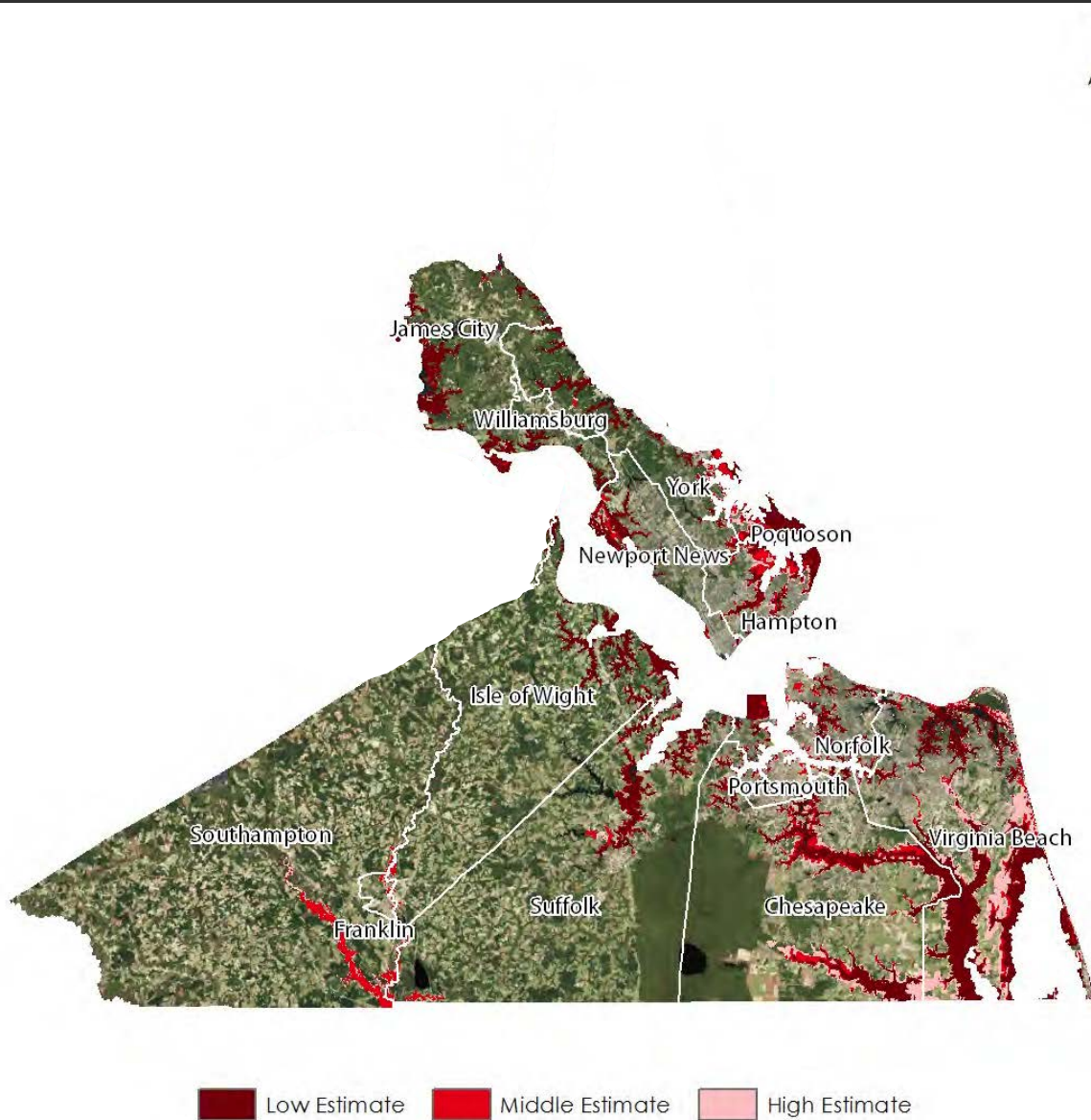
Source: *Climate Change in Hampton Roads, Phase III: Sea Level Rise in Hampton Roads, Virginia*. HRPDC, July 2012.

In addition to the 2012 HRPDC study cited above, the Old Dominion University Center for Sea Level Rise has spearheaded several significant research projects in the scientific community regarding sea level rise. With regard to vulnerability, the Center's web site provides the following compelling data points regarding the region's vulnerability to sea level rise:

- **Military Impact:** Norfolk Naval Base is home to 14 World War II era piers that are experiencing significant maintenance issues due to the rising sea levels that have occurred since they were built. These piers are being replaced over time, at a cost of \$35-40 million per pier, according to the Department of Defense.
- **Municipal Impacts:** The Virginia Beach-Norfolk Metropolitan Statistical Area ranks 10th in the world in value of assets exposed to increased flooding from relative level rise, according to an analysis by RMS (a catastrophe modeling company). The City of Virginia Beach could lose about 45,000 acres from water inundation, assuming 4 foot of relative sea level rise without considering storm surge effects or sea level rise adaptation measures. Hampton Roads is rated second only to New Orleans as the most vulnerable area to relative sea level rise in the country. Ron Williams Jr., Assistant City Manager of Norfolk, has estimated that the city will need a total investment of \$1 billion in the coming decades, including \$600 million to overhaul and replace current city infrastructure.
- **Economic Impacts:** According to a recent study by the Hampton Roads Planning District Commission (HRPDC), costs from three feet of sea-level rise in the Hampton Roads region are

expected to range between \$12 billion and \$87 billion. According to the Virginia Governor's Commission on Climate Change in 2008, "The continued affordability and availability of insurance for Virginia's landowners is a concern as our climate changes. These effects are already being felt in Coastal Virginia. The frequency and severity of storms in the future are expected to exceed those of the past, and the insurance industry may not have the ability to handle several concurrent events."

FIGURE 5.17: AREAS EXPOSED TO ONE METER OF SEA LEVEL RISE ABOVE SPRING HIGH TIDE



Disclaimer: This map is for informational purposes only. Areas depicted as vulnerable are based on estimates only and should not be construed as being in imminent danger of inundation. The analysis depicted does not account for flood protection or control infrastructure. This map should not be used in place of official FEMA flood insurance rate maps. Users agree to hold harmless and blameless the Hampton Roads Planning District Commission and its representatives and its agents for any liability associated with the use of this map.

Source: *Climate Change in Hampton Roads, Phase III: Sea Level Rise in Hampton Roads, Virginia*. HRPDC, July 2012.

TROPICAL/COASTAL STORM

Historical evidence shows that Hampton Roads is vulnerable to damaging storm-force winds, whether associated with coastal storms like nor'easters, or tropical storms such as hurricanes. As discussed in detail in the *Hazard Identification and Analysis* section, 78 hurricanes and tropical storms have passed within 75 miles of the region since 1851. This equates to a 48 percent annual chance that a storm will similarly impact the region.

ESTIMATES OF POTENTIAL LOSSES

Detailed loss estimates for the wind damage associated with the tropical storm hazard were developed based on probabilistic scenarios using HAZUS-MH (Level 1 analysis). **Table 5.8** shows estimates of potential building damage for the 100-year return period, and annualized total losses. In summary, the region may be susceptible to an estimated total of approximately \$1.19 billion in building damages from a 100-year wind event.

TABLE 5.8: ESTIMATES OF POTENTIAL BUILDING DAMAGE – WIND ONLY

SUBREGION	COMMUNITY	BUILDING DAMAGE	CONTENTS & INVENTORY DAMAGE	TOTAL*	ANNUALIZED TOTAL LOSSES
Peninsula	Hampton	\$91,781,000	\$42,021,000	\$138,514,000	\$7,265,000
	Newport News	\$53,985,000	\$10,663,000	\$68,841,000	\$5,035,000
	Poquoson	\$9,575,000	\$3,971,000	\$13,874,000	\$670,000
	Williamsburg	\$1,366,000	\$392,000	\$1,766,000	\$236,000
	James City County	\$10,477,000	\$3,944,000	\$14,428,000	\$1,841,000
	York County	\$35,966,000	\$18,024,000	\$55,067,000	\$2,997,000
Southside	Norfolk	\$168,291,000	\$28,515,000	\$213,399,000	\$10,494,000
	Portsmouth	\$48,722,000	\$8,960,000	\$61,573,000	\$3,824,000
	Suffolk	\$23,969,000	\$6,293,000	\$31,191,000	\$3,031,000
	Virginia Beach	\$579,495,000	\$190,242,000	\$815,974,000	\$37,078,000
	Chesapeake	\$160,748,000	\$55,549,000	\$224,879,000	\$12,459,000
Western Tidewater	Isle of Wight County	\$8,008,000	\$2,592,000	\$10,789,000	\$1,174,000
	Franklin	\$381,000	\$110,000	\$491,000	\$207,000
	Southampton County	\$650,000	\$268,000	\$919,000	\$437,000
Totals		\$1,193,414,000	\$371,544,000	\$1,651,705,000	\$86,748,000

* Also includes income losses from relocation, lost wages, and lost rental income.
Source: HAZUS-MH

Based on the data in Table 5.8, Virginia Beach, Chesapeake and Norfolk have the highest annualized total losses from wind associated with a 100-year wind event. These communities are also the most vulnerable for flood, so these 3 communities are considered the most vulnerable to the combined wind and flooding effects of Tropical Storms. Hampton and Newport News are also very vulnerable to wind

effects from the 100-year wind event. Franklin, Williamsburg and Southampton County are significantly further inland and are less likely to experience the devastating impacts of the remainder of Hampton Roads. Franklin has annualized wind-related damages of only \$207,000; a small portion of the \$37 million calculated for Virginia Beach.

HAZUS-MH was also used to produce building damage estimates based on percentage of damage (by damage state) for the 100-year return period (**Table 5.9**).

TABLE 5.9: NUMBER OF BUILDINGS DAMAGED, BY DAMAGE STATE² - 100-YEAR WIND EVENT

OCCUPANCY TYPE	MINOR	MODERATE	SEVERE	DESTRUCTION
Residential	29,180	3,407	70	68
Commercial	1,214	204	20	0
Industrial	307	45	8	0
Other	287	36	5	1
TOTAL	30,988	3,692	103	69

Source: HAZUS-MH

FUTURE VULNERABILITY AND LAND USE

All future structures built in Hampton Roads will likely be exposed to hurricane and tropical storm-force winds and may also experience damage not accounted for in the loss estimates presented in this section. The State's Uniform Statewide Building Code continues to reduce vulnerability of newly constructed buildings to the wind hazard.

² For detailed definitions of the four damage states, please refer to the HAZUS-MH User Manual for the Hurricane Model.

SHORELINE EROSION

As documented in the *Hazard Identification and Analysis* section, the Hampton Roads region is vulnerable to the long term effects of shoreline erosion. Coastal erosion remains a significant hazard of concern that must continue to be addressed through sustained shoreline management practices. To date, existing strategies for shoreline hardening and the implementation of numerous replenishment projects have been successful in minimizing major coastal erosion losses within parts of the planning region.

ESTIMATES OF POTENTIAL LOSSES

It is difficult to determine the amount of property or the number of structures that are vulnerable to the erosion hazard. The jurisdictions in the region have demonstrated, through past projects such as the Virginia Beach Erosion Control and Hurricane Protection Project that they are willing to take on projects to protect coastal residences and commercial buildings in the hazard zone.

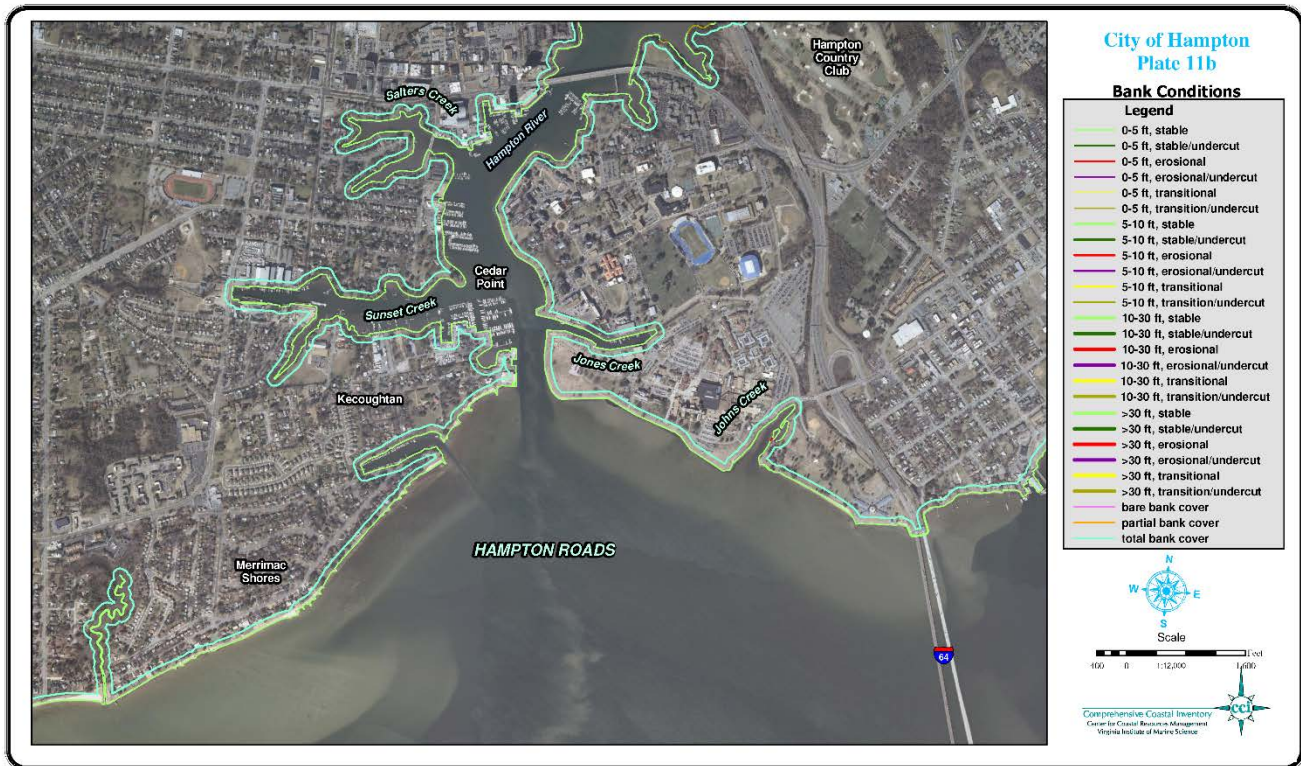
The Comprehensive Coastal Inventory Program (CCI) at VIMS has created a new GIS shoreline database to develop revised Shoreline Situation Reports (SSR) for cities and counties in the region. SSRs were developed by VIMS in the 1970s, and are available online at: http://ccrm.vims.edu/gis_data_maps/index.html. These reports have been the foundation for shoreline management planning in the region for more than 30 years. CCI has developed new protocols for collecting, disseminating, and reporting data relevant to shoreline management issues today. New SSRs are currently available online at: http://ccrm.vims.edu/gis_data_maps/shoreline_inventories/. Southampton County and Franklin are not included in the Chesapeake Bay Shoreline Inventory project.

The data inventory developed for the new SSRs is based on a three-tiered shoreline assessment approach. In most cases this assessment characterizes conditions that can be observed from high resolution imagery. A small boat navigating along the shoreline was used to verify the remotely sensed data and collect features that could not be ascertained from the imagery. The three tiered shoreline assessment approach divides the shore zone into three regions: 1) the immediate riparian zone, evaluated for land use; 2) the bank, evaluated for height, stability, cover and natural protection; and 3) the shoreline, describing the presence of shoreline structures for shore protection and recreational purposes. Final prepared maps are available online at the site noted above. Although the maps alone do not indicate potential loss from erosion, they provide areas for future study and indicate where shoreline structure protection is currently in place to protect against coastal erosion.

Figure 5.18 provides a sample of the maps available in the SSR for the City of Hampton.

The Atlantic Ocean shorelines in Virginia Beach and Norfolk are the most vulnerable areas of Hampton Roads with regard to coastal shoreline erosion. The fetch for tropical storms and nor'easters is sufficient to create wind-driven waves that cause significant damage on a regular basis as shown in Table 4.8. The Chesapeake Bay shorelines of Hampton, Poquoson and Norfolk are also susceptible to wind-driven wave action that causes coastal shoreline erosion. The James River and York River are deep and wide enough to cause some shoreline erosion in Suffolk, Isle of Wight, Newport News, York County and James City County. Riverine erosion in Franklin and Southampton County, while not as dangerous to people and homes, creates limited vulnerability to infrastructure.

FIGURE 5.18: BANK CONDITIONS, HAMPTON RIVER



FUTURE VULNERABILITY AND LAND USE

It is difficult to assess future vulnerability and land use in regard to this hazard. Generally speaking, future vulnerability will depend greatly on appropriate local site planning and permitting, as well as each community’s approach to sea level rise and associated flooding problems.

TORNADO

Historical evidence shows that the Hampton Roads region is vulnerable to tornado activity, which is often associated with other severe weather events such as thunderstorm or tropical cyclone activity.

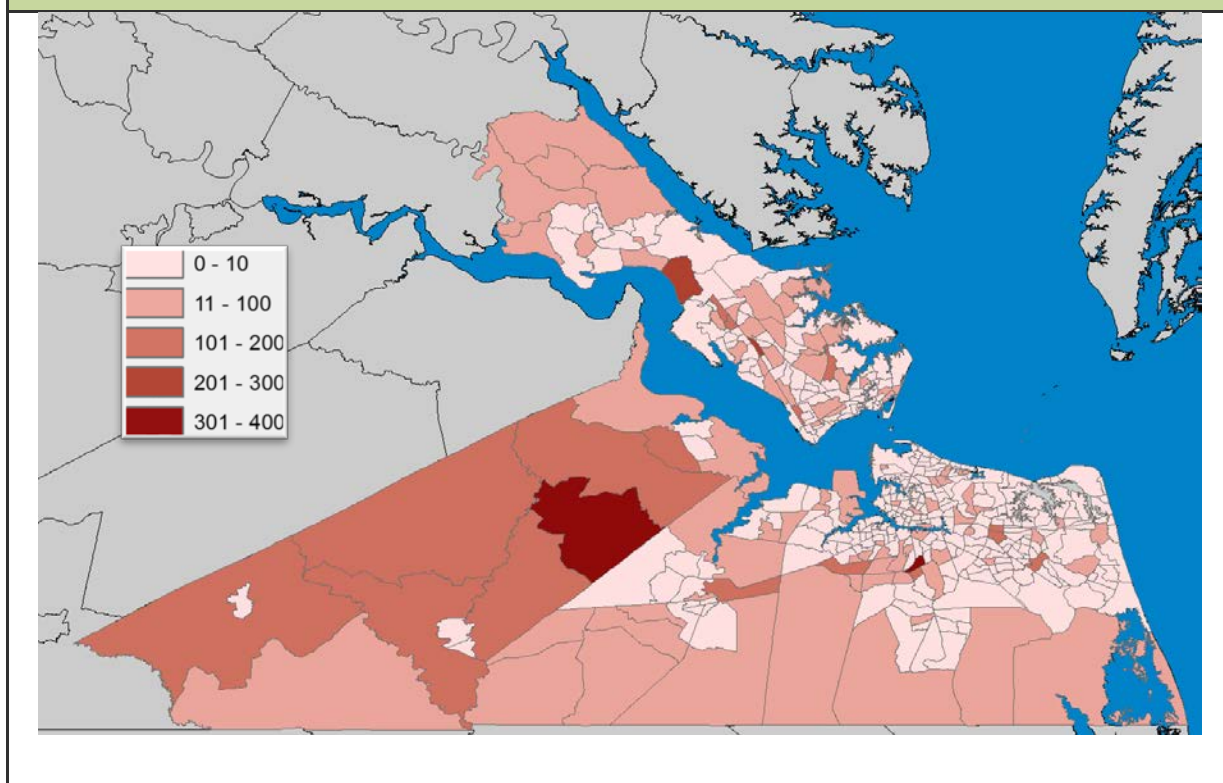
ESTIMATES OF POTENTIAL LOSSES

Because it cannot be predicted where a tornado may strike, it is not possible to map geographic boundaries for this hazard or produce detailed loss estimates. Therefore, the total dollar exposure figure of \$197 billion for all buildings and contents within the region is considered to be exposed and could potentially be impacted on some level by the tornado hazard.

Low-intensity tornadoes may not completely destroy a well-constructed building, although even the most well-constructed buildings are vulnerable to the effects of a more intense (F2 or higher) tornado. The statewide building code provides a reasonable level of protection for newly constructed buildings, while structures built before the code went into effect are most vulnerable to damage.

Because manufactured homes are particularly vulnerable to damage from tornadoes, HAZUS was used to show geographic concentrations of manufactured homes in the study area. **Figure 5.19** is a map showing the number of manufactured homes by Census tract from the 2010 Census data generated by HAZUS.

FIGURE 5.19: NUMBER OF MANUFACTURED HOMES BY CENSUS TRACT



Source: HAZUS-MH and 2010 U.S. Census

Based on historic property damages for the 21-year period between 1995 and 2015 as shown in *Section 4, Hazard Identification and Risk Analysis*, there were 54 tornado events with an annualized loss estimate of \$2.1 million and annual probability of 2.7% percent.

While Figure 4.24, Historical Tornado Hazard Frequency, and Figure 5.19, Number of Manufactured Homes by Census Tract are useful for seeing where tornadoes have historically struck and where they could potentially damage a specific type of structure, the figures do not show measured differences in vulnerability among study area communities. As tornadoes are driven by larger scale air masses and storm systems and these storm systems affect the Hampton Roads region uniformly, the region's vulnerability to tornadoes is quite uniform. The population concentrations in the urbanized areas of the Peninsula and Southside Hampton Roads may experience more damage as a result of a similar event in the more rural areas of Southampton County or Isle of Wight County, for example, but the vulnerability to tornado strike is uniform throughout the study area.

FUTURE VULNERABILITY AND LAND USE

All future structures built in Hampton Roads are likely to be exposed to the tornado hazard.

WINTER STORM

Historical evidence shows that the Hampton Roads region is vulnerable to winter storm activity and the wind-related impacts of nor'easters, including heavy snow, ice, extreme cold, freezing rain, and sleet.

ESTIMATES OF POTENTIAL LOSSES

Because winter storms typically affect large areas beyond county and municipal boundaries, it is not possible to map geographic locations at specific risk from this hazard or produce detailed loss estimates. Therefore, the total dollar exposure figure of \$197 billion for all buildings and contents within the region is considered to be exposed and could potentially be impacted by the winter storm hazard. Based on historic property damages for the past 20 years (1996 to 2015), an annualized loss estimate of \$959,000 and annual probability of 100% was generated for the winter storm hazard. Potential losses may be inflated by factors such as the costs associated with the removal of snow from roadways, debris clean-up, indirect losses from power outages, and the tendency of the NCDC data to combine metropolitan regional damages.

Structures built prior to Virginia's statewide building code are somewhat more vulnerable to damage from severe winter storms where snow and ice may accumulate on rooftops, especially if snow loads were not accounted for in the original structure design.

Because manufactured or mobile homes are also very susceptible to damage of roof collapse or additional damage due to their design features, HAZUS was used to show geographic concentrations of manufactured homes in the study area. **Figure 5.19** is a map showing manufactured homes by Census tract from the 2010 Census data generated by HAZUS.

Due to the consistency in the study area's basic geographic characteristics, winter storms can be expected to affect Hampton Roads' communities in a similar way. However, warm ocean currents offshore of Virginia Beach can occasionally diminish the effects of winter storms on the communities adjacent to larger bodies of water, including Virginia Beach, Norfolk, Hampton, and Poquoson. Temperature differences of a few degrees in these eastern communities can cause faster melting of snow and ice, and may result in a "snow line" that bisects the study area into areas of snow versus areas of rain associated with eastward moving systems. Such differences can result in dramatically different storm impacts in the study area.

FUTURE VULNERABILITY AND LAND USE

Because of the geographic location, all future structures built in Hampton Roads are likely to be exposed to the winter storm hazard and may experience damage not accounted for in the estimated losses presented in this section.

EARTHQUAKE

The annual probability of an earthquake epicenter within 65 miles of Hampton Roads is estimated at less than 1% based on historical data. While the probability of an earthquake occurrence is relatively low, moderate losses, should a significant earthquake event occur, are possible.

ESTIMATES OF POTENTIAL LOSSES

Table 5.10 provides generalized building damage estimates by jurisdiction for the 1,000-year return period based on probabilistic scenarios using HAZUS-MH.

TABLE 5.10: ESTIMATES OF POTENTIAL BUILDING DAMAGE – EARTHQUAKE WITH 1,000-YEAR RETURN PERIOD				
SUBREGION	COMMUNITY	BUILDING DAMAGE	NON-STRUCTURAL, CONTENTS & INVENTORY DAMAGE	TOTAL*
Peninsula	Hampton	\$4,614,000	\$4,664,000	\$20,172,000
	Newport News	\$6,840,000	\$7,658,000	\$31,661,000
	Poquoson	\$535,000	\$355,000	\$2,097,000
	Williamsburg	\$825,000	\$1,200,000	\$4,409,000
	James City County	\$4,396,000	\$3,799,000	\$19,609,000
	York County	\$3,167,000	\$2,610,000	\$13,386,000
Southside	Norfolk	\$8,393,000	\$18,849,000	\$36,396,000
	Portsmouth	\$2,906,000	\$6,632,000	\$12,771,000
	Suffolk	\$3,067,000	\$6,868,000	\$12,617,000
	Virginia Beach	\$13,530,000	\$27,488,000	\$53,882,000
	Chesapeake	\$7,246,000	\$15,124,000	\$28,734,000
Western Tidewater	Isle of Wight County	\$1,587,000	\$3,705,000	\$6,576,000
	Franklin	\$337,000	\$481,000	\$1,706,000
	Southampton County	\$780,000	\$685,000	\$3,314,000
Totals		\$58,223,000	\$100,118,000	\$247,330,000

* Also includes income losses from relocation, lost wages, and lost rental income.

Source: HAZUS-MH

HAZUS-MH (Level 1 analysis) was also used to produce building damage estimates based on percentage of damage (by damage state) for the 1,000-year return period (**Table 5.11**). According to the HAZUS-MH model assumptions, there should be no building damage from the 100-year earthquake event.

**TABLE 5.11: ESTIMATES OF POTENTIAL BUILDINGS DAMAGED BY DAMAGE STATE³—
EARTHQUAKE WITH 1,000-YEAR RETURN PERIOD**

SLIGHT	MODERATE	EXTENSIVE	COMPLETE
10,723	3,092	367	33

Source: HAZUS-MH

Due to the consistency in the geographic characteristics and soils of the study area, earthquakes are expected to affect the Hampton Roads region communities in a similar manner.

FUTURE VULNERABILITY AND LAND USE

All future structures built in Hampton Roads will be vulnerable to seismic events to a limited degree, and may also experience damage not accounted for in the estimated losses presented in this section.

³ For more detailed description of the four damage states, please refer to the *HAZUS-MH User Manual* for the Earthquake Model.

WILDFIRE

Historical data indicate that the Hampton Roads region of Virginia is vulnerable to wildfire, particularly in the western portion of the study area. Figure 4.29 provides a graphical overview of wildfire vulnerability in the region.

ESTIMATES OF POTENTIAL LOSSES

As shown in the *Hazard Identification and Analysis* section, VDOF documented an average of 26 wildfire events per year between 2002 and 2013, with total property damages of \$163,250 reported for the 231 events between 2002 and 2008. Annualized losses for state-response wildfires are, therefore, estimated to be \$27,208.

FUTURE VULNERABILITY AND LAND USE

In cities and counties throughout the U.S., population concentration increase has resulted in rapid development in the outlying metropolitan areas and in rural areas, both of which are areas already occupied by dense forests. Wildfire risk can increase when new developments are built in close proximity to large and dense stands of forest. Wildland Urban Interface (WUI) risk is not limited to new developments in large natural areas. Occasionally, forest and brushlands can grow up over time and engulf previously developed areas. Regardless of how the risk arises, the WUI creates an environment in which fire can move readily between structural and vegetative fuels. Expansion of the WUI over time has increased the likelihood that wildfires will threaten structures and people.

The Southern Group of State Foresters has created an online portal for wildfire risk assessment at <http://www.southernwildfirerisk.com/map/index/public>. The portal provides mapping to help determine future vulnerability to WUI fire in Hampton Roads and to provide planners a sense of where fire mitigation should be focused for the best reduction in vulnerability. Community Protection Zones (CPZs) with both primary and secondary levels of importance are depicted in **Figures 5.20 through 5.22**. The zones are based on an analysis of the “Where People Live” housing density data and surrounding fire behavior potential. Primary CPZs reflect areas with a predefined housing density appropriate to the region. Rate of Spread data is used to determine the areas of concern around populated areas that are within a 2-hour fire spread distance. This is referred to as the Secondary CPZ.

The online portal for wildfire risk assessment also allows users to highlight a neighborhood or street and determine the wildfire characteristics of that area, such as the Wildfire Urban Interface Risk Index, the wildfire ignition density and the fire intensity scale.

The CPZs in the Hampton Roads area, where wildfire vulnerability is highest, are clustered in the lower Peninsula (Hampton, Newport News and Poquoson), James City County, Suffolk, and north Chesapeake. There are sporadic pockets of vulnerability scattered through eastern Isle of Wight County, parts of Virginia Beach, Norfolk and Portsmouth that make these areas perhaps slightly less vulnerable. The Great Dismal Swamp is not mapped as part of this effort as it is Federal land, but there is also high risk of wildfire in that region actively managed by the Great Dismal Swamp Fire Program.

FIGURE 5.20: COMMUNITY PROTECTION ZONES FOR WILDFIRE, PENINSULA

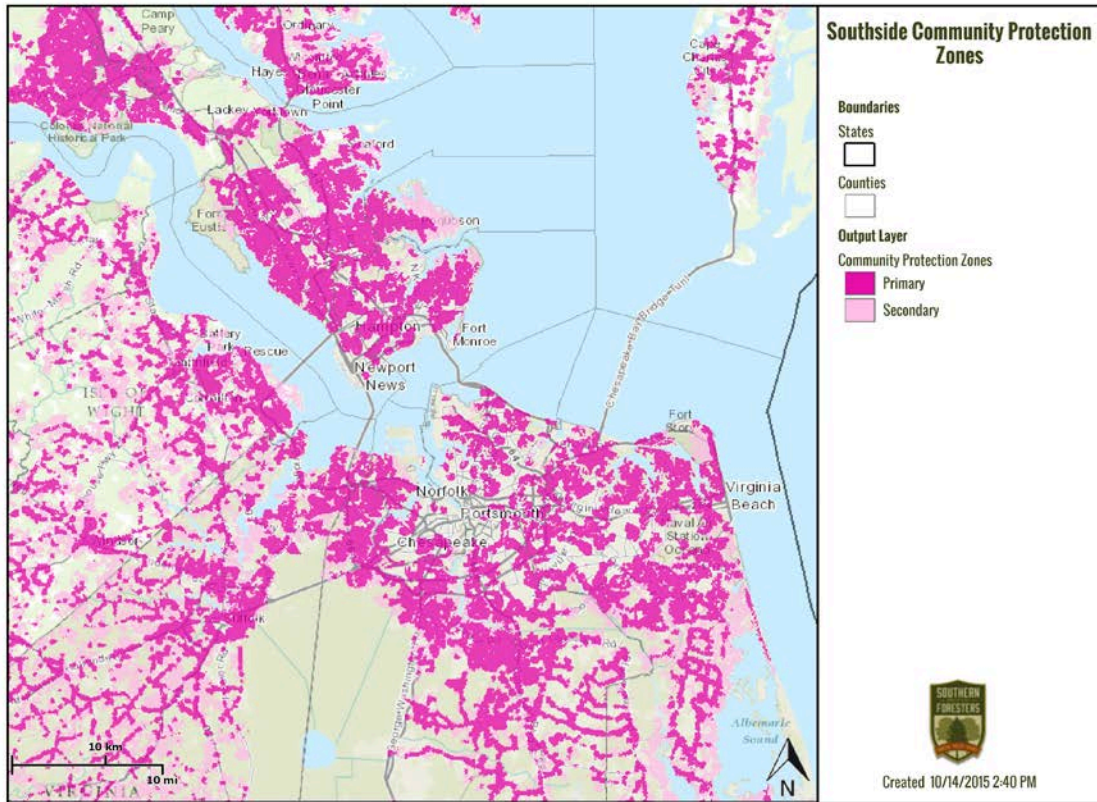


FIGURE 5.21: COMMUNITY PROTECTION ZONES FOR WILDFIRE, SOUTHSIDE

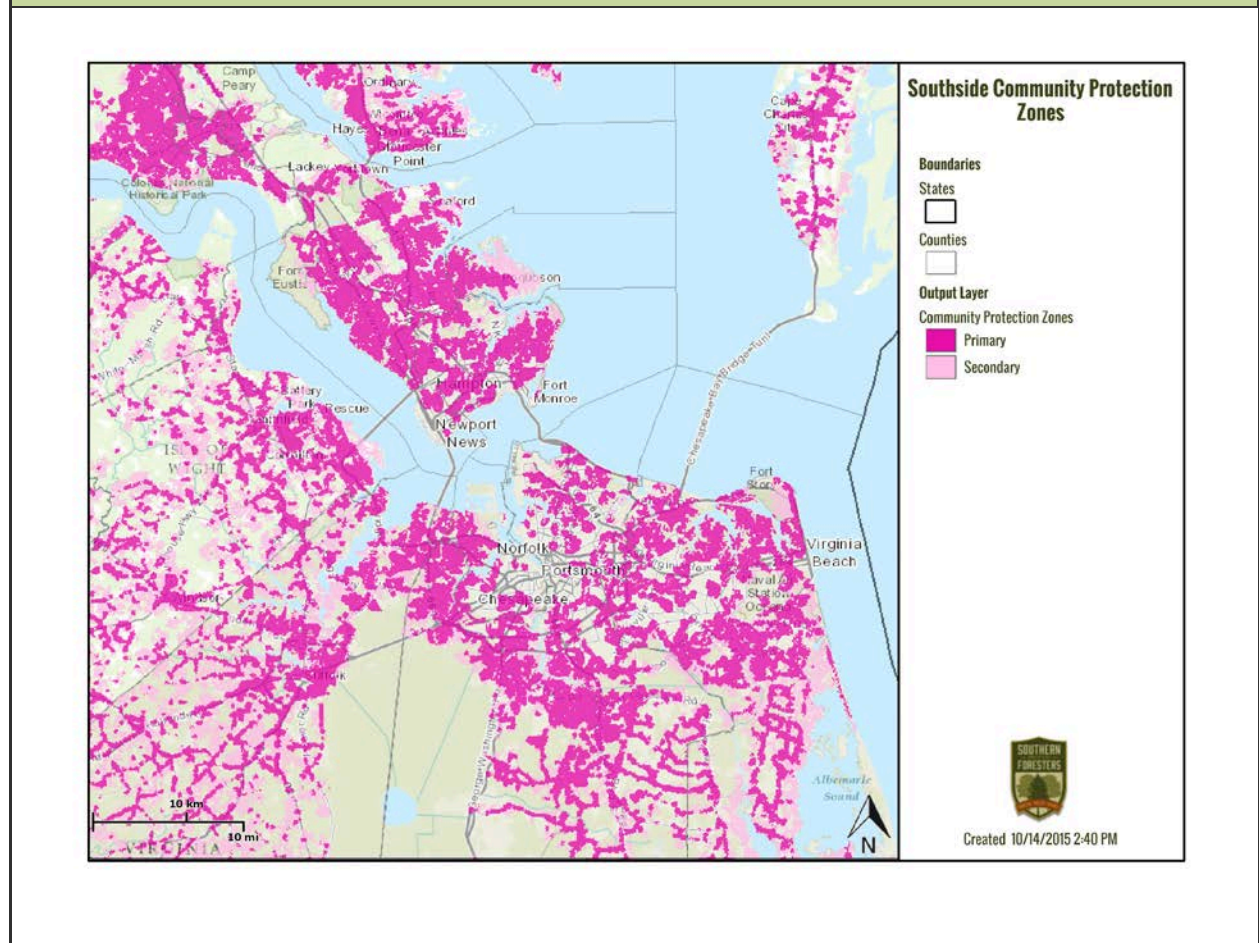
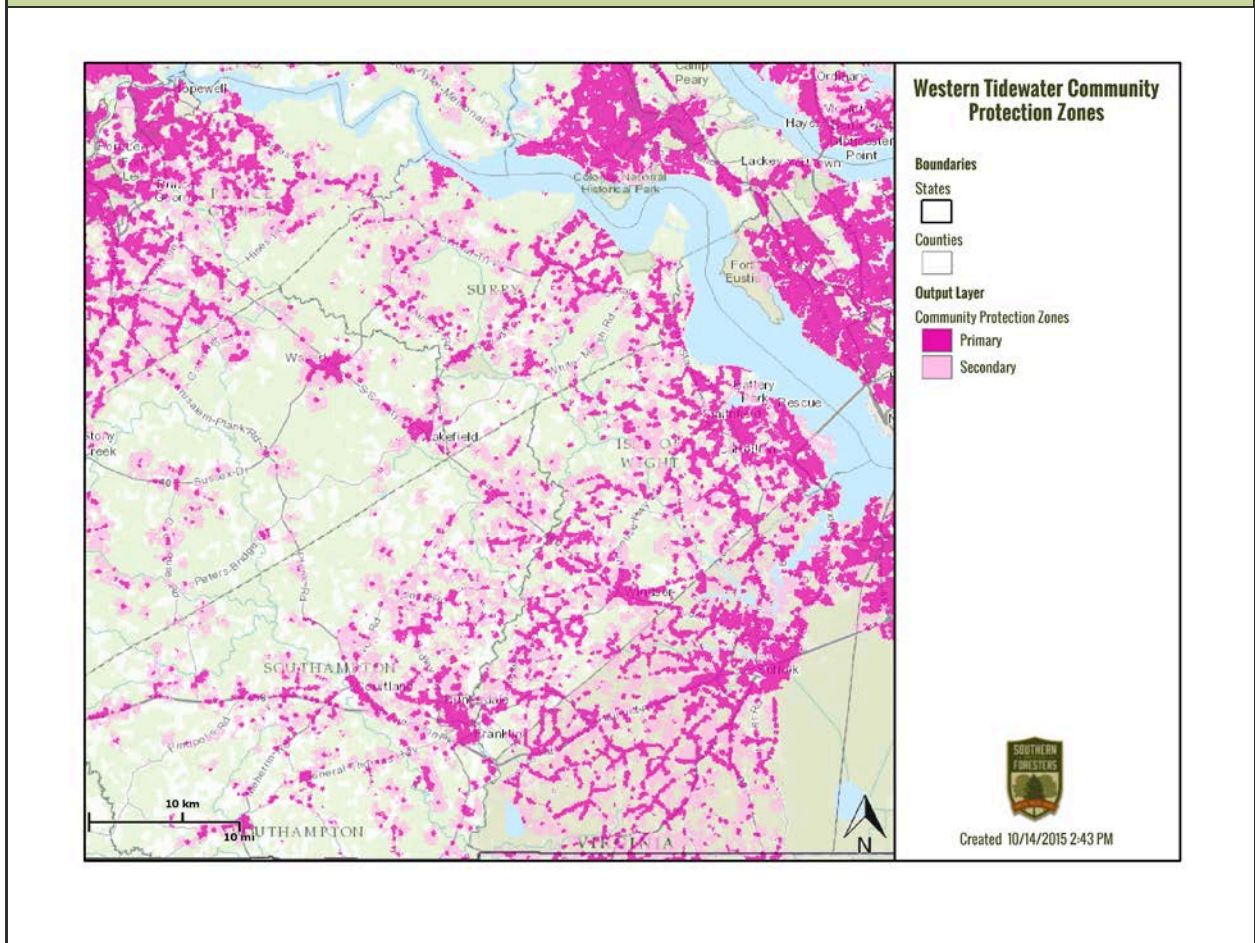


FIGURE 5.22: COMMUNITY PROTECTION ZONES FOR WILDFIRE, WESTERN TIDEWATER



DROUGHTS

Droughts can impact natural systems and the ability of cities, towns and neighborhoods to function effectively. Specific effects may include a reduction in the production of food grains and other crops, the size and quality of livestock and fish, available forage for livestock and wildlife, and the availability of water supplies needed by communities and industry. As evidenced by previous occurrences, the Hampton Roads region is vulnerable to the drought hazard.

ESTIMATES OF POTENTIAL LOSSES

While drought impacts agricultural, recreational, and manufacturing industries, estimating losses to the built environment is difficult because drought causes little documented physical damage to the built environment. In 2006, this plan included an annualized drought loss estimate of \$2,215,839 for Isle of Wight County, Suffolk and Virginia Beach; however, the methodology regarding how this loss estimate was developed is not clear. Annualized damages appear to have been based on changes in total harvested cropland; however, losses in harvested cropland or the market value of crops cannot be attributed entirely to drought or other weather-related conditions, especially in rural parts of the planning area that are rapidly developing. Data on drought damages from the NCDC are incomplete and, when available, apply to a very large area including jurisdictions outside of the planning region. As a result, the estimation of annualized damages due to drought was discontinued in previous updates.

Table 5.12 provides a time series of data regarding the total harvested cropland, irrigated land, market value of crops, and percent of non-irrigated land from 2002, 2007 and 2012. Due to a lack of agricultural information, data for many of the cities and towns are not provided.

TABLE 5.12: AGRICULTURAL DATA RELATED TO DROUGHT VULNERABILITY

JURISDICTION	2002		2007		2012	
	TOTAL HARVESTED CROPLAND (acres)	MARKET VALUE OF CROPS (\$1,000)	TOTAL HARVESTED CROPLAND (acres)	MARKET VALUE OF CROPS (\$1,000)	TOTAL HARVESTED CROPLAND (acres)	MARKET VALUE OF CROPS (\$1,000)
James City County	5,258	\$2,032	2,367	\$1,469	2,698	\$1,565
York County	211	\$2,607	Withheld	Withheld	Withheld	\$2,076
Suffolk	53,954	\$35,745	51,203	\$51,271	49,693	\$58,963
Virginia Beach	21,609	\$7,716	20,258	\$12,570	20,814	\$16,803
Chesapeake	53,188	\$33,056	41,391	\$30,956	36,269	Withheld
Isle of Wight County	49,373	\$13,458	48,230	\$13,798	47,868	\$33,025
Southampton County	83,449	\$21,912	79,449	\$27,500	87,902	\$67,002
TOTAL	267,042	\$116,526	242,898	\$137,564	245,244	\$179,434

Source: U.S. Department of Agriculture Farm and Ranch Irrigation Survey (2016)

The geography of the study area makes the Hampton Roads region uniformly vulnerable to the effects of drought. However, the impacts would vary across the region with impacts to agriculture and the agricultural economy primarily in Southampton County, as well as James City County, York County, Suffolk, Virginia Beach, Chesapeake, and Isle of Wight County. Social impacts to water utility customers in the cities of Hampton Roads would be more likely during a chronic, prolonged drought that results in water restrictions.

FUTURE VULNERABILITY AND LAND USE

According to the USDA Farm and Ranch Irrigation Survey data from 2002 through 2012, the total harvested cropland in Hampton Roads farming communities decreased 9-percent from 2002 to 2007, and then increased again slightly (less than 1-percent) between 2007 and 2012. This is somewhat consistent with the area's largest farming county, Southampton County, which experienced a decrease of 4-percent in the first period and an increase of 10-percent in the later period. These rates may be indicative of past and future changes in land use which may be peripherally related to long-term drought conditions, although the long period between data collection makes it difficult to draw useful conclusions.

EXTREME HEAT

ESTIMATE OF POTENTIAL LOSSES

Based on the previous historical occurrences, annualized losses to the built environment are considered to be negligible (less than \$1,000). Loss of human life or health impacts are a greater concern with extreme heat than is property damage.

Hampton Roads is uniformly vulnerable to the effects of extreme heat, with occasional relief to eastern communities such as Virginia Beach, Norfolk, Hampton and Poquoson brought by sea breezes and cooler ocean temperatures that may moderate temperature extremes by a couple of degrees.

FUTURE VULNERABILITY AND LAND USE

All future structures built in the Hampton Roads region will be exposed to extreme heat on a comparable level to existing structures; however, this hazard typically has little to no physical impact on the built environment in terms of substantial damage to structures, essential facilities or infrastructure elements. Given the lesser nature of this hazard within the planning area, it is not expected that significant changes will be seen in the planning or construction of future building stock in response to this hazard.

HAZARDOUS MATERIALS INCIDENTS

ESTIMATES OF POTENTIAL LOSSES

Based on information provided in the *Hazard Identification and Analysis* section, the Hampton Roads region experiences an average of 25 hazardous materials incidents per year with only minor damages (generally less than \$10,000 per year) reported. **Table 5.13** shows hazardous materials incidents from 1998 to 2015 in Hampton Roads region (according to the U.S. Department of Transportation) that contribute to an annualized loss estimate of \$81,152.

TABLE 5.13: ANNUALIZED LOSSES FOR HAZARDOUS MATERIALS INCIDENTS

SUBREGION	COMMUNITY	NUMBER OF EVENTS	PROPERTY DAMAGE	AVERAGE ANNUAL NUMBER OF EVENTS	ANNUALIZED LOSS
Peninsula	Hampton	6	\$9,454	0.35	\$556
	Newport News	34	\$3,558	2.00	\$209
	Poquoson	0	\$0	0.00	\$0
	Williamsburg	3	\$6,845	0.18	\$403
	James City County	0	\$0	0.00	\$0
	York County	2	\$0	0.12	\$0
Southside	Norfolk	103	\$400,522	6.06	\$23,560
	Portsmouth	44	\$118,693	2.59	\$6,982
	Suffolk	12	\$292,978	0.71	\$17,234
	Virginia Beach	154	\$60,557	9.06	\$3,562
	Chesapeake	86	\$251,589	5.06	\$14,799
Western Tidewater	Isle of Wight County	1	\$221,000	0.06	\$13,000
	Franklin	8	\$3,688	0.47	\$217
	Southampton County	2	\$10,706	0.12	\$630

U.S. Department of Transportation, 2015

SOCIAL VULNERABILITY

At-risk populations were estimated using the proximity of structures located within certain ranges of high-risk railway corridors. Potential at-risk structures (populations), as shown in **Table 5.14**, are presented for each jurisdiction.

TABLE 5.14: POTENTIALLY AT-RISK STRUCTURES FOR HAZARDOUS MATERIALS INCIDENTS				
SUBREGION	COMMUNITY	STRUCTURES WITHIN 0.1 MILE OF RAILROAD	STRUCTURES WITHIN 0.25 MILE OF RAILROAD	STRUCTURES WITHIN 1 MILE OF RAILROAD
Peninsula	Hampton	1,940	6,277	34,001
	Newport News	4,625	15,121	55,258
	Poquoson	0	0	0
	Williamsburg	491	2,239	5,601
	James City County	1,387	3,529	11,770
	York County	773	1,739	6,362
Southside	Norfolk	7,297	21,634	61,470
	Portsmouth	3,592	10,841	40,017
	Suffolk	6,223	15,126	33,980
	Virginia Beach	3,337	9,687	47,747
	Chesapeake	8,777	23,074	65,051
Western Tidewater	Isle of Wight County	917	1,532	2,969
	Franklin	1,312	2,993	5,805
	Southampton County	1,885	3,763	7,332
Total Structures		13,118	114,562	357,864
Total Estimated Population*		33,451	292,133	912,553

* Rough estimated based on average household size of 2.55 persons per household for Virginia Beach-Norfolk-Newport News, VA-NC Metro Area in *2010 U.S. Census*.

Source: GIS data analysis of local structure data.

Although railroads are not the only transportation method that contribute to hazardous materials incidents, and myriad other constantly changing factors such as vehicle/train speed, weather conditions, number of vehicles/trains in motion, and operator error can cause accidents, railroad incidents vividly highlight surrounding population vulnerabilities. Table 5.14 indicates that the communities in the study area with the lowest vulnerability to hazardous materials incidents based on proximity to railroads are Poquoson, Isle of Wight County, Williamsburg, York County and Franklin. Norfolk, Chesapeake and, to a lesser degree, Suffolk and Newport News have the largest number of structures near the railroads, and thus a higher population is vulnerable to impacts.

FUTURE VULNERABILITY AND LAND USE

Future land use and zoning of structural development as discussed in previous subsections are expected to have less impact on future vulnerability than the protection of human life through administration of proper emergency notification and evacuation planning with regard to potential hazardous material incidents.

CONCLUSIONS ON HAZARD RISK

The vulnerability assessment performed for Hampton Roads provides significant findings that allow committee members to prioritize hazard risks and proposed hazard mitigation strategies and actions. Prior to assigning conclusive risk levels for each hazard, the committee reviewed the results of the assessments shown in the following tables.

Table 5.15 summarizes the degree of risk assigned to each category for all identified hazards in the region based on the application of the voting tool fully introduced in Methodologies Used, Qualitative Methodology at the beginning of this section. Assigned risk levels were based on historical and anecdotal data, as well as input from committee members.

TABLE 5.15: SUMMARY OF QUALITATIVE ASSESSMENT	
HAZARD	MITIGATION PRIORITY RANKING
Flooding	\$27,925,000
Tropical/Coastal Storm	\$25,775,000
Hazardous Materials Incident	\$4,800,000
Tornado	\$2,925,000
Winter Storm	\$2,500,000
Sea Level Rise & Land Subsidence	\$2,100,000
Shoreline Erosion	\$1,350,000
Earthquake	\$1,150,000
Wildfire	\$450,000
Drought	\$0
Extreme Heat	\$0

Source: Mitigation Committee Meeting results

The conclusions drawn from the assessments, combined with final determinations and discussion from the committee, were inserted into three categories for a final summary of hazard risk for the region based on High, Moderate, Low, or Negligible designations (**Table 5.16**). It should be noted that although some hazards are classified as posing Low risk, their occurrence is still possible.

TABLE 5.16: CONCLUSIONS ON HAZARD RISK FOR HAMPTON ROADS	
CRITICAL HAZARD - HIGH RISK	FLOODING TROPICAL/COASTAL STORM
CRITICAL HAZARD - MODERATE RISK	SEA LEVEL RISE AND LAND SUBSIDENCE TORNADO WINTER STORM HAZARDOUS MATERIALS INCIDENT
NONCRITICAL HAZARD - LOW RISK	SHORELINE EROSION EARTHQUAKE WILDFIRE
NEGLIGIBLE	DROUGHT EXTREME HEAT

CAPABILITY ASSESSMENT

2017 UPDATE

Section 6 was updated to combine capabilities of all communities based on the existing plans and updated information collected from interviews, phone calls, and committee work during the update process. The following major changes were incorporated:

- 1) All tables were updated to reflect new information;
- 2) Mitigation actions completed by communities and their methods of integrating hazard mitigation principles across plans and departments was summarized; and,
- 3) A brief section detailing regional capabilities in conjunction with the Hampton Roads Planning District Commission, and state coastal zone management capabilities was updated.

INTRODUCTION

This section of the Plan discusses the capability of Hampton Roads communities with regard to hazard mitigation activities, and consists of the following four subsections:

- WHAT IS A CAPABILITY ASSESSMENT?
- CONDUCTING THE CAPABILITY ASSESSMENT
- CAPABILITY ASSESSMENT FINDINGS
- INTEGRATING MITIGATION INTO COMMUNITY LIFE

WHAT IS A CAPABILITY ASSESSMENT?

The purpose of conducting a capability assessment is to confirm that the community's resulting mitigation strategy is based on the principles found in (or missing from) existing authorities, policies, programs, and resources, and based on the community's ability to expand and improve these existing tools. This planning process strives to establish goals, objectives, and actions that are feasible, based on an understanding of the organizational capacity of the departments tasked with their implementation. A capability assessment helps to determine which mitigation actions are practical and likely to be implemented over time given a local government's planning and regulatory framework, level of administrative and technical support, level of fiscal resources, and current political climate.

Careful examination of local capabilities helps detect existing gaps, shortfalls, or weaknesses within ongoing government activities that could hinder proposed mitigation activities or exacerbate hazard vulnerability. A capability assessment highlights positive mitigation measures already in place or being implemented at the local and regional levels, which should continue to be supported and enhanced through future mitigation efforts.

CONDUCTING THE CAPABILITY ASSESSMENT

In order to inventory and analyze Hampton Roads' community capabilities, the planning committee and consultant requested information on a variety of "capability indicators" such as existing local plans, policies, programs, or ordinances that may reduce, or in some circumstances, increase the community's hazard vulnerability. The matrix of capability indicators has been built by the consultant over several years of gathering capability information, and on review of numerous documents relating factors that impact community capability. Other indicators included information related to each community's fiscal, administrative and technical capabilities such as access to local budgetary and personnel resources necessary to implement mitigation measures. Identified gaps, weaknesses, or conflicts can be recast as opportunities to implement specific mitigation actions.

For the 2017 update, the planning committee was asked to review and provide feedback on: the existing plan's capability assessment, and a presentation at the second meeting of the planning subcommittee. The presentation included information on possible new mitigation actions, and other relevant regional and state capabilities. This section has been updated based on feedback from these reviews and discussions during the Committee meetings.

CAPABILITY ASSESSMENT FINDINGS

PLANNING AND REGULATORY CAPABILITY

Planning and regulatory capability is based on the implementation of plans, ordinances and programs that demonstrate each local jurisdiction's commitment to guiding and managing growth, including reconstruction following a disaster. Examples include emergency response, mitigation and recovery planning, comprehensive land use planning, transportation planning, and capital improvements planning. Additional examples include the enforcement of zoning or subdivision ordinances and building codes. These planning initiatives present significant opportunities to integrate hazard mitigation principles and practices into the local decision making process.

This assessment is designed to provide a general overview of the key planning and regulatory tools in place or under development in Hampton Roads, along with their potential effect on hazard loss reduction. This information will help identify opportunities to address existing gaps, weaknesses or conflicts in the hazard mitigation strategy.

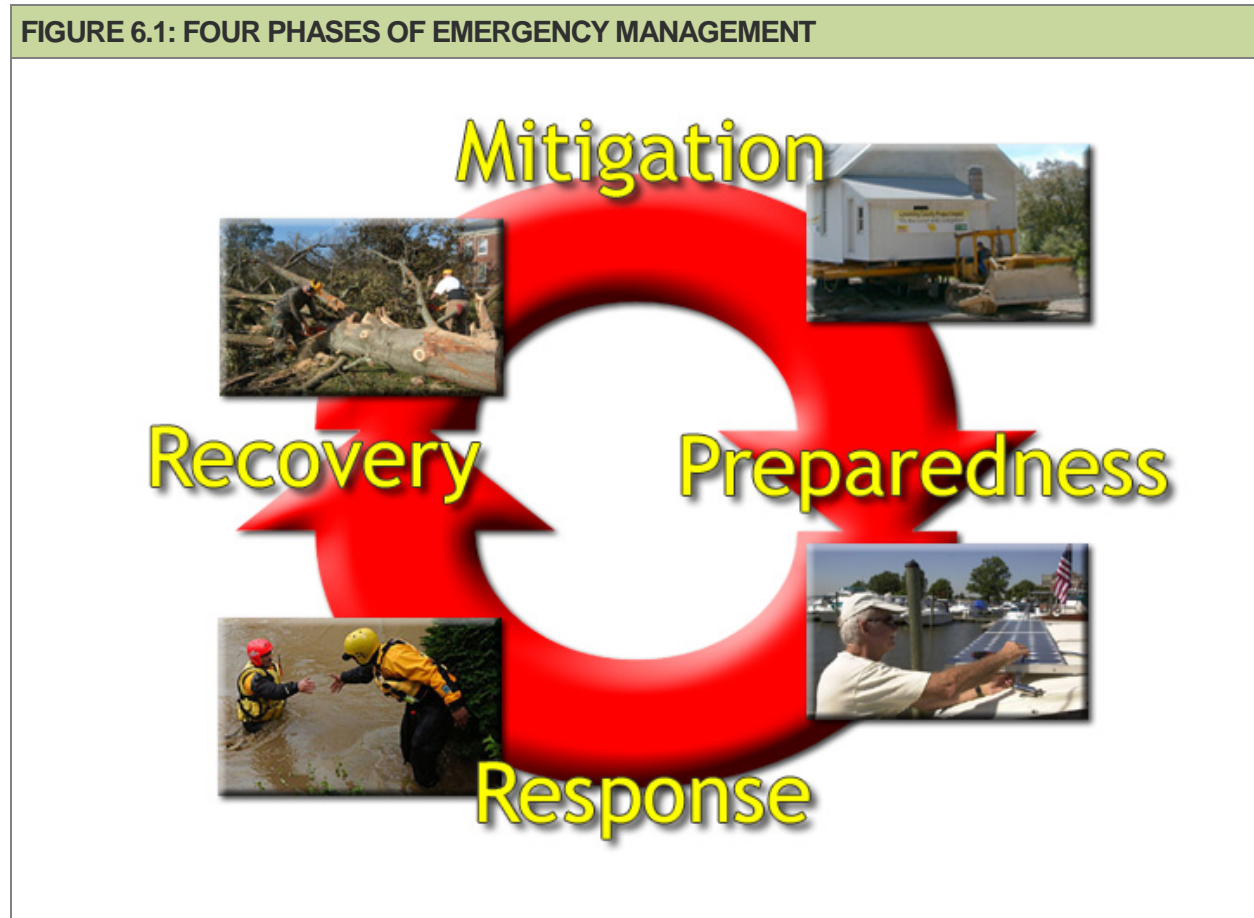
Table 6.1 provides a summary of the relevant local plans, ordinances, and programs already in place or under development. A checkmark (✓) indicates that the item is currently in place and being implemented. A "C" indicates that the item is in place for a town jurisdiction, but is maintained and administered by the County.

TABLE 6.1: RELEVANT PLANS, ORDINANCES, AND PROGRAMS

COMMUNITY	Hazard Mitigation Plan	Comprehensive Land Use Plan	Floodplain Management Plan	Open Space Management Plan	Stormwater Management Program	Emergency Operations Plan	SARA Title III Plan	Radiological Emergency Plan	Continuity of Operations Plan	Evacuation Plan	Disaster Recovery Plan	Capital Improvements Plan	Economic Development Program	Historic Preservation Plan	Flood Damage Prevention Ordinance (feet freeboard)	Zoning Ordinance	Subdivision Ordinance	Unified Development Ordinance	Post-disaster Redevelopment Plan	Building and Fire Code	NFIP	NFIP Community Rating System
PENINSULA																						
Hampton	✓	✓			✓	✓	✓	✓		✓	✓	✓	✓		✓(3)	✓	✓			✓	✓	✓
Newport News	✓	✓		✓	✓	✓	✓	✓		✓		✓	✓	✓	✓(2)	✓	✓			✓	✓	✓
Poquoson	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓			✓(3)	✓	✓			✓	✓	✓
Williamsburg	✓	✓			✓	✓	✓	✓		✓	✓	✓	✓		✓	✓	✓			✓	✓	
James City County	✓	✓			✓	✓	✓	✓	✓	✓		✓			✓(2)	✓	✓			✓	✓	✓
York County	✓	✓			✓	✓	✓	✓	✓	✓		✓			✓(3)	✓	✓			✓	✓	✓
SOUTHSIDE																						
Norfolk	✓	✓			✓	✓	✓	✓		✓		✓	✓	✓	✓(3)	✓	✓			✓	✓	✓
Portsmouth	✓	✓	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓(3)	✓	✓			✓	✓	✓
Suffolk	✓	✓		✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓	✓			✓	✓	
Virginia Beach	✓	✓		✓	✓	✓	✓	✓		✓		✓	✓	✓	✓(2)	✓	✓			✓	✓	
Chesapeake	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓(1.5)	✓	✓			✓	✓	✓
WESTERN TIDEWATER																						
Isle of Wight County	✓	✓			✓	✓	✓	✓	✓	✓		✓	✓	✓	✓(1.5)	✓	✓			✓	✓	
Smithfield	✓	✓			✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	
Windsor	✓	✓			✓		✓	✓		✓		✓			✓	✓	✓			✓	✓	
Franklin	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓(2)	✓	✓		✓	✓	✓	
Southampton County	✓	✓		✓	✓	✓	✓	✓				✓			✓(1.5)	✓	✓			✓	✓	
Boykins	✓	✓				C	C	C					✓		✓	✓	✓			✓	✓	
Branchville	✓	✓				C	C	C					✓		✓	✓	✓			✓	✓	
Capron	✓	✓				C	C	C					✓			✓	✓			✓		
Courtland	✓	✓				C	C	C					✓		✓	✓	✓			✓	✓	
Ivor	✓	✓				C	C	C					✓		✓	✓	✓			✓	✓	
Newsoms	✓	✓				C	C	C					✓			✓	✓			✓		

Emergency Management

Hazard mitigation is one of four primary phases of emergency management. The three other phases include preparedness, response, and recovery. Each phase is interconnected with hazard mitigation as **Figure 6.1** suggests. Opportunities to reduce potential losses through mitigation practices are ideally implemented before a disaster strikes. Examples include the acquisition or elevation of flood-prone structures or the enforcement of regulatory policies that limit or prevent construction in known hazard areas. The post-disaster environment provides an important “window of opportunity” to implement hazard mitigation projects and policies. During this time period, federal disaster assistance, including the Hazard Mitigation Grant Program (HMGP), may be available. In addition, elected officials and disaster victims may be more willing to implement mitigation measures in order to avoid similar events in the future.



Source: Federal Emergency Management Agency

Planning for each phase is a critical part of a comprehensive emergency management program and key to the successful implementation of hazard mitigation actions.

Hazard Mitigation Plan: A hazard mitigation plan represents a community’s blueprint for how it intends to reduce the impact of natural and human-caused hazards on people and the built environment. The essential elements of a hazard mitigation plan include a risk assessment, capability assessment and mitigation strategy.

Disaster Recovery Plan: A disaster recovery plan guides the physical, social, environmental, and economic recovery and reconstruction process following a disaster. In many instances, hazard mitigation principles and practices are incorporated into local disaster recovery plans with the intent of capitalizing

on opportunities to break the cycle of repetitive disaster losses. Disaster recovery plans can also lead to the preparation of disaster redevelopment policies and ordinances to be enacted following a hazard event.

Emergency Operations Plan: An emergency operations plan outlines responsibilities and the means by which resources are deployed during and following an emergency or disaster.

- Virginia Department of Emergency Management (VDEM) assists local governments with plan development and revisions by offering the following services:
 - Issuing update notification at both 1 year and 6 months;
 - Conducting a plan review, as requested;
 - Facilitating plan review meetings; and,
 - Developing plan templates through collaboration with local partners
- In December 2015, VDEM released *2015 Report on the Status of Emergency Response Plans and Preparedness Efforts in the Commonwealth*. According to the report, 98-percent of Virginia localities have current local emergency operations plans. Virginia was accredited for the third time in a row by the Emergency Management Assessment Program (EMAP). Recommendations from the report included implementing statewide disaster planning software to digitize all EOPs to increase efficiency and coordination between agencies and localities, and using common operating picture (COP) tools to provide situational awareness to state leaders in real-time.

Continuity of Operations Plan: A continuity of operations plan establishes a clear chain of command, line of succession, and plans for backup or alternate emergency facilities in case of an extreme emergency or disaster.

Radiological Emergency Plan: A radiological emergency plan delineates roles and responsibilities for assigned personnel and the means to deploy resources in the event of a radiological accident.

- The Virginia plan for radiological emergencies is available online at: http://www.vaemergency.gov/webfm_send/522/COVEOP_2012_HSA_1_Radiological_Emergency_Response.pdf.

SARA Title III Emergency Response Plan: A SARA Title III Emergency Response Plan outlines the procedures to be followed in the event of a chemical emergency such as the accidental release of toxic substances. These plans are required by federal law under Title III of the Superfund Amendments and Re-authorization Act (SARA), and the Emergency Planning and Community Right-to-Know Act (EPCRA).

General Planning

The implementation of hazard mitigation activities involves departments and individuals in a broad range of professions. Stakeholders may include local planners, public works officials, economic development specialists, and others. Concurrent local planning efforts can complement hazard mitigation goals even though they are not designed as such.

Comprehensive Land Use Plan: A comprehensive land use plan establishes the overall vision for what a community wants to be and serves as a guide to future governmental decision making. Typically, a comprehensive plan is comprised of demographic conditions, land use patterns, transportation elements and proposed community facilities. Given the broad nature of the plan and its regulatory standing in many communities, the integration of hazard mitigation measures into the comprehensive plan can serve as a far reaching, long-term risk reduction tool.

- Virginia law requires that all communities have a comprehensive land use plan and that it be updated every five years.

Capital Improvements Plan: A capital improvements plan guides the scheduling of spending on public improvements. A capital improvements plan can serve as an important mechanism to guide future development away from identified hazard areas. Limiting public investment in hazardous areas is one of the most effective long-term mitigation actions available to local governments.

Historic Preservation Plan: A historic preservation plan is intended to preserve historic structures or districts within a community. An often overlooked aspect of the historic preservation plan is the assessment of buildings and sites located in areas subject to natural hazards to include the identification of the most effective way to reduce future damages. This may involve retrofitting or relocation techniques that account for the need to protect buildings that do not meet current building standards, or are within a historic district that cannot be easily relocated out of harm's way.

Zoning Ordinances: Zoning represents the primary means by which land use is controlled by local governments. As part of a community's police power, zoning is used to protect the public health, safety and welfare. Since zoning regulations enable municipal governments to limit the type and density of development, it can serve as a powerful tool when applied in identified hazard areas.

- The Virginia General Assembly enacted the Chesapeake Bay Preservation Act in 1988, requiring local governments statewide to include water quality protection measures in their zoning and subdivision ordinances and in their comprehensive plans. Although the Act was developed with the intent of improving water quality throughout Virginia, the regulations have the additional benefit of controlling or restricting development in floodplain areas. The CBPA Overlay District consists of three components: Resource Protection Area (RPA) that includes a 100 foot RPA buffer, a Resource Management Area (RMA), and the Intensely Developed Areas (IDA). The lands that make up Chesapeake Bay Preservation Areas are those that have the potential to impact floodplains and water quality most directly. Generally, there are two main types of land features: those that protect and benefit water quality (RPAs); and those that, without proper management, have the potential to damage water quality (RMAs). Areas with intensive waterfront industrial land uses and activities are categorized as IDAs.

Subdivision Ordinances: A subdivision ordinance regulates development of housing, commercial, industrial or other uses, including associated public infrastructure, as land is subdivided into buildable lots. Subdivision design that accounts for natural hazards can dramatically reduce the exposure of future development.

Building Codes, Permitting and Inspections: Building codes regulate design and construction standards. Permits are issued and work is inspected on new construction and building alterations. Permitting and inspection processes both before and after a disaster can affect the level of hazard risk faced by a community.

- The Virginia Uniform Statewide Building Code (USBC) is administered by the Virginia Board of Housing and Community Development and regulates construction and maintenance of buildings and structures throughout the Commonwealth. The 2012 version of the International Building Code and International Fire Code were adopted by the Commonwealth of Virginia and are in effect in Hampton Roads since 2014.

Floodplain Management

The NFIP contains specific regulatory measures that enable government officials to determine where and how growth occurs relative to flood hazards. Participation in the NFIP is voluntary, but is promoted by FEMA as a crucial means to implement and sustain an effective hazard mitigation program.

In order to join the NFIP, a community must adopt flood damage prevention ordinance development standards in the floodplain. These standards require that all new buildings and substantial improvements

to existing buildings be protected from damage by the 100-year flood, and that new floodplain development shall not aggravate existing flood problems or increase damage to other properties.

Another key service provided by the NFIP is the identification of flood hazard areas. FIRMs are used to assess flood hazard risk, regulate construction practices, and set flood insurance rates. FIRMs are an important source of information to educate residents, government officials, and the private sector about the likelihood of flooding in their community.

Detailed information on each community's NFIP participation history and current map status are provided in Sections 5 and 6: **Table 5.3** summarizes NFIP participation for Hampton Roads communities, along with general NFIP policy data, while **Tables 5.4** and **5.5** provide the repetitive flood losses; and **Table 6.1** provides information on freeboard requirements. Each of the communities that participates in the NFIP has designated a floodplain manager in their floodplain management ordinance and each community in the NFIP has created a very specific Mitigation Action in the Mitigation Action Plan in Section 7 that addresses actions they will consider in the near-term to address their commitment to continuing their participation in the NFIP. Noteworthy accomplishments in floodplain management are also found at the end of this section, broken out by community. **Table 6.2** provides additional summary information on how the NFIP is managed in each of the participating communities in Hampton Roads, and notes specific actions or programs of interest in each community, especially with regard to their flood ordinances which are typically zoning overlay ordinances.

TABLE 6.2: NFIP MANAGEMENT IN PARTICIPATING COMMUNITIES				
SUBREGION	COMMUNITY	Designated Floodplain Manager/Agency	CFM on Staff?	Notes on Floodplain Management Ordinance and Administration
Peninsula	Hampton	Water Resources Engineer	Yes, 4	The City last updated their ordinance 2014 and included 3 feet of freeboard in the SFHA and 1.5 feet of freeboard outside the SFHA. Most ordinance administration is by Community Development or Public Works. The CBPA protects natural and beneficial functions of floodplains in some areas. ECs are maintained in digital format.
	Newport News	Cartographic Specialist	Yes, 2 in Engineering and 1 in Emergency Management	Ordinance was updated in 2014 and requires 2 feet freeboard. Codes Compliance maintains ECs and performs inspections of floodplain construction.
	Poquoson	Building Official	Yes	Last updated in 2014, the City's ordinance has many higher standards, including coastal A Zone, and freeboard of 3 feet. The ordinance is administered by the Building Official within the Permit Office.
	Williamsburg	Zoning Administrator	No	The City last updated their ordinance in 2015, adopting the State's model ordinance, with 2 feet of freeboard for nonresidential structures and 18 inches for residential structures. The narrow floodplains of Williamsburg do not lend themselves to development pressure; the ordinance is administered as a zoning ordinance by the Zoning Administrator.

TABLE 6.2: NFIP MANAGEMENT IN PARTICIPATING COMMUNITIES

SUBREGION	COMMUNITY	Designated Floodplain Manager/Agency	CFM on Staff?	Notes on Floodplain Management Ordinance and Administration
	James City County	Proffer Administrator	Yes	The ordinance is contained in the Zoning Ordinance and was last updated in 2015 to include 2 feet of freeboard, and many prohibited uses in the SFHA such as manufactured homes, storage/transport of hazardous materials. It also has higher standards for fill. Community Development office administers the ordinance.
	York County	Chief of Stormwater Programs	Yes	The ordinance is contained in the Zoning Ordinance and requires 3 feet of freeboard for residential structures and an additional foot of freeboard for structures in the Coastal A Zone.
Southside	Norfolk	Floodplain Administrator (Planning)	Yes	Revisions to ordinance approved 2014 with several higher standards, including 3 feet freeboard, and coastal A zone regulation to V Zone standards. City has robust flood mitigation program, CRS program and ordinance administration system through City Planning, Building Safety and the Development Services Center.
	Portsmouth	Environmental Manager	Yes	Zoning related inquiries and information regarding floodplains is handled by the Department of Neighborhood Advancement. The City has a robust flood mitigation program and CRS program. Last updated in 2015, the ordinance requires 3 feet freeboard and V Zones requirements for coastal A Zone structures.
	Suffolk	Director of Planning and Zoning	No	The floodplain management ordinance was updated in 2015. Flood damage is tied to the assessor's record for properties. High water mark data is collected along the Nansemond River at North Main Street. The City does not maintain ECs digitally.
	Virginia Beach	Public Works Director	Yes, but not required by ordinance. 2 in Planning, 2 in Public Works, 1 in Emergency Management	The City ordinance requires 2 feet of freeboard. The ordinance had a major rewrite in 2013 and it includes several higher standards, including compensatory fill in some areas, and no new residential structures on lots created after October 23, 2001. 38% of the SFHA is protected as open space. Lowest floor data for new structures is recorded in online permit record and EC is attached to Certificate of Occupancy. USCG installing 10 tide gauges with real time data to be publicly available. City has a Southern Rivers watershed buffer and the CBPA buffers which help protect natural and beneficial functions of floodplain.
	Chesapeake	Director of Development and Permits	Yes	Ordinance was updated in 2014 and includes 1.5 feet of freeboard. The City maintains ECs digitally.
Western Tidewater	Isle of Wight County	Director of Planning and Zoning	Yes	The County has freeboard of 1.5 feet required by ordinance, has no freeboard outside the SFHA, and is working on joining the CRS.

TABLE 6.2: NFIP MANAGEMENT IN PARTICIPATING COMMUNITIES				
SUBREGION	COMMUNITY	Designated Floodplain Manager/Agency	CFM on Staff?	Notes on Floodplain Management Ordinance and Administration
	Smithfield	Town Manager	No	Ordinance does not require freeboard and is administered by Planning, Engineering & Public Works.
	Windsor	Planning and Zoning Department	No	Ordinance does not require freeboard and is administered by Planning and Zoning Department.
	Franklin	Director of Community Development	Yes	The City has freeboard of 2 feet. Ordinance was updated in early 2016. City routinely considers higher standards and the impact when updating ordinance. The Comprehensive Plan promotes a greenway along the Blackwater River and zoning protects open space along the river. The City is considering joining the CRS. Online maintenance of ECs is under development. The Downtown area has a Flood Recovery Plan.
	Southampton County	Director of Community Development	Yes	The County recently adopted the State Model Floodplain Ordinance and included 1.5 feet of freeboard. Residential structures are required to have large, front-yard-type, setbacks along waterfront, rather than smaller rear yard setbacks as is typical not along waterfront. Comprehensive Plan encourages conservation easements/ag and forestal districts and reforestation of clear-cut properties as well as a number of environmental goals to protect waterways and wetlands, Nottoway and Blackwater Rivers are part of State Scenic River program, limiting development that visually impacts rivers, thereby helping limit development in the floodplain.
	Boykins	Mayor	No	Ordinance requirements administered by town staff, as required, although the towns are exploring an MOU for County administration.
	Branchville	Unknown	No	Ordinance requirements administered by town staff, as required, although the towns are exploring an MOU for County administration.
	Courtland	Mayor	No	Ordinance requirements administered by town staff, as required, although the towns are exploring an MOU for County administration.
	Ivor	Clerk	No	Ordinance requirements administered by town staff, as required, although the towns are exploring an MOU for County administration.

An additional indicator of floodplain management capability is participation in the CRS. The CRS is an incentive program that encourages communities to undertake defined flood mitigation activities that go above and beyond the minimum requirements of the NFIP, adding extra local measures to provide protection from flooding. The creditable CRS mitigation activities are assigned a range of point values. As points are accumulated and identified thresholds are reached, communities can apply for an improved CRS class rating. Class ratings, which run from 10 to 1, are tied to flood insurance premium reductions as shown in **Table 6.3**. As class ratings improve (decrease), the percent reduction in flood insurance

premiums for NFIP policy holders in that community increases. Every 500 points accumulated is equal to a 5% reduction in flood insurance premiums.

CRS CLASS	PREMIUM REDUCTION
1	45 percent
2	40 percent
3	35 percent
4	30 percent
5	25 percent
6	20 percent
7	15 percent
8	10 percent
9	5 percent
10	0 percent

Source: Federal Emergency Management Agency

Community participation in the CRS is voluntary. Any community that is in full compliance with the rules and regulations of the NFIP may apply to FEMA for a CRS classification better than class 10.

- As of October 2015, there were six communities in the study area participating in the Community Rating System: Hampton (Class 8); James City County (Class 7); Norfolk (Class 9); Poquoson (Class 8); Portsmouth (Class 9); and York County (Class 8). Being in the CRS shows continued compliance with the NFIP on the part of these communities.

Floodplain Management Plan: A floodplain management plan (or a flood mitigation plan) provides a framework for the identification and implementation of corrective and preventative measures specifically designed to reduce the impacts of floods.

- The City of Portsmouth is the only community in the study area that adopts a separate floodplain management plan, but the community uses this hazard mitigation planning document to develop and enact flood mitigation activities.

Open Space Management Plan: An open space management plan is designed to preserve, protect and restore largely undeveloped lands, and to expand or connect areas in the public domain, including parks, greenways and other outdoor recreation areas. Open space management practices are consistent with the goals of reducing hazard losses, such as the preservation of wetlands or other flood-prone areas in their natural state.

Stormwater Management Plan: A stormwater management plan is designed to address flooding associated with stormwater runoff. The stormwater management plan is typically focused on design and construction measures that are intended to reduce the impact of frequent urban nuisance flooding.

- Virginia Department of Environmental Quality (DEQ) is the lead agency for developing and implementing statewide stormwater management and nonpoint source pollution control programs to protect the Commonwealth's water quality and quantity. Currently, three laws apply to land disturbance activity in Virginia: the Stormwater Management Act (§ 62.1-44.15:24 et seq.), Erosion and Sediment Control Law (§ 62.1-44.15:51 et seq.), and Chesapeake Bay Preservation Act (§ 62.1-44.15:67 et seq.). These laws evolved at different times, have been administered by different agencies throughout the years, and created three distinct regulatory programs with varying requirements. At the request of the Chairs of the Virginia House and Senate Natural

Resources committees, DEQ pulled together a group of stakeholders to consider ways to streamline and possibly combine these programs. The goal is to make the requirements clearer, more consistent and more “user-friendly”, while continuing to ensure the protection of the Commonwealth’s water quality. The Department asked representatives of all affected constituencies to take part in this important effort – including local governments, the development community, environmental organizations, agriculture, and others.

- Local governments in Virginia are required to administer the stormwater management laws and regulations promulgated by the State through local ordinances.

Administrative and Technical Capability

The ability of a local government to develop and implement mitigation projects, policies, and programs is directly tied to its ability to direct staff time and resources for that purpose. Administrative capability is evaluated by determining how mitigation-related activities are assigned to local departments and if there are adequate personnel resources to complete these activities. The degree of intergovernmental coordination among departments will also affect administrative capability associated with the implementation and success of proposed mitigation activities. Technical capability is evaluated by assessing the level of knowledge and technical expertise of local government employees, such as personnel skilled in using GIS to assess community hazard vulnerability.

Staff interviews were used to capture information on administrative and technical capability through the identification of available staff, and available personnel resources, whether through consultants or collaborators with community government. **Table 6.4** provides a summary of the results. A checkmark (✓) indicates that local staff members are tasked with the services listed.

TABLE 6.4: RELEVANT STAFF / PERSONNEL RESOURCES

COMMUNITY	Planners with knowledge of land development and land management practices	Engineers or professionals trained in construction practices related to buildings and/or infrastructure	Planners or engineers with an understanding of natural and/or human-caused hazards	Emergency manager	Floodplain manager	Land surveyors	Scientist familiar with the hazards of the community	Staff with education or expertise to assess the community's vulnerability to hazards	Personnel skilled in Geographic Information Systems and/or HAZUS	Resource development staff or grant writers
PENINSULA										
Hampton	✓	✓	✓	✓	✓			✓	✓	✓
Newport News	✓	✓	✓	✓	✓			✓	✓	✓
Poquoson	✓	✓	✓	✓	✓		✓			✓
Williamsburg	✓	✓	✓	✓	✓			✓	✓	✓
James City County	✓	✓	✓	✓	✓			✓	✓	
York County	✓	✓	✓	✓	✓				✓	
SOUTHSIDE										
Norfolk	✓	✓	✓	✓	✓				✓	✓
Portsmouth	✓	✓	✓	✓	✓	✓		✓	✓	✓
Suffolk	✓	✓	✓	✓				✓	✓	✓
Virginia Beach	✓	✓	✓	✓	✓	✓		✓	✓	
Chesapeake	✓	✓	✓	✓	✓	✓			✓	✓
Franklin	✓	✓	✓	✓	✓			✓	✓	
WESTERN TIDEWATER										
Isle of Wight County	✓	✓	✓	✓					✓	
Smithfield	✓	✓	✓	✓					✓	
Windsor										
Southampton County	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Boykins		✓								
Branchville										
Capron										
Courtland	✓	✓								
Ivor										
Newsoms										

Fiscal Capability

The ability of a local government to take action is often closely associated with the amount of money available to implement policies and projects. This may take the form of grant funding or locally-based revenue and financing. The costs associated with mitigation policy and project implementation vary widely. In some cases, policies are tied to staff time or administrative costs associated with the creation and monitoring of a given program. In other cases, direct expenses are linked to an actual project such as the acquisition of flood-prone homes, which can require a substantial commitment from local, state and federal funding sources.

Staff interviews were used to capture information on fiscal capability through the identification of locally available financial resources. **Table 6.5** provides a summary of the results. A checkmark (✓) indicates that the listed fiscal resource is locally available for hazard mitigation purposes.

TABLE 6.5: FISCAL CAPABILITY									
COMMUNITY	Capital Improvement Programming	Community Development Block Grants	Special Purpose Taxes	Gas / Electric Utility Fees	Water / Sewer Fees	Stormwater Utility Fees	Development Impact Fees	General Obligation Bonds	Partnering Arrangements or Intergovernmental Agreements
PENINSULA									
Hampton	✓	✓	✓	✓		✓		✓	✓
Newport News	✓	✓			✓	✓			✓
Poquoson	✓	✓				✓		✓	✓
Williamsburg	✓	✓		✓	✓			✓	✓
James City County	✓	✓							✓
York County	✓	✓							✓
SOUTHSIDE									
Norfolk	✓	✓		✓	✓	✓			✓
Portsmouth	✓	✓			✓	✓		✓	✓
Suffolk	✓	✓	✓	✓	✓		✓	✓	✓
Virginia Beach	✓	✓	✓		✓	✓	✓	✓	✓
Chesapeake	✓	✓			✓	✓	✓	✓	✓
WESTERN TIDEWATER									
Isle of Wight County	✓	✓		✓	✓			✓	✓
Smithfield	✓	✓			✓		✓		✓
Windsor	✓	✓					✓		✓
Franklin	✓	✓	✓	✓	✓				✓
Southampton County	✓	✓		✓	✓			✓	✓
Boykins		✓						✓	
Branchville		✓						✓	
Capron		✓			✓			✓	
Courtland		✓			✓			✓	
Ivor		✓			✓			✓	
Newsoms		✓						✓	

Political Capability

One of the most difficult capabilities to evaluate involves the political will of a jurisdiction to enact meaningful policies and projects designed to reduce the impact of hazards. The adoption of hazard mitigation measures may be seen as an impediment to growth and economic development, which may adversely impact other hazard-related initiatives. Mitigation may not generate the same level of interest among local officials when compared with competing priorities.

Self-Assessment of Capabilities

In addition to the inventory and analysis of specific local capabilities, communities should self-assess their capability to implement hazard mitigation activities. Officials were encouraged to consider the barriers to implementing proposed mitigation strategies in addition to the mechanisms that could enhance or further such strategies. The committee classified each of the capabilities as either “limited,” “moderate” or “high.”

Table 6.6 summarizes the results of the self-assessment process. An “**L**” indicates limited capability; an “**M**” indicates moderate capability; and an “**H**” indicates high capability.

TABLE 6.6: SELF ASSESSMENT OF LOCAL CAPABILITY					
COMMUNITY	Planning and Regulatory Capability	Administrative and Technical Capability	Fiscal Capability	Political Capability	Overall Capability
PENINSULA					
Hampton	H	H	M	M	M
Newport News	H	H	M	H	H
Poquoson	H	H	M	M	H
Williamsburg	H	H	H	H	H
James City County	H	H	M	H	H
York County	H	H	M	H	H
SOUTHSIDE					
Norfolk	M	H	M	H	M
Portsmouth	M	M	L	M	M
Suffolk	M	H	M	L	M
Virginia Beach	M	H	M	L	M
Chesapeake	H	H	M	M	H
WESTERN TIDEWATER					
Isle of Wight County	H	M	M	M	M
Smithfield	L	L	L	M	L
Windsor	L	L	L	L	L
Franklin	M	M	L	M	M
Southampton County	M	M	L	M	M
Boykins	L	L	L	M	L
Branchville	L	L	L	M	L
Capron	L	L	L	M	L
Courtland	M	M	L	M	M
Ivor	L	L	L	M	L
Newsoms	L	L	L	M	L

INTEGRATING MITIGATION MEASURES INTO COMMUNITY LIFE

The success of future mitigation efforts in a community can be gauged to some extent by its past efforts. Previously implemented mitigation measures indicate that there is, or has been, a desire to reduce the effects of natural hazards, and the success of these projects can be influential in building local government support for new mitigation efforts. Additional capability toward realizing mitigation goals is built through the integration of mitigation strategies into other local planning and administrative tasks.

While the notes below are not an exhaustive list of all mitigation actions taken in the region, they do provide a summary of very recent mitigation measures undertaken by communities in Hampton Roads and describe how many of the communities have integrated their mitigation strategies into other planning mechanisms. Additionally, as noted in the *National Mitigation Framework*, the aspects of leadership, collaboration, partnership building and education/skill building have been shown in the following notes whenever possible.

Regional Activities

- Prepared grant application for hazard mitigation plan update that combines 7 existing plans into 1 large regional plan. Updated plan will streamline the list of hazards to align more closely with the State Hazard Mitigation Plan.
- The All-Hazards Advisory Committee (AHAC) was formed in 2015 to bring together mitigation practitioners from each of the HRPDC communities. This group is helping the PDC administer the mitigation planning contract among other tasks.
- Coastal Virginia CRS Users' Group meets every other month to review best practices of other communities and stay up to date on floodplain management and CRS issues. Consulting hazard mitigation planners for the HRPDC updated the group on how to create and update mitigation capability analyses at spring 2015 meeting.
- Each community's comprehensive plan, Old Dominion University/VIMS/HRPDC recent publications on sea level rise, and the State Hazard Mitigation Plan were used and will continue to be used to carefully update the goals and objectives in the HMP to align with existing plan goals at the State and regional levels.
- Each community strives to include mitigation planning committee members who were also involved in the comprehensive planning process. This helps ensure consistency across planning documents. Since there are 14 comprehensive plans to consider during this HMP update, it is expected that common themes can be found that will help focus the HMP goals and objectives in a manner consistent with the 14 comprehensive plans.

City of Hampton

- The City's Fire Department Public Educator has added more hazards to her 4th grade fire presentation.
- The 2011 Hazard Mitigation Plan, especially HIRA information, was integrated into City's 2014 Emergency Operations Plan update.
- Hampton and Newport News applied for and received a hazard mitigation grant to add a generator to Hines Middle School, which is one of the shelters in the City's MOU with Newport News.
- Hampton received a State Homeland Security Grant in 2014 to add specialized items for sheltering children, such as highchairs and pack and plays.
- As a result of a previous HMP action to evaluate/review options for more effective public warning systems to upgrading/replace existing reverse 911 system, in 2013 Hampton switched to Everbridge which provides more options for alerting the public. This system is also integrated with the system being used by VDEM.
- HMP action to educate elected officials and residents on the importance of the NFIP has resulted in a multi-agency effort to provide flood insurance brochures at all outreach events. The

importance of flood insurance is in the City's general presentation that is given to the public on emergency management.

- A high priority action in the HMP was to support mitigation of priority flood-prone structures through promotion of acquisition/demolition, elevation and flood proofing of non-residential projects where feasible using FEMA hazard mitigation grant programs where appropriate. The City has hired new staff to implement grants and has several on going home elevation projects, including:
 - Severe Repetitive Loss Grant Program 2012 – Project is to elevate 4 SRL residences
 - DR-4024 (Disaster mitigation funding from Hurricane Irene) – Project is to elevate 8 flood prone residences (7 on RL list)
 - DR-4042 (Disaster mitigation funding from Mineral, VA earthquake) – Project is to elevate 8 flood prone residences (6 SRL, 1 RL)
 - FMA 2013 (Flood Mitigation Assistance Grant Program) – 2 Projects to elevate 10 SRL residences
- The City has implemented a revolving loan fund for residential elevation projects. The revolving loan program is up and running. It is the only program of its kind, in Virginia, for residents to apply for low-interest loans to help with qualifying mitigation projects. This project is supported by the Office of Emergency Management, Hampton Redevelopment and Housing Authority, and Old Point National Bank. Hampton would like to assist other localities in setting up a similar program.
- Mitigation action to provide NOAA weather radios to high risk populations was funded and completed with weather radios provided to residents that live in mobile homes in Hampton in April 2015.
- HMP mitigation action to evaluate the relocation of Hampton City Schools Maintenance Building was implemented by chance when the building was destroyed by a tornado that hit Hampton on January 11, 2014. The building was not rebuilt.

City of Newport News

- The Comprehensive Plan update process during the summer of 2015 examined goals, objectives, and actions from the previous HMP. Many of the same planning teams will be involved in both updates.
- The emphasis on floodplain management through ordinance administration in the HMP resulted in flood ordinance changes in 2014 that included adoption of freeboard.
- Certified Floodplain Managers, a professional certification program administered by the Association of State Floodplain Managers, increased in number across at least 2 departments and they participate in hazard mitigation planning on a regular basis.
- The City Watch program was expanded to include post-disaster messages as a result of a careful capability analysis.
- The City formed a Generator Committee to address needs in the City identified during hazard mitigation capability review.
- A mitigation action in the previous plan recommended developing a natural hazards school curriculum. Existing Fire Department programs were expanded to address this need.
- The previous HMP identified City Line apartments as a high hazard area and some retrofits were made to the complex's HVAC system. Additional flood protection measures for this and an adjacent housing complex are being pursued in conjunction with the City of Hampton, U.S. Department of Housing and Urban Development and other State and Federal agency partners.

City of Poquoson

- The City has inserted a Capital Improvement Plan (CIP) line item for tree trimming as reflected in the mitigation actions in the HMP, and is pursuing installation of hurricane shutters on the front of City Hall through similar measures.
- In partnership with Hampton, the two cities hired a shared grants administrator specifically to pursue funding for mitigation actions identified for sea level rise and flood mitigation.
- As part of CRS program, City is forming a Program for Public Information (PPI). A regional PPI is under consideration by several adjacent communities.

City of Williamsburg

- The City has and maintains StormReady designation and has discussed pursuit of the designation with the College of William and Mary, as well.
- The stormwater program has started a series of inter-departmental training sessions to help other City staff who are out in neighborhoods to recognize problems associated with drainage maintenance, including waste dumping, improper use of drains and proper notification of problems. Drainage system maintenance is a medium priority action in the HMP and this innovative method for addressing maintenance problems has been well-received in by the Fire Department.
- Shelter generator maintenance program called for in the HMP has been implemented through the CIP, with a regular maintenance budget and real-time monitoring software included.
- Strengthening the GIS capability was a medium priority in the last two HMPs. The City has now hired a part-time person and hazard-related GIS data gathering has been accomplished, including verification of hydrant locations and identification/mapping of critical structures and infrastructure.
- Mitigation action in HMP called for exploring feasibility of a Disaster-Resistant University plan with the College of William & Mary. The university did their own plan in 2013.

James City County

- Repetitive flood loss data is reviewed annually as part of the County's participation in the CRS, or when the data is made available. This action is included in the Hazard Mitigation Plan but is also part of the County's plan to address flood mitigation through the CRS.
- Two major theme parks in the County, Busch Gardens and Water Country, received StormReady designation through NOAA.

York County

- A mitigation action in the Hazard Mitigation Plan suggests evaluating sustainability and safety of critical facilities. The county's ongoing plan for generator replacement is now tied to the CIP.
- York County, Newport News and Newport News Waterworks work jointly on forest management at the Waterworks-owned property. Fire trails are regularly maintained.
- Part of staff responsibilities include making information/speakers available to business for contingency planning as needed, or as requested. This is a mitigation action identified in the Hazard Mitigation Plan and reflected in day-to-day operations.
- The County adopted 3 feet of freeboard for structures built or substantially improved in flood hazard areas. Freeboard was recommended as an action in the hazard mitigation plan.
- Comprehensive Plan adopted in 2013 echoes several of the hazards included in the previous hazard mitigation plan, and proposes Implementation Strategies to address them in great detail. The shoreline erosion strategies will continue to be referenced, or included directly, in the 2017 update to the Hazard Mitigation Plan.

City of Norfolk

- Updated Comprehensive Plan was adopted March 26, 2013, and was recognized as an example of content and metrics to include in a comprehensive plan. The plan was also recognized for its inclusion of sea level rise, flooding and mitigation actions as part of the metrics.
- As a result of a previous mitigation action plan strategy to expand existing notification systems, several City departments have come together to expand the City's ability to notify the public. Sources include real-time updates the web page, email distribution lists, Facebook and Twitter.
- The City continues to update the flooding awareness webpage, accessible from the homepage. A cross-departmental Flood Awareness Committee was formed, and also provides quarterly updates to citizens as well as to the professional community regarding the City's progress on flood mitigation as well as providing an opportunity for dialogue for all interested stakeholders.
- The City is part of the Rockefeller Foundation RE.invest Initiative which explores ways the private sector can be engaged to enhance flood protection in some older areas of Norfolk with a history

of flooding. The city is currently reviewing a report of actions and deliverables from the RE.invest group.

- The city is recognized as part of the initial cohort of the 100 Resilient Cities. Also funded by the Rockefeller Foundation, the program provides access to a worldwide network and knowledge base that will be able to identify additional strategies to help the City be more resilient to physical, social, and economic threats. As a result, the city has appointed a Chief Resiliency Officer.
- As a result of a previous mitigation action plan strategy, City and Norfolk Public Schools have funded and are in the design phase of multiple school replacements throughout Norfolk. These new facilities will replace older facilities that do not meet current requirements for stormwater management and, in some cases, elevation for flood protection. New structures will meet these requirements and provide safer emergency shelters in times of need.
- Public Works has completed improvements to Brambleton Avenue that provide better access and egress to Sentara Norfolk General Hospital and Eastern Virginia Medical College during storm and flooding events.
- After a storm or flooding event occurs, properties that have received damage are mapped using GIS as part of the damage assessment reporting. Damage assessment training is provided each spring for staff that inspect properties after events.
- The city uses a new data tracking software of storm events (STORM) for live input of information from the public that is used to provide guidance to city staff regarding where problems exist during storm events.
- Revisions to the Zoning Ordinance were approved and implemented on January 1, 2014. These revisions allow for development to be more resilient to flood damage. These changes are expected to help lower the city's CRS classification and further reduce flood insurance premiums for property owners in the city.
- The city has acquired Everbridge, calling it Norfolk Alert, to alert property owners in flood-prone areas of need for evacuation or other short-term actions ahead of, during or after events.
- The City's GIS department developed a tool termed the Tidal Inundation Tracking Application for Norfolk (TITAN) that shows potential flooding based on current tide projections or other hypothetical scenarios.

City of Portsmouth

- In addition to HMP, Portsmouth has a Floodplain Management Plan that is updated on a 5-year cycle, just before the hazard mitigation plan. Plans are slightly redundant, but serve different purposes. The FMP will be consulted as the HMP is updated through 2016 to avoid conflicts and echo priorities for flood mitigation.
- Flood Information Pamphlets are distributed by several City departments, including recently to all rental units as inspections are completed, and at the public counters in Planning and Inspections. Originally developed for CRS and repetitive loss mailings, pamphlets have an expanded purpose and audience in recent years.
- Staff created a "flood speakers bureau" for Civic Leagues and has attended 4 civic/neighborhood meetings to speak.
- Floodplain Management function was transferred to the Department of Neighborhood Advancement in August 2013. New web page was created in 2014.
- Emergency evacuation plan was a priority in the previous mitigation plan. Action on this item is strategically on hold in order to use new LIDAR data received in August 2014. First step is creating a list of flood prone streets and then routing evacuation. Fire Department, Engineering and Public Works are all involved in listing flood-prone streets. USACE is also involved.
- Staff training on the NFIP is a priority in the HMP. Staff provided training to City Council and Planning Commission on BW '12 and other NFIP legislative changes to increase knowledge and allow integration of NFIP information in City planning strategies.
- Identifying and funding drainage improvements and protecting water/sewer infrastructure from flooding is a high priority in the HMP and FMP. Work has been coordinated between several departments and an outside engineering firm, and funded through capital improvements planning. New stormwater lines are being replaced with larger lines and outfalls are getting flood gates.

New and retrofitted pump stations can be quickly connected to generators or auxiliary pump connections.

- GIS is being used to map flood-prone properties that store hazardous materials as identified by the Fire Department. This inter-departmental use of funds was a priority in the FMP. This action increases the City's ability to identify capability gaps with regard to fire and flood as compounding hazards.
- While not complete, an interdepartmental effort to help special needs homes develop emergency operations plans is underway. This priority of the FMP will tie together several existing plans for flood, emergency operations and outreach/warning.
- Many plans and actions by the City are becoming dependent on an agreed-upon rate of sea level rise for a specific time period. Using the VIMS study and efforts by ODU, Portsmouth has settled on a rate of 7 feet of sea level rise by 2100. This is a subtle, but important accomplishment for moving several plans and projects forward.

City of Suffolk

- Information from the 2011 HMP was incorporated into the 2015 Revision of the City of Suffolk Emergency Operations Plan and into the 2015 revision to the City of Suffolk Hazardous Materials Response Plan.
- Flood hazard risk and vulnerability information was considered for the City's 2035 Comprehensive Plan and the recent FIRM updates.
- As a result of a previous mitigation action plan strategy, a FIRM viewer and a Hurricane Surge Viewer are in place on the City's Emergency Management website in the "Flooding" tab. A PDF document also resides there for users who are not comfortable with mapping programs.
- Suffolk OEM answers email and phone requests for address-specific flood data. Personalized maps can either be generated in the office or during community outreach events.
- Hurricane/tropical storm/flood safety talks are delivered upon request to church, civic and community groups.
- Hurricane/flooding preparedness brochures are placed at local libraries, the visitor's center and other public buildings around the city.

City of Virginia Beach

- Together with the AHAC, the City is considering working toward a regional recovery framework. This is an offshoot of the City's mitigation action regarding developing a regional MOU for recovery and mitigation.
- The 2015 Comprehensive Plan update references the hazard mitigation plan update process. The timing did not facilitate inclusion of the existing mitigation actions because those actions were updated immediately thereafter during the update. The Sustainability Plan references the Hazard Mitigation Plan content in the appendices, echoes the goals and objectives of the Hazard Mitigation Plan, and contains a flood component to address the interrelationship of flood mitigation and sustainability.
- The ComIT Data Center relocation mitigation action has not occurred, but the City has used the recommendation from the plan to push for generator/battery backup and consolidation of data centers as a first step. Relocation of the center will be changed to a high priority action due to the increasing recognition of the importance of this action to City operations.
- The City changed floodplain management ordinance to adopt two feet of freeboard for structures built or substantially improved in flood hazard areas.
- City is aggressively tackling enforcement issues in floodplains.
- City is integrating floodplain management more widely into other community actions such as the preliminary development review process which includes flood mitigation recommendations early in the process and the formation of the City Manager's Sea Level Rise/Flooding Work Group.
- Although the Hazard Mitigation Plan is not referenced per se in the annual CIP, projects are included that reflect mitigation actions from the plan on a regular basis. One example was the relocation and rebuilding of the City's Animal Control Facility. Another example is the complete replacement of the public safety communication hardware and the 6-year spending/replacement plan that is reflected in each CIP.

- Public information, particularly regarding floodplain management, has been redesigned on the City's web site and the site references and includes information from the HIRA in the Hazard Mitigation Plan.
- CERT curriculum was revised to include damage assessment and storm preparation advice as a result of mitigation actions and hazard information included in the Hazard Mitigation Plan.
- The City's Urban Forestry Management Plan, a component of the Comprehensive Plan, was published in 2014 and includes strategies for better management of dunes and landscaping in V Zones. The plan is expressly tied to the Sustainability Plan, the city's stormwater management regulations, the Strategic Growth Area Plans, and the Outdoors Plan, and includes a reference to Sea Level Rise as a threat to tree cover in the City.
- The City recognizes the importance of sand management strategies for maintaining beaches, like Sandbridge, and plans to use the HMP update process to reinforce the importance of ongoing actions that are being implemented through other planning mechanisms.

City of Chesapeake

- Chesapeake has attained a Class 8 rating in the CRS program, qualifying all Chesapeake residents for a 10 percent discount in flood insurance premiums, due to its continued vigilance in floodplain management, open space policies, public outreach in flood issues, and acquisition, demolition and elevation of severe repetitive flood loss properties through various grant programs.
- The City has expanded its ability to notify the public of potential flood hazards by using Everbridge, which is a part of Chesapeake Alert. Additionally, Emergency Management has coordinated with our Public Information offices and Public Works to provide the public with real-time updates via its City webpage, Facebook and Twitter.
- Chesapeake provides continued information on flood-related issues, including the NFIP, via the City's home web page and the Emergency Management web page.
- The City of Chesapeake has acquired \$7,515,092.00 in FMA grant funds over the past seven years to acquire and demolish 25 and elevate five severe repetitive loss structures.
- The City has committed in its CIP the following:
 - \$1.5 million for public works infrastructure system replacement and upgrade in the South Norfolk/Liberty Street area to protect and enhance drainage for this flood-prone area.
 - \$5 million to a five-year public works project that increases resiliency in the South Norfolk/Oakdale area and the city is in the conceptual stage of a drainage improvement project totaling \$800,000 in the South Norfolk/Portlock area, which will be under construction in 2016.
 - All projects are designed for Best Management Practices, designed to collect storm water runoff, reduce soil erosion and remove pollutants. The outcome will be to substantially alleviate the repetitive flood problems in that area, to build social and physical resiliency for the low- to moderate-income population, and to encourage economic resiliency through infrastructure that encourages and supports economic revitalization in the South Norfolk area, an area that is on the upswing.
 - The South Norfolk target area will also see increased resiliency from a Chesapeake/Hampton Roads Sanitation District (HRSD) project. \$8 million will be spent in the South Norfolk to replace the 100-year old wastewater transmission lines. HRSD is an award-winning, industry leader at the national, state, and local levels in protecting public health and the waterways, and the regional wastewater treatment agency that treats water for Chesapeake and other localities in Hampton Roads.
 - Chesapeake has budgeted \$7 million for the Bainbridge Boulevard corridor five-year public utilities project. The City's dedication to building resiliency for its citizens and to businesses is typified in this project that will improve resiliency by decreasing risk associated with flooding's effect on the public utilities. By burying utilities along that the Bainbridge Boulevard corridor, the city will eliminate the risk of utility interruption created during floods. This will create a more resilient infrastructure that will generate greater social and economic benefits in the South Norfolk low- to moderate-income community.

Improved infrastructure is an asset in building economic revitalization, as well as in improving utility service to residents during tidal flooding and/or heavy rains, including rains from hurricanes.

- Chesapeake begins its hazard mitigation planning through the Natural Event Mitigation Advisory Committee (NEMAC). NEMAC is a citizen/city staff advisory committee appointed by City Council to advise it on all hazards and report yearly on progress in mitigation and resiliency. NEMAC's 8 citizens (who form the quorum) is supported by 9 city department representatives, with each department representing a part of mitigation problems and solutions. NEMAC meets 6 times a year to plan for hazards, to make recommendations for improvements in the Hazard Mitigation Plan (HMP) to increase resiliency, and to provide oversight on accomplishing the actions recommended in the HMP. One particular resiliency improvement overseen by the NEMAC was providing guidance to include sea level rise and land subsidence in the 2014 HMP as a Critical Hazard-Moderate Risk.

Isle of Wight County

- As a result of a mitigation action in the HMP, staff have been cleared to move forward with CRS application-related activities.
- Comprehensive Plan updates in the region have included resource conservation areas. Sea level rise continues to be a consideration for future planning efforts.
- Stormwater drainage in floodprone areas has been identified as a local hazard and related action to implement a drainage plan is being acted upon through implementation of a stormwater master plan in development.
- Flooding of access roads identified as a problem in the HIRA. Virginia Department of Transportation (VDOT) owns and maintains all roadways in the county. County has recently added a transportation planner/VDOT liaison to staff to help with coordination of issues like this. Similarly, an extra fueling station for county vehicles was needed and recently installed in conjunction with the new volunteer rescue squad building.

City of Franklin

- Southampton County and the City of Franklin implemented a "shared services" Community Development Department recently that had the effect of reducing costs, increasing available services, and increasing efficiencies, including sharing a Building Official who is also a CFM.

Southampton County

- The draft Comprehensive Plan is expected to be adopted in June 2015. The plan includes many hazard identification and risk assessment elements from the previous HMP in Chapter 7, Environment. There is information on storm tracks, flooding/floodplains, wetlands, and repetitive flood loss areas in the county and towns. Implementation strategies in the comprehensive plan were also coordinated with the mitigation actions in the previous HMP.
- CFM training for staff was indicated as a high priority in the previous HMP. The County and the City of Franklin implemented a "shared services" Community Development Department recently that had the effect of reducing costs, increasing available services, and increasing efficiencies, including sharing a Building Official who is also a CFM.
- Two additional staff in the Franklin/Southampton Community Development Department are working to become CFMs in calendar year 2015.

Town of Boykins

- An acquisition project on Spring Garden Street is complete with the exception of 1 vacant home. Boykins Volunteer Fire Department acquired and cleared the remaining structures.
- Identified as a problem flooding area in the HIRA, the town has done what they can to clean out Tarrara Creek. Private property owners have removed beaver dams and other impediments.
- The mayor is going to put a flyer on each door in town reminding people to sign up for the county's reverse 911. He'll mention it at town council meetings and put it on the town's updated website, which he will ask the county to link to from the county site.

Town of Newsoms

- Drainage improvements to eliminate standing water in yards and drainage ditches as identified in a 2011 stormwater study were targeted as a high priority in the previous HMP. Town procured a grant in 2012 to evaluate storm drainage and recommend improvements. Preliminary engineering report was completed. Town applied for Community Development Block Grant (CDBG) and, as part of the application, also completed a preliminary housing assessment in 2013. The grant was denied, but the Town will seek additional funding sources.

Regional Capabilities

The communities of Southside Hampton Roads are part of HRPDC, one of 21 Planning District Commissions in the Commonwealth of Virginia. HRPDC is a regional organization representing the area's sixteen local governments. Planning District Commissions are voluntary associations and were created in 1969 pursuant to the Virginia Area Development Act and a regionally executed Charter Agreement. The HRPDC was formed in 1990 by the merger of the Southeastern Virginia Planning District Commission and the Peninsula Planning District Commission.

The purpose of planning district commissions, as set out in the Code of Virginia, Section 15.2-4207, is "...to encourage and facilitate local government cooperation and state-local cooperation in addressing on a regional basis, problems of greater than local significance." The HRPDC mission is to:

- Serve as a forum for local and elected officials and chief administrators to deliberate and decide issues of regional importance;
- Provide the local governments and citizens of Hampton Roads credible and timely planning, research and analysis on matters of mutual concern; and
- Provide leadership and offer strategies and support services to other public and private, local and regional agencies, in their efforts to improve the region's quality of life.

The HRPDC serves as a resource of technical expertise to its member local governments. It provides assistance on local and regional issues pertaining to Economics, Physical and Environmental Planning, Emergency Management, and Transportation. For example, the commission staff is currently working on cataloging GIS data for the region and improving compatibility of the data on a regional basis.

Additional regional capabilities exist with regard to the management of coastal zone resources in the Commonwealth. A permit must be obtained from the Virginia Marine Resources Commission (VMRC) to build, dump or otherwise trespass upon or over, encroach upon, take or use any material from the beds of the bays, ocean, rivers, streams or creeks within the jurisdiction of Virginia. The permitting process is designed to reduce the unnecessary filling of submerged land, to minimize obstructions or hazards to navigation and to avoid conflicts with other uses of state-owned submerged lands or state waters.

In addition, the VMRC is responsible for managing and regulating the use of Virginia's tidal wetlands in conjunction with Virginia's local wetlands boards. Under Virginia law, tidal wetlands include both vegetated and non-vegetated intertidal areas. Vegetated wetlands include all the land lying between and contiguous to mean low water and an elevation above mean low water equal to a factor 1.5 times the mean tidal range at the site and upon which is growing at least one of the botanical species specified in the Virginia Wetlands Act. Non-vegetated wetlands include all the land lying contiguous to mean low water and between mean low water and mean high water at the site.

Technical assistance and advice on dredging and filling operations that involve subaqueous bottoms and wetlands, all aspects of the marine environment, marine science and marine affairs is available from the VIMS. The institute provides technical assistance, often at no cost, to businesses whose development plans have impacts on marine resources.

The Virginia Coastal Zone Management Program (CZM Program) was established in 1986 to protect and manage Virginia's "coastal zone." The CZM Program is part of a national coastal zone management program, a voluntary partnership between the National Oceanic and Atmospheric Administration, National Ocean Service Office of Ocean and Coastal Resource Management, and U.S. coastal states and territories authorized by the federal Coastal Zone Management Act. The Virginia program was established through an Executive Order, which is renewed by each new governor. The program is not a single centralized agency or entity, but a network of state agencies and local governments which administer the following enforceable laws, regulations and policies that protect our coastal resources:

- Tidal and Nontidal Wetlands;
- Fisheries;
- Subaqueous Lands;
- Dunes and Beaches;
- Point Source Air Pollution;
- Point Source Water Pollution;
- Nonpoint Source Water Pollution;
- Shoreline Sanitation; and
- Coastal Lands.

The geographic areas of particular concern for the CZM Program include:

- spawning/nursery/feeding grounds;
- coastal primary sand dunes;
- barrier islands;
- significant wildlife habitat areas;
- significant public recreation areas;
- significant sand and gravel resource deposits;
- underwater historic resources;
- highly erodible/high hazard areas; and
- waterfront development areas.

Currently, some of the projects that the CZM Program is pursuing that have applications with regard to hazard capabilities include: adapting to climate change, special area management planning, coastal land conservation, shoreline management, and public access.

MITIGATION STRATEGY

2017 UPDATE

Section 7 was updated to reflect the Co4mmittee's work to update the Goals and Objectives. The following major changes were incorporated:

- 1) All tables were added or updated to reflect new information, including the new goals and objectives; and,
- 2) Mitigation actions were reviewed, completed actions were deleted; and, new mitigation actions were revised and added as directed by Committee members.

INTRODUCTION

This section of the Plan provides the "blueprint" for Hampton Roads to become less vulnerable to natural hazards. It is based on the general consensus of the Committee along with the findings and conclusions of the *Capability Assessment* and *Risk Assessment*. The *Mitigation Strategy* section consists of the following four subsections:

- MITIGATION GOALS
- IDENTIFICATION AND ANALYSIS OF MITIGATION TECHNIQUES
- SELECTION OF MITIGATION TECHNIQUES
- MITIGATION ACTION PLAN

The intent of the *Mitigation Strategy* is to provide participants with the goals that will serve as the guiding principles for future mitigation policy and project administration, along with a list of proposed actions available to meet those goals and reduce the impact of natural hazards. It is designed to be comprehensive and strategic in nature.

The development of the strategy included a thorough review of all natural hazards and identified policies and projects intended to not only reduce the future impacts of hazards, but also to assist the region in achieving compatible economic, environmental, and social goals. The development of this section is also intended to be strategic, in that all policies and projects are linked to established priorities assigned to specific departments responsible for their implementation and assigned target completion deadlines. Funding sources are identified when possible, that can be used to assist in project implementation.

The first step in designing the *Mitigation Strategy* includes the identification of mitigation goals. Mitigation goals represent broad statements that are achieved through the implementation of more specific, action-oriented tasks listed in the *Mitigation Action Plan*. These actions include both hazard mitigation policies (such as the regulation of land in known hazard areas), and hazard mitigation projects that seek to address specifically targeted at-risk properties (such as the acquisition and relocation of flood-prone structures). Additional mitigation measures are then considered over time as new mitigation opportunities are identified, new data become available, technology improves, and mitigation funding becomes available.

The last step in designing the *Mitigation Strategy* is the creation of a set of jurisdictionally specific *Mitigation Action Plans* (MAPs). The MAPs represent the key outcome of the mitigation planning process. MAPs include a prioritized list of proposed hazard mitigation actions (policies and projects), including accompanying information such as those agencies or individuals assigned responsibility for their

implementation, potential funding sources, and an estimated target date for completion. The MAPs provide those individuals or agencies responsible for implementing mitigation actions with a clear roadmap that also serves as an important tool for monitoring progress over time. The collection of actions listed in the MAP also serves as a synopsis of activities for local decision makers.

In preparing the *Mitigation Action Plans*, committee members considered their overall hazard risk and capability to mitigate natural hazards, in addition to the mitigation goals. The prioritization of mitigation actions was based on the following five factors: (1) effect on overall risk to life and property; (2) ease of implementation; (3) political and community support; (4) a general economic cost/benefit review; and (5) funding availability.

MITIGATION GOALS

The goals of the Hampton Roads Hazard Mitigation Plan were crafted as part of three facilitated discussions and brainstorming sessions with committee members (see Section 2: *Planning Process*). As part of the 2017 update, the planning consultant reviewed the goals and objectives of the six plans being combined. Similar goals and objectives were grouped and assessed initially by the consultant to find the best representative language in each category. This set of combined goals and objectives was then presented at the first of three regional meetings to dissect and review, with live editing of the document taking place during each of the three meetings to reflect participants’ current goals and objectives.

The groups reassessed each goal word for word, reprioritized the list, and edited overall for brevity. The original combination document (“Previous Plan Goals and Objectives”) and updated (“2017 Goals and Objectives”) goals are provided in **Table 7.1** below, with notes about the discussion leading to the changes. The committee also reviewed and considered the regional mitigation goals expressed in several other documents as shown in Section 2. Each of the following goal statements represent a broad target to achieve through implementation of specific *Mitigation Action Plans*.

TABLE 7.1: UPDATED GOALS AND OBJECTIVES

PREVIOUS PLAN GOALS AND OBJECTIVES*	2017 GOALS AND OBJECTIVES
<p>Goal 1: Increase community resiliency/sustainability/ by reducing vulnerability to (all/high risk/natural) hazards. <i>Objective 1.1: Reduce hazard-related losses to the built environment.</i></p> <ul style="list-style-type: none"> 1.1.1: Implement structural and nonstructural mitigation measures to protect existing development; focus on repetitive flood loss property protection. 1.1.2: Protect future development. 1.1.3: Provide protection and access/egress for critical public and private utilities, facilities and services (also, bridges, utilities and evacuation routes). 1.1.4: Ensure continuity of government operations. <p><i>Objective 1.2: Reduce hazard-related impacts on lives.</i></p> <ul style="list-style-type: none"> 1.2.1: Use multi-objective approaches that achieve other community goals such as preservation of natural areas, open space, or energy-efficiency. <p><i>Objective 1.3: Increase staff capability in Floodplain and Emergency Management.</i></p>	<p>Goal 1: Increase community resiliency by reducing vulnerability to hazards. <i>Objective 1.1: Reduce damage to repetitively flooded properties</i> <i>Objective 1.2: Protect existing and future development</i> <i>Objective 1.3: Protect critical facilities/infrastructure</i> <i>Objective 1.4: Maintain government services throughout hazard events</i> <i>Objective 1.5: Reduce hazard-related impacts on daily routines</i> <i>Objective 1.6: Preserve and enhance benefits of natural areas</i></p> <p>Why the Change? These statements are more concise with a very clear focus on the ways in which resiliency can lead to reduced vulnerability. The shortened statements work better for the variety of communities involved in the plan and their unique blend of hazards.</p>

TABLE 7.1: UPDATED GOALS AND OBJECTIVES	
PREVIOUS PLAN GOALS AND OBJECTIVES*	2017 GOALS AND OBJECTIVES
<p>Goal 2: Increase public awareness of vulnerability to high risk hazards and mitigation tools. <i>Objective 2.1: Provide information to residents/citizens, businesses and schoolchildren about hazards.</i> 2.1.1: Encourage property owners to assume responsibility for protection. 2.1.2: Promote flood insurance as a property protection measure. 2.1.3: Highlight mitigation successes.</p>	<p>Goal 2: Educate the public about hazard vulnerabilities and ways to reduce risk <i>Objective 2.1: Encourage property owners to assume responsibility for reducing vulnerability</i></p> <p>Why the Change? The groups agreed that government has a responsibility for implementing this goal, but that an additional way to educate is to help and encourage property owners to take appropriate mitigation actions on their own.</p>
<p>Goal 3: Integrate mitigation concepts into local and regional government actions <i>Objective 3.1: Institutionalize risk reduction principles into the community’s daily activities, processes and functions.</i> <i>Objective 3.2: Integrate hazard information with environmental protection programs and other community planning initiatives.</i> <i>Objective 3.3: Unify local, regional and state planning efforts.</i> 3.3.1: Include separate section of regional actions in this and future hazard mitigation plans. <i>Objective 3.4: Improve hazard data collection and mapping.</i></p>	<p>Goal 3: Strengthen and develop partnerships for mitigating hazard impacts <i>Objective 3.1: Integrate mitigation concepts into local and regional government plans, policies and actions</i> <i>Objective 3.2: Improve and standardize hazard data collection and mapping</i> <i>Objective 3.3: Leverage shared resources in pursuit of funding for hazard mitigation projects</i> <i>Objective 3.4: Develop partnerships among local, regional, national, and international organizations</i></p> <p>Why the Change? Local emphasis on mitigation partnerships is timely. Those partnerships can happen inter-departmentally, within community government, or between government agencies across local and state boundaries. This goal better states the partnership angle and then objectives break down different ways in which the goal could be accomplished.</p>
<p>Goal 4: Maximize use of state, federal, local, private funds available for mitigation. <i>Objective 4.1: Analyze and establish additional cost-share opportunities.</i> <i>Objective 4.2: Minimize repeat community expenditures for incident response.</i></p>	<p>GOAL DELETED</p> <p>Why the Change? This goal was a rather apparent goal of all local governments and was quite broad for this plan. New Objective 3.3 better captures the intent of this original Goal 4 as it pertains to mitigation.</p>

* The goals and objectives in this column represent a blending of goals and objectives from the six existing plans being combined into this plan.

IDENTIFICATION AND ANALYSIS OF MITIGATION TECHNIQUES

44 CFR Requirement

Part 201.6(c)(3)(ii): The mitigation strategy shall include a section that identifies and analyzes a comprehensive range of specific mitigation actions and projects being considered to reduce the effect of each hazard, with particular emphasis on new and existing buildings and infrastructure.

In formulating Hampton Roads' *Mitigation Strategy*, a wide range of activities was considered in order to help achieve the goals and address specific hazard concerns. At the third planning meeting, committee members considered six broad categories of mitigation techniques. Committee discussions regarding each category are summarized beneath each category, including notes on the appropriateness and applicability of each as it applies to Hampton Roads.

1. Prevention

Preventative activities are intended to reduce the impact of future hazard events, and are typically administered through government programs or regulatory actions that influence the way land is developed and buildings are constructed. They are particularly effective in reducing a community's future vulnerability, especially in areas where development has not occurred or capital improvements have not been substantial. Examples of preventative activities include:

- Planning and zoning
- Building codes
- Open space preservation
- Floodplain regulations
- Stormwater management regulations
- Drainage system maintenance
- Capital improvements programming
- Shoreline/riverine setbacks

2016 Committee Discussion: Prevention activities have been implemented in the past in Hampton Roads, are ongoing, and will continue to be included in this and future mitigation action plans. Many communities will mitigate flood damage through planning and zoning actions, such as amendments to their floodplain management ordinances which are viewed as very effective mitigation tools locally. Most communities in the region are continually updating zoning ordinances, especially for flood zones. The statewide building code is viewed as a rather static mitigation tool; it has components that mitigate especially for wind and flood, but is not a product that local governments exert a great deal of influence upon regularly. Open space preservation strategies are contained in most of the regional comprehensive plans, including Newport News, and will be added to several in upcoming revisions. In York County and several other communities, open space preservation is also addressed in subdivision regulations. Franklin has taken recent action to promote cluster development outside of flood hazard areas and create conservation and recreation districts along riverbanks. Several communities, including Hampton, Newport News and Southampton County, have recently integrated information from their existing hazard mitigation plans into Comprehensive Plan revisions. Stormwater management regulations and drainage system maintenance rules promulgated at the state level are viewed as quite robust and not in need of additional local action at this time; in addition, VDOT performs much of the drainage system maintenance in the Western Tidewater region. Similarly, the state's Chesapeake Bay Act regulations governing shoreline setbacks are enforced locally, but not promulgated locally. Capital improvements programming is seen as a useful tool in the implementation of high priority mitigation activities across the participating communities.

2. Property Protection

Property protection measures involve the modification of existing buildings and structures or the removal of the structures from hazardous locations. Examples include:

- Acquisition
- Relocation
- Building elevation
- Critical facilities protection
- Retrofitting (i.e., windproofing, floodproofing, seismic design)
- Safe rooms, shutters, shatter-resistant glass
- Insurance

2016 Committee Discussion: Property protection measures have been implemented in the past in the region and across the state, and are ongoing primarily through HMGP projects. These measures will continue to be included in this and future mitigation action plans, although Virginia Beach and Poquoson will not do property acquisition due to difficulties with this approach in previous projects. Acquisition is preferred over elevation for Isle of Wight County and a large-scale acquisition project in Newport News is ongoing. Relocation of flood-prone structures is not a high priority in the Western Tidewater region, and is not a preferred alternative in the more built-out municipalities on the Peninsula and Southside. Building elevation projects, critical facilities protection, and floodproofing/retrofitting are popular alternatives with the region's emergency managers, and many communities continually seek ways to increase insurance coverage for vulnerable property owners. Although costly, elevation of a wastewater treatment plant near Franklin is under consideration by both Franklin and Southampton County officials. The Community Rating System and related activities encompass and highlight several property protection measures ongoing in the participating communities. The committee decided to continue acquisition, relocation, and elevation measures for repetitively flooded properties, including critical facilities retrofits, in the Mitigation Action Plan, but did not act on any measures specifically for safe rooms or shatter-resistant glass as tornadoes are not a high risk critical hazard. Some communities in Western Tidewater have had discussions about providing safe rooms in designated areas, but no action was taken for this plan. Existing building code requirements are seen as sufficient with regard to wind and tornado protection; however, hurricane shutters and shatter-resistant glass may be an option for critical facility or emergency shelter retrofits as necessary. Many of the study area communities have installed or are considering installation of back-up generators for specific critical facilities, and this will be reflected in the MAP. With regard to insurance, some communities in Western Tidewater have produced community flyers regarding the importance of having insurance coverage on structures, and the counties participate in the Virginia Association of Counties Group Self-Insurance Risk Pool, a member-owned program that provides equitable rates with stable prices for long-term budgeting purposes.

3. Natural Resource Protection

Natural resource protection activities reduce the impact of natural hazards by preserving or restoring natural areas and their protective functions. Natural areas could include floodplains, wetlands, steep slopes, barrier islands and sand dunes. Parks, recreation or conservation agencies and organizations often implement these measures. Examples include:

- Land acquisition
- Floodplain protection
- Watershed management
- Beach and dune preservation
- Riparian buffers
- Forest and vegetation management (i.e., fire resistant landscaping, fuel breaks)
- Erosion and sediment control
- Wetland preservation and restoration
- Habitat preservation
- Slope stabilization
- Historic properties and archaeological site preservation

2016 Committee Discussion: Natural resource protection measures remain commonly-used throughout the coastal Virginia region. Many state programs discussed in Section 6, such as the Chesapeake Bay Act, are established natural resource protection measures that are not expected to be weakened in the near- or long-term. The most important of these measures in relation to Hampton Road's critical hazards are floodplain protection, erosion and sediment control, wetland preservation, and watershed management. Several communities in Western Tidewater discussed the fact that they did a lot of land acquisition after Isabel and Floyd and feel like that measure is no longer a high priority under consideration, and others indicated the cost of flood-prone land acquisition is often prohibitive for their local governments. Several rivers in the study area are designated scenic rivers and that designation has positively impacted watershed management efforts. Forest and vegetation management were discussed and determined to be low priority items at this time, although changes in risk or vulnerability for wildfire may change this thinking in the future. Beach and dune preservation is another state-promulgated program that requires permitting for impacts. Several communities decided to continue floodplain protection measures and land acquisition in the Mitigation Action Plan, but did not act specifically on other natural resource protection measures as those are considered to be sufficiently addressed through state regulations. Invasive species control is an important habitat preservation technique used, especially in Isle of Wight County within a 200-acre park containing both wetlands and floodplains. York County has a rare and endangered species overlay in the zoning ordinance, as well as an overlay zone for protection of historic or significant archaeological sites. Slope stabilization is not seen as a particularly high priority need in the study area, although individual projects have been implemented in the past, such as a bridge replacement in Franklin and cliff stabilization at a park along the James River at Fort Boykins. Smithfield recently spent \$3 million on historic property preservation on the Pagan River to protect a valuable historic asset; additional projects may be under consideration but were not thought to be tied to hazard mitigation at this time.

4. Structural Projects

Structural mitigation projects are intended to lessen the impact of a hazard by modifying the hazard itself through construction. These projects are usually designed by engineers and managed or maintained by public works staff. Examples include:

- Reservoirs
- Dams/levees/dikes/floodwalls/seawalls
- Diversions/detention/retention
- Channel modification
- Beach nourishment
- Storm sewers

2016 Committee Discussion: New large-scale reservoirs are not under consideration at this time in the region. Dam regulations at the state level are considered sufficient and communities are not considering additional regulation; many physical upgrades to existing dams are underway as a result of recent changes in these regulations, including raising and strengthening of the Newport News Waterworks reservoir. "Dutch dialogs", or conversations with Dutch engineers regarding successful flood mitigation structures overseas, are ongoing for several Hampton Roads communities as they explore ways to protect their built environment from sea level rise. In Newport News, Norfolk and Portsmouth, deteriorating seawalls are under consideration for replacement with increased levels of protection. Virginia Beach, Norfolk and Hampton have ongoing beach nourishment programs to provide flood protection and recreation amenities, and this will be reflected in MAP actions for those communities. Other structural protection measures are in place and must be maintained by the communities or private owners. Channel modifications, diversions, and detention/retention, such as tide gates, backflow preventers and stream restoration, have been effective in reducing flood hazards in some areas of the region and will remain viable mitigation actions in the future, especially for reducing the effects of floods and sea level rise. Stream restoration was recently included as a BMP in the State's BMP clearinghouse and some committee members believe that this may result in this method being considered and possibly used more in the future. Isle of Wight County is implementing some watershed management measures through installation of larger BMPs. Dry hydrants, and smoke testing of sanitary sewers, and the stormwater management preventive maintenance schedule are potential structural projects, with dry

hydrants particularly important in wildfire control in the western parts of the study area. The committee did not foresee need for new high-cost mitigation actions such as dams, levees or reservoirs in this Mitigation Action Plan.

5. Emergency Services

Although not typically considered a “mitigation” technique, emergency services can minimize the impacts of a hazard event on people and property. These actions are often taken prior to, during, or in response to an emergency or disaster. Examples include:

- Warning systems
- Evacuation planning and management
- Emergency response training and exercises
- Sandbagging for flood protection
- Installing temporary shutters for wind protection

2016 Committee Discussion: Traditional riverine warning systems are inappropriate for some of the region's flood hazards, but a system of citizen and institutional tidal gage monitoring provides limited input to community emergency planners for specific watersheds in the region. Hampton and Newport News have flood gages with alerts along Newmarket Creek. Flood warning systems in Southampton County and Franklin are implemented and effective and Isle of Wight County recently switched to a more robust system. Several communities have recently implemented Everbridge unified critical communications software to deliver messages to targeted audiences, and most communities have some form of reverse 911. Evacuation planning is aided at the regional and state levels, but local planners use many tools to continually manage and improve the program; several are now considering more use of sheltering in place or the use of central evacuation locations. VDEM, through a Hurricane Evacuation Workgroup, is currently updating the hurricane evacuation study with a particular focus on including and coordinating with the media. Evacuation and sheltering plans for vulnerable populations are a high priority for the region's emergency planners at this time, and Western Tidewater planners continue to work with NC officials regarding Outer Banks evacuation routes that traverse the region. Sandbagging for flood protection is generally considered helpful, but local governments are not involved in helping property owners sandbag, with the exception of Franklin where a recent new rule allows downtown business owners to get sand and bags from the City. Individual property owners may decide to sandbag for protection, but this is not an action committee members want to include in the MAP, as longer-term retrofit protection methods are deemed preferable. Adding generator electrical circuits to support jail operations during power outages was discussed and included in the MAP for Chesapeake. This activity is both an Emergency Services action and a Property Protection measure. Some communities, such as Poquoson, Newport News, and York County, have installed shutters for wind protection on Emergency Operations Centers. Committee members in Western Tidewater discussed battery backups for stoplights, but indicated that in their region, such a measure would require assistance and cooperation with VDOT to implement.

6. Public Education and Awareness

Public education and awareness activities are used to advise residents, elected officials, business owners, potential property buyers, and visitors about hazards, hazardous areas, and mitigation techniques they can use to protect themselves and their property. Examples of measures used to educate and inform the public include:

- Outreach projects
- Speaker series/demonstration events
- Hazard mapping
- Real estate disclosure
- Library materials
- School children educational programs
- Hazard expositions
- Inter-governmental coordination

2016 Committee Discussion: Public education activities are a particular focus of emergency planners in the region and are ongoing, particularly through existing web sites and several CRS-related activities. Speaker series and demonstration events, such as hurricane awareness events, are supported by several of the local governments throughout the year, but may not rise to the importance of being included in the MAP for each of these communities. For example, Franklin and Southampton County Planning Commissions share responsibility for manning a booth at the county fair each year. Hampton participates in the Home Expo and Emergency Preparedness Day annually, and York County has a Safety Town Program each summer. The groups considered ways to improve upon these programs in the MAP moving forward and many adopted a mitigation action to implement a Plan for Public Information (PPI) as discussed in the CRS User's Manual. FEMA, working with the U.S. Army Corps of Engineers, has recently revised many of the Flood Insurance Rate Maps for the region as ongoing coastal studies are completed. Additional hazard mapping was discussed and some communities see value in working to gather more structure lowest floor elevations in flood prone areas – an activity that is shown as a regional mitigation action in the MAP. Real estate disclosure is limited by State regulations and not influenced by local government. Library materials, school programs, and open houses are included in the MAP for many communities. Committee members discussed train-the-trainer opportunities in conjunction with the City's Community Emergency Response Team (CERT) and the Tidewater Builders Association and several decided to add this as an action or to append it to existing actions. The HRPDC supports several efforts at inter-governmental coordination, including the Hampton Roads All Hazards Advisory Committee (AHAC) and HR Green. There is also a local CRS User's Group that is very active among CRS and CRS-interested communities in the study area.

SELECTION OF MITIGATION TECHNIQUES

In order to determine the most appropriate mitigation techniques, committee members reviewed and considered the findings of the *Capability Assessment* and *Risk Assessment*. Other considerations included each mitigation action's effect on overall risk reduction, its ease of implementation, its degree of political and community support, its general cost-effectiveness and funding availability.

FEMA guidance for meeting the planning requirements of the Disaster Mitigation Act of 2000 also specifies that local governments should prioritize their mitigation actions based on the level of risk a hazard poses to the lives and property of a given jurisdiction. A Mitigation Technique Matrix (**Table 7.2**) shows that those hazards posing the greatest threat are addressed by the updated MAP.

The matrix provides the committee with the opportunity to cross-reference each of the priority hazards (as determined through the *Risk Assessment*) with the comprehensive range of available mitigation techniques, including prevention, property protection, natural resource protection, structural projects, emergency services, and public education and awareness. The *Mitigation Action Plan* includes an array of actions targeting multiple hazards, not just those classified as either high or moderate risk.

As part of the 2017 update, the committee reviewed several documents to assist with the development of new mitigation actions and the assessment of existing actions. Review documents included: 1) an overview of the mitigation actions included in the 2013 *Commonwealth of Virginia Hazard Mitigation Plan*; 2) each community's Comprehensive Plan, specifically components that may be compatible with mitigation goals, or that may be appropriate as mitigation actions; 3) contractor review of local floodplain regulations; 4) the mitigation action items from the existing plans with 2017 status information; and 5) FEMA Publication *Mitigation Ideas: A Resource for Reducing Risk to Natural Hazards*, January 2013.

TABLE 7.2: MITIGATION TECHNIQUE MATRIX						
MITIGATION TECHNIQUE	HIGH RISK HAZARDS		MODERATE RISK HAZARDS			
	Flooding	Tropical/Coastal Storm	Sea Level Rise and Land Subsidence	Winter Storm	Wildfires	Hazardous Materials Incident
PREVENTION	✓	✓	✓	✓	✓	✓
PROPERTY PROTECTION	✓	✓	✓	✓	✓	
NATURAL RESOURCE PROTECTION	✓		✓		✓	✓
STRUCTURAL PROJECTS	✓	✓	✓	✓		
EMERGENCY SERVICES	✓	✓		✓	✓	✓
PUBLIC EDUCATION AND AWARENESS	✓	✓	✓	✓	✓	✓

MITIGATION ACTION PLAN

The mitigation actions proposed for local adoption are listed in the MAP on the pages that follow. They will be implemented according to the plan maintenance procedures established for the *Hampton Roads Hazard Mitigation Plan* (see Section 8: Plan Maintenance Procedures). The action items have been designed to achieve the mitigation goals and priorities established by the committee.

Each proposed mitigation action has been identified as an effective measure to reduce hazard risk in Hampton Roads. Each action is described with background information such as the location of the project and general cost benefit information.

Other information provided includes data on cost estimates and potential funding sources to implement the action should funding be required (not all proposed actions are contingent upon funding). Most importantly, implementation mechanisms are provided for each action, including the designation of a lead agency or department responsible for carrying the action out, as well as a timeframe for its completion. These implementation mechanisms ensure that the Hampton Roads Hazard Mitigation Plan remains a functional document that can be monitored for progress over time. Proposed actions are not listed in exact priority order though each has been assigned a priority level of “high,” “moderate” or “low” as described in the previous section.

Table 7.3 describes the key elements of the Mitigation Action Plan, and **Table 7.4** lists the additional considerations that were evaluated for each proposed action once selected for inclusion in the Mitigation Action Plan. This includes social, technical, administrative, political, legal, economic, and environmental considerations collectively known as “STAPLEE” evaluation criteria.

As part of the plan update process, the committee reviewed the list of recommended actions included in their respective existing plans to determine if the actions should be deleted because they are completed, deferred, cancelled, or continued, and made recommendations regarding modified and new actions. Summary results of this review are included in **Appendix F**.

TABLE 7.3: KEY ELEMENTS OF THE MITIGATION ACTION PLAN

Proposed Action	Identifies a specific action that, if accomplished, will reduce vulnerability and risk in the impact area. Actions may be in the form of local policies (i.e., regulatory or incentive-based measures), programs or structural mitigation projects and should be consistent with any pre-identified mitigation goals and objectives.
Site and Location	Provides details with regard to the physical location or geographic extent of the proposed action, such as the location of a specific structure to be mitigated, whether a program will be Citywide, countywide or regional, etc.
Cost Benefit	Provides a brief synopsis of how the proposed action will reduce damages for one or more hazards.
Hazard(s) Addressed	Lists the hazard(s) the proposed action is designed to mitigate for.
Goal(s) Addressed	Indicates the Plan's established mitigation goal(s) the proposed action is designed to help achieve.
Priority	Indicates whether the action is a "high" priority, "moderate" priority, or "low" priority based on the established prioritization criteria.
Estimated Cost	Indicates what the total cost will be to accomplish this action. This amount will be an estimate until actual final dollar amounts can be determined.
Potential Funding Sources	If applicable, indicates how the cost to complete the action will be funded. For example, funds may be provided from existing operating budgets or general funds, a previously established contingency fund, or a cost-sharing federal or state grant program.
Lead Agency/Department Responsible	Identifies the local agency, department or organization that is best suited to implement the proposed action.
Implementation Schedule	Indicates when the action will begin and when it is to be completed. Remember that some actions will require only a minimal amount of time, while others may require a long-term or continuous effort.

TABLE 7.4: ADDITIONAL CONSIDERATIONS (STAPLEE EVALUATION)

Socially Acceptable	Is the proposed action socially acceptable to the community? Is the action compatible with present and future community values? Are there equity issues involved that would mean that one segment of the community is adversely affected?
Technically Feasible	Will the proposed action serve as a long term solution? Will it create any negative secondary impacts? Are there any foreseeable problems or technical constraints that could limit its effectiveness?
Administratively Possible	Does the community have the capability to implement the proposed action? Is there someone available to coordinate and sustain the effort?
Politically Acceptable	Is there political support to implement the proposed action? Is there enough public support to ensure the success of the action?
Legal	Is the community authorized to implement the proposed action? Is there a clear legal basis or precedent for the action? Are there any potential legal consequences of the action?
Economically Sound	What are the costs and benefits of the proposed action? Does the cost seem reasonable for the size of the problem and the estimated benefits? Are there funding sources available to help offset costs of the action? Is the action compatible with other economic goals of the community?
Environmentally Sound	How will the action impact the environment? Will the action require any environmental regulatory approvals? Is the action consistent with other environmental goals of the community?

The following is a list of potential funding sources and their acronyms as may be indicated in the mitigation actions. Additional acronyms used throughout this plan are interpreted in Appendix G.

Key to Potential Funding Source Acronyms:

- DHS U.S. Department of Homeland Security**
- **PDM** – Predisaster Mitigation Program
 - **HMGP** – Hazard Mitigation Grant Program
 - **CRMA** – **Climate Resilient Mitigation Activities** - This relatively new funding type may include: aquifer storage and recovery, floodplain and stream restoration, flood diversion and storage and green infrastructure.
 - **FMA** – Flood Mitigation Assistance Program
 - **RFC** – Repetitive Flood Claims Program
- USACE U.S. Army Corps of Engineers**
- **SFCP** – Small Flood Control Projects
 - **FPMS** – Flood Plain Management Services Program
- DOI U.S. Department of the Interior**
- **LWCF** – Land and Water Conservation Fund Grants
- EDA U.S. Economic Development Administration**
- **DMTA** – Disaster Mitigation and Technical Assistance Grants
- EPA U.S. Environmental Protection Agency**
- **CWA** – Clean Water Act Section 319 Grants
- HUD U.S. Department of Housing and Urban Development**
- **CDBG** – Community Development Block Grant Program
- USDA U.S. Department of Agriculture**
- **EWP** – Emergency Watershed Protection
 - **WFPF** – Watershed Protection and Flood Prevention
 - **WSP** – Watershed Surveys and Planning

Table 7.5 provides a matrix indicating that each critical and noncritical hazard affecting communities is addressed in the Mitigation Action Plan.

TABLE 7.5: MITIGATION ACTIONS FOR CRITICAL AND NON-CRITICAL HAZARDS

	Flooding	Tropical/Coastal Storm	Sea Level Rise	Tornado	Winter Storm	Hazardous Materials Incident	Shoreline Erosion	Earthquake	Wildfire
Regional Actions	M	2, 3	M	2	2	2, 4	2	2, 3	2
Hampton	M	M	M	M	M	M	M	M	M
Newport News	M	M	M	3	3	3	M	3, 5	3, 13
Poquoson	M	M	M	M	M	M	M	M	M
Williamsburg	M	M	M	M	M	M	M	M	M
James City County	M	M	M	M	M	M	6, 9	M	M
York County	M	M	M	M	M	M	M	M	M
Norfolk	M	M	M	M	M	3, 4	M	M	3,4
Portsmouth	M	M	M	M	M	M	M	M	M
Suffolk	M	M	M	8, 10	8, 10	8, 10	4	8, 10	8, 10
Virginia Beach	M	M	M	M	M	M	M	M	M
Chesapeake	M	M	M	M	M	M	M	M	M
Isle of Wight County	M	M	M	M	M	M	M	M	M
Smithfield	M	M	M	M	M	8	M	M	6, 8
Windsor	M	3	1	3	3	3	1	3	3
Franklin	M	M	M	M	M	M	5,11	M	M
Southampton County	M	M	17	M	M	M	M	M	M
Boykins	M	2,4	4	3,4	2,4	3,4	4	4	M
Branchville	M	M	M	M	M	M	1,3	M	M
Capron	1	1	1	1	1	1	1	1	1
Courtland	M	M	M	M	M	M	1,4	3,4	M
Ivor	4,3	3	3,4	3	3,4	3	3	3	M
Newsoms	M	1	M	1,2	1,5	1,2	1	1	1,2

M = 3 or more actions address this hazard

Regional Strategies

REGIONAL MITIGATION ACTION 1	
Use side-scan LIDAR to collect lowest floor elevation data for flood-prone structures in the region, focusing initially on repetitive loss areas in each community.	
BACKGROUND INFORMATION	
Site and Location:	Hampton Roads region, particularly repetitive flood loss areas as identified in Section 5 of this plan
Cost Benefit:	Lowest floor elevation data for pre-FIRM structures are critical information for developing robust cost-benefit analyses of mitigation options for flood-prone structures. The data are necessary in order to prioritize and fund mitigation projects, especially through Federal grant processes.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2; Goal 3, Objectives 3.2, 3.3, 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	Estimated \$30/structure, based on similar project in eastern North Carolina
Potential Funding Sources:	USACE: FPMS; DHS: PDM and HMGP 5% Initiative
Lead Agency/Department Responsible:	AHAC
Implementation Schedule:	Begin project within 1 year of plan adoption
ADDITIONAL COMMENTS	

REGIONAL MITIGATION ACTION 2

Use AHAC structure and HRPDC resources to develop additional regional mitigation strategies and initiate annual workshop on mitigation project funding. Possible new topics include Climate Resilient Mitigation Activities (CRMA), HMGP 5% Initiative projects, and including Sea Level Rise estimates in elevation requirements under recent HMGP guidance.

BACKGROUND INFORMATION

Site and Location:	Throughout Hampton Roads study area
Cost Benefit:	Through AHAC organizational structure, VDEM and HRPDC can provide no-cost assistance to the communities to help satisfy reporting requirements, make progress on mitigation actions, and apply for mitigation grant funding.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All Hazards
Goal(s) Addressed:	Goal 3, Objectives 3.3, 3.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Travel costs and staff time
Potential Funding Sources:	Existing budgets; HMGP 5% Initiative
Lead Agency/Department Responsible:	AHAC/HRPDC, partner with Wetlands Watch, HR Green
Implementation Schedule:	Annually

ADDITIONAL COMMENTS

Proposed workshop agenda:

1. HRPDC and VDEM to provide update on funds available, details on how to apply, and what projects are eligible;
2. HRPDC update on regional mitigation actions and progress;
3. Break into community-based work groups to provide report on status of each mitigation action (modified, complete, not started and why).

REGIONAL MITIGATION ACTION 3

Analyze and update the platform, availability, and accuracy of HAZUS input data and output results for the purposes of conducting future, more detailed vulnerability analyses.

BACKGROUND INFORMATION

Site and Location:	Throughout Hampton Roads study area
Cost Benefit:	Some of the data used to update HAZUS in this study were not intended for the purposes of flood vulnerability analyses. Particularly, the assessor databases from communities are for tax purposes and the data are incomplete. Also the PDC is considering providing a platform for regional GIS data geared toward this type of analysis, thereby reducing the cost and time to run various types of vulnerability analyses.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm and Earthquake
Goal(s) Addressed:	Goal 1, Goal 3; Objective 3.2, 3.3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$60,000
Potential Funding Sources:	USACE, HMGP, HMGP 5% Initiative, PDM
Lead Agency/Department Responsible:	HRPDC
Implementation Schedule:	Within 3 years of plan adoption

ADDITIONAL COMMENTS

REGIONAL MITIGATION ACTION 4**Conduct Commodity Flow Study for Southside.****BACKGROUND INFORMATION**

Site and Location:	Chesapeake, Norfolk, Portsmouth and Suffolk
Cost Benefit:	Having prior knowledge of the types, timing and quantities of regular hazardous materials shipments may allow emergency planners to make better plans for mitigative actions and ease response.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Goal 3
Priority (High, Moderate, Low):	Low
Estimated Cost:	\$60,000
Potential Funding Sources:	DEQ, to be determined
Lead Agency/Department Responsible:	HRPDC
Implementation Schedule:	Within 5 years of plan adoption

ADDITIONAL COMMENTS

Include process by which VEOC makes contact with the appropriate localities when they are notified of inbound Hazardous Materials.

Hampton

HAMPTON MITIGATION ACTION 1	
Maintain participation in National Flood Insurance Program and Community Rating System. Continue enforcement of standards in existing ordinance that meet and exceed NFIP minimum requirements.	
BACKGROUND INFORMATION	
Site and Location:	Citywide
Cost Benefit:	The NFIP and related flood mapping and development regulations have proven benefits nationwide. CRS benefits accrue through increased insurance coverage, improved hazard awareness and reduced flood insurance premiums. New construction and future development are protected from floods through existing standards that meet or exceed NFIP minimum requirements.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, and Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	Existing budgets
Lead Agency/Department Responsible:	Emergency Management, Public Works and Community Development
Implementation Schedule:	Annually
ADDITIONAL COMMENTS	

HAMPTON MITIGATION ACTION 2

Acquire, elevate, relocate, retrofit or floodproof structures in flood prone areas. Flood protection may include small structural flood control projects, such as tide gates. This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Flood prone areas Citywide
Cost Benefit:	Retrofit measures that address flooded structures, particularly those designated as repetitive loss or severe repetitive loss by the NFIP, have quantifiable benefits. The City is proposing to collect elevation data as part of this action in order to more easily make cost-benefit analyses of these structures.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, and Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	Cost will be based on specific flood protection measures chosen. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC; USACE: SFCP, FPMS; HUD: CDBG; USDA: WFPF
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Locally funded projects may be creditable under the Community Rating System.

HAMPTON MITIGATION ACTION 3

Provide flood and wind protection and flood access/egress for critical facilities and infrastructure. Retrofits may include, but are not limited to: elevate and harden communication sites, relocate EOC/911/311 facility outside of floodplain, provide generator backup or prewire evacuation shelters for quick hook-ups, and upgrade sewer pump stations.

BACKGROUND INFORMATION

Site and Location:	Critical facilities Citywide
Cost Benefit:	Benefits of mitigating flood damage to critical facilities are realized by all citizens through the city’s ability to maintain the highest operational capabilities post-disaster. Benefits are based on reduced response times, and longevity of critical infrastructure.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Extreme Heat
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	Cost will be based on specific flood protection measures chosen for each building. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC; Stafford Act Section 406 - post-disaster mitigation funds under Public Assistance for damaged public facilities
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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HAMPTON MITIGATION ACTION 4

Purchase property from trustee sales/tax sales that are identified as repetitive loss or severe repetitive loss. Demolish flood-prone structures. This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	This is a cost-effective way to remove severely flood-prone structures from the real estate market and prevent resale without mitigation.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.6; Goal 3, Objective 3.1, 3.3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$25,000 to \$150,000 per structure
Potential Funding Sources:	HMGP 5% Initiative
Lead Agency/Department Responsible:	Community Development, Treasurer's Office
Implementation Schedule:	Two years

ADDITIONAL COMMENTS

These properties can be purchased fairly inexpensively. Treasurer's Office can provide list of tax sales on regular basis.

HAMPTON MITIGATION ACTION 5

Implement ordinance to create and enforce no-wake zones in flooded areas.

BACKGROUND INFORMATION

Site and Location:	Flood-prone areas Citywide
Cost Benefit:	Wakes created by drivers send water into homes in flooded areas and can create additional damage by essentially increasing flood levels. Ordinance would dissuade onlookers from driving fast through floodwaters, thereby reducing damages.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	City Attorney's Office, Police Division
Implementation Schedule:	Hampton successfully lobbied for a bill allowing Virginia municipalities to adopt such an ordinance during 2016 Virginia General Assembly session. Ordinance under consideration immediately.

ADDITIONAL COMMENTS

Vehicles drive down flooded streets just to see flooding effects. Vehicle movement through floodwaters creates waves or wakes of water that create additional damage to already flooded structures.

HAMPTON MITIGATION ACTION 6

Adopt and implement holistic watershed plan. May include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Spur redevelopment and add value to affected neighborhoods. Because this action may include CRMAs, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis under HMGP guidance.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Sea Level Rise, Flooding, Tropical/Coastal Storm, Shoreline Erosion
Goal(s) Addressed:	Goal 1; Goal 3, Objectives 3.1, 3.3, 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	\$300,000 in planning stage
Potential Funding Sources:	DHS: PDM; HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Community Development
Implementation Schedule:	Over the next 7 to 10 years

ADDITIONAL COMMENTS

Follow through on previous Dutch Dialogs with Dutch flood engineers/experts. The plan concept is based on the idea of living with water and the focus would be on flood mitigation, redevelopment, and revitalization of flood-prone areas. Coordinate mitigation actions, instead of piecemeal implementation.

HAMPTON MITIGATION ACTION 7

Improve use of social media before, during and after hazard events.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Minimal cost to reach larger audience more effectively

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Drought, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 2; Objective 2.1
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Minimal cost/staff time
Potential Funding Sources:	n/a
Lead Agency/Department Responsible:	Marketing Department
Implementation Schedule:	One year, and continuing thereafter

ADDITIONAL COMMENTS

The prominence of social media points to a need to refine activity on Twitter, Facebook, Instagram and other programs. Need to be pro-active and targeted in messages. Identify specific messages, links. Other information that we will need to spread and the most effective methods, may include short videos, maps, links, photos, and infographics.

HAMPTON MITIGATION ACTION 8

Expand capacity/training for CERT groups and neighborhood-serving organizations to include communication about mitigation, building code requirements response.

BACKGROUND INFORMATION

Site and Location:	Citywide, with particular emphasis on vulnerable neighborhoods with less access to social or broadcast media
Cost Benefit:	Local residents are better able to address or communicate the needs of their specific neighborhoods. CERT members can expand capacity of City staff to communicate, mitigate and respond more effectively.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Hazardous Materials Incident
Goal(s) Addressed:	Goal 2, Objective 2.1; Goal 3, Objectives 3.1, 3.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$5,000 to \$10,000
Potential Funding Sources:	General Fund – Neighborhood Education Programs; HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management and Community Development
Implementation Schedule:	Incorporate into annual education plan by 2017

ADDITIONAL COMMENTS

Also considering partnerships with neighboring localities to share training opportunities for CERT.

HAMPTON MITIGATION ACTION 9

Improve drainage system maintenance, including increased sediment and debris clearance.

BACKGROUND INFORMATION

Site and Location:	Drainageways citywide. Engineering studies have specifically identified Mill Creek Terrace, Pochin Place, Mary Peake and Riverdale as particular areas of concern.
Cost Benefit:	The City's network of structures, channels and underground pipes that carry stormwater help reduce flooding, especially during high frequency events. Maintenance is required to keep the system functioning effectively.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.4, 1.5, 1.6
Priority (High, Moderate, Low):	High
Estimated Cost:	\$7.9 million for the entire project
Potential Funding Sources:	Stormwater Utility Fee
Lead Agency/Department Responsible:	Public Works Engineering
Implementation Schedule:	Immediately

ADDITIONAL COMMENTS

The existing and proposed draft of Hampton's MS4 permit already has requirements for this activity and the city is required to increase debris and sediment removal for each 5-year permit.

HAMPTON MITIGATION ACTION 10	
Coordinate with owners of post-FIRM structures that are NFIP “minus-rated” to help property owners determine reason for rating and implementing solutions.	
BACKGROUND INFORMATION	
Site and Location:	Flood-prone locations citywide
Cost Benefit:	Problems are typically related to flood vents and are straightforward, low cost retrofits. Assistance from City staff could help owners reduce flood insurance premiums while gaining flood resilience.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.5; Goal 2, Objective 2.1
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	HMGP 5% Initiative
Lead Agency/Department Responsible:	Community Development, Emergency Management, Public Works
Implementation Schedule:	Within 6 months
ADDITIONAL COMMENTS	

HAMPTON MITIGATION ACTION 11

Conduct repetitive loss area analyses of repetitive flood loss areas. Include outreach to homeowners regarding potential mitigation options.

BACKGROUND INFORMATION

Site and Location:	Repetitive flood loss areas Citywide (see Section 5 for maps)
Cost Benefit:	Analyses benefit property owners by identifying potential mitigation actions, making the repetitively flooded areas better known to elected officials and the public, and possibly garnering CRS points to contribute to reducing flood insurance premiums.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objective 1.1, 1.2, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	\$20,000
Potential Funding Sources:	Grant funding through Emergency Management
Lead Agency/Department Responsible:	Public Works/Engineering and Emergency Management
Implementation Schedule:	Immediately

ADDITIONAL COMMENTS

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HAMPTON MITIGATION ACTION 12	
Build resiliency into how the city addresses its social, economic and physical challenges.	
BACKGROUND INFORMATION	
Site and Location:	Citywide
Cost Benefit:	
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 1
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	100 Resilient Cities challenge
Lead Agency/Department Responsible:	City Manager's Office
Implementation Schedule:	2017
ADDITIONAL COMMENTS	

HAMPTON MITIGATION ACTION 13

Prepare public outreach materials. Educate elected officials and residents on the importance of the NFIP and the City's floodplain management efforts, maintaining flood insurance coverage, the benefits of City's CRS participation, and methods for mitigating flood damage.

BACKGROUND INFORMATION

Site and Location:	Flood-prone areas Citywide
Cost Benefit:	Make sure homeowners have flood insurance coverage. Flood insurance coverage has been shown to reduce response needs and help Hampton's citizens return to normalcy more quickly after flooding.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.5; Goal 2, Objective 2.1
Priority (High, Moderate, Low):	High
Estimated Cost:	<\$5000 per year
Potential Funding Sources:	Existing budgets; HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

While this action is ongoing, it is important to retain in the hazard mitigation plan to ensure continued funding is secured annually.

HAMPTON MITIGATION ACTION 14	
Maintain storm-resistant beach from Grandview to Fort Monroe.	
BACKGROUND INFORMATION	
Site and Location:	Atlantic Ocean/Chesapeake Bay shoreline
Cost Benefit:	Maintaining the existing beach profile provides flood protection and wave protection to waterfront structures.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.6
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$2,710,000, FY 17 thru FY 19
Potential Funding Sources:	Capital budgets
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Ongoing
ADDITIONAL COMMENTS	

HAMPTON MITIGATION ACTION 15	
Implement warning system for coastal storms.	
BACKGROUND INFORMATION	
Site and Location:	Citywide
Cost Benefit:	Flood warning systems reduce damage by informing residents and providing time to prepare property for flooding through the use of sandbags, debris removal, elevation of specific items, installation of floodproofing components, etc.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5; Goal 2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Unknown at this time
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Three years
ADDITIONAL COMMENTS	
Everbridge notification system.	

Newport News

NEWPORT NEWS MITIGATION ACTION 1

Maintain participation in National Flood Insurance Program and enroll in the Community Rating System. Continue enforcement of standards in existing ordinance that meet and exceed NFIP minimum requirements.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	The NFIP and related flood mapping and development regulations have proven benefits nationwide. CRS benefits accrue through increased insurance coverage, improved hazard awareness and reduced flood insurance premiums. New construction and future development are protected from floods through existing standards that meet or exceed NFIP minimum requirements.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, and Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	Existing budgets
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Annually

ADDITIONAL COMMENTS

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NEWPORT NEWS MITIGATION ACTION 2

Acquire, elevate, relocate, retrofit or floodproof structures in flood prone areas. Flood protection may include small structural flood control projects, such as tide gates, or backflow preventers. This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Flood loss areas Citywide
Cost Benefit:	Retrofit measures that address flooded structures, particularly those designated as repetitive loss or severe repetitive loss by the NFIP, have quantifiable benefits. The City's Flood Assistance Program has had measurable benefits using primarily acquisition to mitigate an estimated 2 structures per year for the last several years. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, and Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2 and Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	Estimated \$750,000 per year through various channels and sources
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC; USACE: SFCP, FPMS; HUD: CDBG; USDA: WFPF. Flood Assistance Program has primarily used HMPG.
Lead Agency/Department Responsible:	Engineering
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

NEWPORT NEWS MITIGATION ACTION 3

Provide flood and flood access/egress for critical facilities and infrastructure. Retrofits may include, but are not limited to: upgrades or relocation of the 911/EOC/311 facilities; floodproofing or elevating pump stations; retrofit remaining pump stations with generators or quick-connect hookups.

BACKGROUND INFORMATION

Site and Location:	Critical facilities Citywide. City is considering the alternative of building joint, hardened facilities with Hampton to serve both cities. Pump stations #2, #53 and #99 have been identified as high priority locations for non-structural mitigation measures.
Cost Benefit:	Benefits of mitigating flood damage to critical facilities are realized by all citizens through the city's ability to maintain the highest operational capabilities post-disaster. Benefits are based on reduced response times, and longevity of critical infrastructure. Joint facilities would reduce duplicate design and construction costs. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Drought, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.3, 1.4s
Priority (High, Moderate, Low):	High
Estimated Cost:	Cost will be based on specific flood protection measures chosen for each building. Early estimate for shared Hampton/Newport News EOC facility is \$50 million.
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC; Stafford Act Section 406 - post-disaster mitigation funds under Public Assistance for damaged public facilities
Lead Agency/Department Responsible:	Emergency Management, Facilities Engineering
Implementation Schedule:	Long-term, 3 to 7 years

ADDITIONAL COMMENTS

NEWPORT NEWS MITIGATION ACTION 4

Enhance and stabilize shorelines and roadway embankments along Chesapeake Avenue, and reduce the impact and risk of flooding to private and public properties. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Salter's Creek watershed in South East neighborhood
Cost Benefit:	1.58, based on Benefit-Cost Analysis performed by consultant. Roadway and shoreline embankment will be stabilized, resulting in better commuting (less conflict between drivers and walkers/bikers), healthy drainage/stream channels, less flooding and better quality of life. Alternatives considered included: 1) replacing seawall with similar structure would not protect shoreline, roadways; 2) hard structures for stream restoration, such as levees, retaining walls or floodwalls, have much higher construction costs and fewer benefits. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis. Also, under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.5; Goal 3
Priority (High, Moderate, Low):	Low
Estimated Cost:	\$20 million
Potential Funding Sources:	HUD grant request not approved 1/1/16; HMGP/CRMA, HMGP 5% Initiative; other funding sources will be explored
Lead Agency/Department Responsible:	Engineering
Implementation Schedule:	Within 3 years of plan adoption

ADDITIONAL COMMENTS

Project will increase water quality, control flooding, and reduce erosion issues by implementing stream and drainage ditch restoration projects. Project will improve neighborhood strength and sustainability by constructing a better-armored seawall structure and installing a tide gate and pumping station.

NEWPORT NEWS MITIGATION ACTION 5**Strengthen the Diascund Dam.****BACKGROUND INFORMATION**

Site and Location:	Diascund Dam primary spillway experienced concrete slab uplifting.
Cost Benefit:	Uplifting of slab could jeopardize the structural integrity of the spillway and dam.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Earthquake, Drought
Goal(s) Addressed:	Goal 1, Objective 1.3, Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	\$3,648,150
Potential Funding Sources:	CIP
Lead Agency/Department Responsible:	Facilities Engineering
Implementation Schedule:	Scheduled for completion in 2016

ADDITIONAL COMMENTS

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NEWPORT NEWS MITIGATION ACTION 6

Raise the Lee Hall Reservoir dam.

BACKGROUND INFORMATION

Site and Location:	Scope includes demolition of the Lee Hall Lower Dam bascule gate; the new construction of a labyrinth spillway, articulated concrete block armored auxiliary spillway, and an outlet works conduit at the Lee Hall Lower Dam; raising and manipulating the Lee Hall Lower Dam embankment to a uniform slope and crest width; and demolition of the Lee Hall Upper Dam hydraulic control structure such that the pool elevation in the upper and lower reservoirs will equalize.
Cost Benefit:	Brings project into compliance with current VDCR standards.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4
Priority (High, Moderate, Low):	High
Estimated Cost:	\$15,229,630
Potential Funding Sources:	CIP
Lead Agency/Department Responsible:	Facilities Engineering
Implementation Schedule:	August 2015 to August 2017

ADDITIONAL COMMENTS

Project also includes utility relocations and curb modifications to Ft. Eustis Blvd. to accommodate the new geometry of the dam.

NEWPORT NEWS MITIGATION ACTION 7

Raise the roadway at 27th Street and Buxton Avenue. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Intersection of 27 th Street, 28 th Street and Buxton Avenue.
Cost Benefit:	History of tidal flooding during both minor and major storm events. Raising the grade elevations of the roadways and intersection will reduce flooding, thus allowing the travel routes to Hampton and I-664 to remain open during most heavy rain events and give residents south of Anderson Park another access route besides 16 th Street. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis. Also, under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$1.7 million
Potential Funding Sources:	Capital Improvement program and State Revenue Sharing Program; DHS: HMGP
Lead Agency/Department Responsible:	Engineering
Implementation Schedule:	Construction to begin mid-2016

ADDITIONAL COMMENTS

Also considered and rejected 2 other alternatives: 1) providing additional box culverts under 27th and 28th Streets to allow more capacity during heavy rains that coincide with high tides and storm surge; and 2) tide gate at 3 possible locations along Salters Creek, 16th Street or 25th Street.

NEWPORT NEWS MITIGATION ACTION 8

Construct new access road to Pump Station 49 on Warwick Boulevard.

BACKGROUND INFORMATION

Site and Location:	Pump Station 49, Warwick Blvd – new access road from Old Courthouse Way
Cost Benefit:	Existing access drive is below the 100-year flood elevation and has been flooded by the adjacent Stoney Run Creek during significant storm events. This flooding prevents access to the station including the delivery of fuel needed to run the station emergency power generator. Finished floor elevation of the station is above the 100-year flood elevation and it is not considered susceptible to flooding. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$200,000, includes acquisition of undeveloped commercial property
Potential Funding Sources:	DHS: HMGP
Lead Agency/Department Responsible:	Engineering
Implementation Schedule:	Within 5 to 7 years

ADDITIONAL COMMENTS

Other alternatives considered but rejected include: 1) raise existing service road (would require undesirable impacts to Stoney Run); and 2) new access road from Warwick Blvd (steep grade issues would limit access).

NEWPORT NEWS MITIGATION ACTION 9

Drainage improvements on Chelsea Place, to include increased flow through the drainage outfall from the apartments and diversion of some of the flow from Edgemoor Drive to a new outfall. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Chelsea Place Apartments, Warwick Blvd
Cost Benefit:	Existing drainage system drains to a channel along the CSX right-of-way, then through a small culvert to a drainage channel along Warwick Blvd. The culvert under the railroad is undersized and causes flooding in the parking lot of the apartments. The flooding enters at least 15 ground floor apartments rendering them unrentable and has resulted in the loss of multiple vehicles. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1,1, 1,2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$750,000
Potential Funding Sources:	Stormwater Management Fund; DHS: HMGP
Lead Agency/Department Responsible:	Engineering
Implementation Schedule:	Construction to begin mid 2016

ADDITIONAL COMMENTS

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NEWPORT NEWS MITIGATION ACTION 10

Improve the culvert on Gwynn Circle and Lucas Creek.

BACKGROUND INFORMATION

Site and Location:	Project area is west of Bland Boulevard, near the Newport News-Williamsburg airport.
Cost Benefit:	Approximately 100 homes and multiple large businesses upstream of the existing box culvert will benefit from the installation of the stormwater drainage system.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$500,000 for construction
Potential Funding Sources:	50/50 revenue sharing with VDOT and City Capital Improvement Funds
Lead Agency/Department Responsible:	Engineering
Implementation Schedule:	Construction to begin in 2016

ADDITIONAL COMMENTS

Project is to upsize the current box culverts at Gwynn's Circle and Lucas Creek to help alleviate flooding of the properties around the bridge. The culvert system will be designed to current stormwater management standards to conduct runoff from a 100-year storm event.

NEWPORT NEWS MITIGATION ACTION 11

Provide various watershed and flood warning improvements to reduce danger to lives and property from flooding along Newmarket Creek. This action may include Climate Resilient Mitigation Activities (CRMA) or Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Newmarket Creek watershed
Cost Benefit:	Several alternatives considered. Combination of computer modeling improvements, early warning/detection systems and drainage improvements considered most beneficial for multi-objective management of the watershed. Benefits include: 1) upgrades to current watershed models to pinpoint drainage improvements; 2) detection systems to alert City officials to pre-determined water levels in drainage system to initiate procedures for warning/evacuating residents; 3) drainage improvements (quality and quantity controls) to improve lifespan of the system, reduce nuisance flooding, and provide credit for pollutant reduction; 4) measures may provide sufficient flood mitigation/protection to result in removal of repetitive flood loss properties from the City's inventory and may provide points under CRS. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5; Goal 3, Objectives 3.3, 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	Computer model upgrade = \$152,000 Early Warning/Detection systems = \$200,000 Drainage Improvements – pipe installations= \$7,350,000 Drainage Improvements – channel upgrades = \$3,725,000 Drainage Improvements – BMP installations = \$6,683,000
Potential Funding Sources:	DHS: FMA, HMGP, HMGP 5% Initiative, HMGP CRMA
Lead Agency/Department Responsible:	
Implementation Schedule:	5 to 10 years

ADDITIONAL COMMENTS

Other alternatives considered include: raise elevation of all houses within 100-year floodplain; purchase properties and relocate residents in 100-year floodplain; build structures (levees, floodwalls, gates/pumps) to protect properties; provide detection systems within watershed to alert to high water levels within major drainage channels; modify current City programs to streamline application process for homeowners; assist in redeveloping areas of the watershed (commercial/businesses, recreational areas, and residential neighborhoods).

NEWPORT NEWS MITIGATION ACTION 12

Improve drainage system maintenance, including increased sediment and debris clearance.

BACKGROUND INFORMATION

Site and Location:	Drainageways citywide.
Cost Benefit:	The City's network of structures, channels and underground pipes that carry stormwater help reduce flooding, especially during high frequency events. Maintenance is required to keep the system functioning effectively.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4
Priority (High, Moderate, Low):	High
Estimated Cost:	\$2,275,500
Potential Funding Sources:	Wastewater user Fee, Capital Improvement Program
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Ongoing as part of 5-year CIP updated annually. New projects continually identified.

ADDITIONAL COMMENTS

NEWPORT NEWS MITIGATION ACTION 13

Continue Forest Management Program to mitigate wildfire hazards and promote forest health.

BACKGROUND INFORMATION

Site and Location:	Program is primarily focused on Waterworks land holdings near the utility's reservoirs.
Cost Benefit:	This ongoing program reduces the number of fires, and works to control pine beetle infestations. Forest thinning is a primary control mechanism. This is one of many programs the utility implements related to hazard mitigation.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Wildfire, Drought
Goal(s) Addressed:	Goal 1
Priority (High, Moderate, Low):	High
Estimated Cost:	Net cost is low because costs are offset by selling the timber
Potential Funding Sources:	Waterworks Enterprise Fund
Lead Agency/Department Responsible:	Newport News Waterworks
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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NEWPORT NEWS MITIGATION ACTION 14

Prepare public outreach materials. Educate elected officials and residents on the importance of the NFIP and the City's floodplain management efforts, maintaining flood insurance coverage, and methods for mitigating flood damage.

BACKGROUND INFORMATION

Site and Location:	Flood-prone areas Citywide
Cost Benefit:	Making sure homeowners have flood insurance coverage has been shown to reduce response needs and help Newport News' citizens return to normalcy more quickly after flooding.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.5; Goal 2, Objective 2.1
Priority (High, Moderate, Low):	High
Estimated Cost:	<\$5,000 per year
Potential Funding Sources:	Existing budgets; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

While this action is ongoing, it is important to retain in the hazard mitigation plan to ensure continued funding is secured annually.

NEWPORT NEWS MITIGATION ACTION 15	
Hampton Avenue Channel Improvements & Constructed Wetlands Project. This action may include Climate Resilient Mitigation Activities (CRMA).	
BACKGROUND INFORMATION	
Site and Location:	1,400 linear feet of open drainage channel between Buxton Avenue and Pine Avenue.
Cost Benefit:	History of both stormwater runoff and tidal flooding during both minor and major storm events. Increasing capacity of channel along with larger culverts at 3 road crossings, thus allowing the travel routes (Buxton Ave. & Maple Ave.) to Hampton and I-664 to remain open during normal rainstorm events or minor tidal flooding in the Salters Creek area. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$1.1 million
Potential Funding Sources:	Capital Improvement Plan & State Local Assistance Fund (SLAF); DHS: HMGP/CRMA
Lead Agency/Department Responsible:	Engineering
Implementation Schedule:	Construction to begin early 2017
ADDITIONAL COMMENTS	

NEWPORT NEWS MITIGATION ACTION 16	
Salters Creek Stream Restoration Project. This project may include Climate Resilient Mitigation Activities (CRMA).	
BACKGROUND INFORMATION	
Site and Location:	2,820 linear feet of the main open drainage channel of Salters Creek, from 35 th Street outfall to 28 th Street culvert.
Cost Benefit:	History of both stormwater runoff and tidal flooding during both minor and major storm events. Improvements will provide lower discharge elevations to major underground drainage systems reducing nuisance flooding of local streets, as well as increase the capacity of the main channel to reduce the impact of tidal flooding in the area. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$1.67 million
Potential Funding Sources:	Capital Improvement Plan & State Local Assistance Fund (SLAF); DHS: HMGP/CRMA
Lead Agency/Department Responsible:	Engineering
Implementation Schedule:	Construction to begin mid-2017
ADDITIONAL COMMENTS	

Poquoson

POQUOSON MITIGATION ACTION 1

Continue participating in the National Flood Insurance Program and the Community Rating System. Continue enforcement of standards in existing floodplain management ordinance that meet and exceed NFIP minimum requirements.

Study feasibility of implementing additional floodplain management ordinance changes, including:

1. Changes to the definition of “substantial improvement” that would require accumulation of costs of improvements and repairs of buildings, based on issued building permits, over a set time period; and,
2. Coastal A Zone regulations that apply coastal high hazard area requirements in areas delineated by FEMA as subject to wave heights between 3 feet and 1.5 feet high.

BACKGROUND INFORMATION

Site and Location:	Special Flood Hazard Areas of Poquoson
Cost Benefit:	Additional measures to manage floodplains can further reduce flood response needs in the long-term, and reduce flood insurance premiums through CRS rating changes in the near-term. The NFIP and related flood mapping and development regulations have proven benefits nationwide.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	Travel costs and staff time
Potential Funding Sources:	Existing budgets; HMGP 5% Initiative
Lead Agency/Department Responsible:	Building Inspections
Implementation Schedule:	Ongoing with study of additional measures in 2015 and 2016

ADDITIONAL COMMENTS

POQUOSON MITIGATION ACTION 2

Elevate, relocate, retrofit or floodproof structures in hurricane prone areas. Flood protection may include minor localized flood reduction projects, as well. Wind retrofit measures are also included and may be appropriate for some structures, especially publicly-owned structures. This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Flood-prone areas Citywide, and Citywide for wind retrofits
Cost Benefit:	Retrofit measures that address flood- and wind-prone structures, particularly those designated as repetitive loss or severe repetitive loss by the NFIP, have quantifiable benefits by reducing future damages to the structures. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2; Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	In multiple \$250,000 phases as grant money becomes available. Individual structure costs vary.
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC; USDA
Lead Agency/Department Responsible:	Emergency Management and Building Inspections
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

POQUOSON MITIGATION ACTION 3

Implement the Shoreline Management Plan developed by Virginia Institute of Marine Science, as conditions warrant.

BACKGROUND INFORMATION

Site and Location:	Shorelines Citywide
Cost Benefit:	Implementation is not costly and could be absorbed by existing department budgets. Materials to share with property owners and training for staff (and interested property owners) are available from VIMS at very low cost. Adding links from the City web page to the VIMS toolbox is low cost but would provide valuable information to property owners.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.6; Goal 2, Objective 2.1; Goal 3, Objectives 3.1, 3.3, 3.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time only
Potential Funding Sources:	Existing budgets; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Planning Department, Permitting, and Engineering
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Currently, Virginia's Shoreline Erosion Advisory Service is not funded. Property owners need guidance on best management shoreline protection methods from reliable sources and not necessarily just from shoreline repair contractors.

The *Poquoson Comprehensive Plan 2008-2028*, Environmental Management Element, Shoreline Sub-Element, states as its second goal, "Develop a shoreline management plan to ensure property shoreline protection and create a framework for incentive[s] based on programs to encourage less intrusive means of shoreline protection." While permitting incentives were considered that might encourage living shorelines, City staff determined that permit fees and review times are already as low as possible.

POQUOSON MITIGATION ACTION 4

Continue to increase flood and wind protection and flood access/egress for critical facilities and infrastructure. Elevate new critical facilities, retrofit existing facilities as necessary, and elevate roads to provide access to elevated critical facilities. Retrofits may include but are not limited to: installation of emergency backup power, elevation of structure or components, relocation or retrofit of building components. Coordinate with public utilities to protect or retrofit transformers, critical infrastructure and overhead power lines.

BACKGROUND INFORMATION

Site and Location:	Critical facilities Citywide. Pump stations #8 (Poquoson Ave), #11 (N Odd Rd), #10 (Ridge Rd) and #7 (Little Florida at Far St) require backup generators.
Cost Benefit:	Benefits of mitigating flood damage to critical facilities are realized by all citizens through the city's ability to maintain the highest operational capabilities post-disaster. Flooding of roads prevents access to elevated critical facilities. Benefits are based on reduced response times, and longevity of critical infrastructure. Elevation of roads could reduce evacuation times once flooding begins, and protect road beds from erosion associated with sea level rise in the future. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise, Tornado, Winter Storm, also possibly Earthquake, Wildfire and Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	Cost will be based on specific flood protection measures chosen for each building
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC; Stafford Act Section 406 - post-disaster mitigation funds under Public Assistance for damaged public facilities
Lead Agency/Department Responsible:	Public Works/Engineering, Fire Department, Police Department, Public Utilities
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Some vital infrastructure such as storm sewer and sanitary sewer are subject to flooding, and possibly vulnerable to sea level rise in the future.

POQUOSON MITIGATION ACTION 5

Collect and share hazard-related data in GIS-compatible format, including but not limited to:

- 1) collect high water marks and calculate flood frequency for all coastal storms;
- 2) continue to collect Elevation Certificates for each structure in the 100-year floodplain;
- 3) use real-time storm surge/tidal conditions mapping developed in conjunction with NASA; and,
- 4) inventory and prioritize low-lying secondary roads and intersections critical to evacuation.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Collection of elevation information and retention of Elevation Certificates can reduce surveying costs for property owners and buyers in the future. The partnership with NASA for real-time mapping has been a very successful and low-cost venture.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise, Shoreline Erosion, Winter Storm, Hazardous Materials Incident
Goal(s) Addressed:	Goal 3, Objectives 3.2, 3.3, 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time Post-disaster surveys could be used to collect structure elevations at approximately \$300/structure (for a large number of structures at once)
Potential Funding Sources:	USACE: FPMS; VDEM: HMGP, HMGP 5% Initiative, USGS
Lead Agency/Department Responsible:	Engineering, Building Inspections, Emergency Management
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

The City Building Inspector continues to compile a collection of Elevation Certificates for existing structures, elevated/mitigated structures and new structures, and he maintains pertinent data from the forms in a digital format.

Structural inventories with elevations, high water marks, and flood frequency data help prepare accurate cost-benefit analyses for a large number of structures rapidly, which is especially useful in a post-disaster scenario.

POQUOSON MITIGATION ACTION 6**Implement Pre-Disaster Debris Management Plan.****BACKGROUND INFORMATION**

Site and Location:	Citywide
Cost Benefit:	Pre-disaster debris management reduces damage to structures and infrastructure from flood and wind. Also, regular clean-up requirements can reduce the costs of post-disaster debris clean-up. City could also have access to the additional 5-percent cost incentive from FEMA's Public Assistance money.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5, 1.6; Goal 2, Objective 2.1
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	Existing capital budgets; HMGP, PDM or FMA (with very clearly articulated benefits for flood damage reduction)
Lead Agency/Department Responsible:	Public Works, Solid Waste
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

POQUOSON MITIGATION ACTION 7

Coordinate with public utilities, and use City resources to trim trees in the public right-of-way.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Benefits include reduced debris clean-up costs and increased utility service reliability.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Tropical/Coastal Storm, Tornadoes, Winter Storm
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	\$100,000, including contributions from utility providers
Potential Funding Sources:	Existing capital budgets, HMGP. In some cases, utilities may be eligible for some FEMA grant monies, as well.
Lead Agency/Department Responsible:	Public Works, utility providers
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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POQUOSON MITIGATION ACTION 8

Eliminate barriers to the orderly evacuation of citizens:

- 1) Elevate and widen the causeway to Hampton (Wythe Creek Road);**
- 2) Widen Victory Boulevard;**
- 3) Continue car evacuation agreement with Langley Motor Speedway to allow citizens to park cars there prior to expected flooding; and,**
- 4) Address low-lying roadways/intersections identified in Mitigation Action #5.**

BACKGROUND INFORMATION

Site and Location:	Wythe Creek Road and Victory Boulevard
Cost Benefit:	<p>These two roadways are considered critical infrastructure for the evacuation and protection of citizens in Poquoson. Wythe Creek Road floods regularly at high tide, cutting off the route and requiring all citizens to evacuate via Victory Boulevard.</p> <p>Providing a no-cost alternative for parking vehicles out of harm's way encourages people to consider the advantages and consequences of evacuating cars and people.</p>

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise, Wildfire, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objective 1.5; Goal 3, Objectives 3.1, 3.3, 3.4
Priority (High, Moderate, Low):	High
Estimated Cost to Poquoson:	Wythe Creek Road - \$19.8 million Victory Boulevard - \$22.7 million
Potential Funding Sources:	VDOT, Hampton, York County and other partners
Lead Agency/Department Responsible:	Engineering and City Manager's Office
Implementation Schedule:	<p>Wythe Creek Road is scheduled for construction in 2018; Victory Boulevard widening is in the early stages and not expected until after 2018.</p> <p>Negotiations are underway with speedway officials.</p>

ADDITIONAL COMMENTS

POQUOSON MITIGATION ACTION 9

Support and maintain decal system for re-entry to the City following a disaster. Use social networking to strengthen the system.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Benefits accrue to: <ol style="list-style-type: none"> 1. property owners through reduced secondary damage (e.g., from car wakes on flooded streets); and, 2. Police operating budgets through reduced traffic management costs, better response times and more efficient use of staff following a disaster.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornadoes, Earthquake
Goal(s) Addressed:	Goal 1, Objectives 1.4, 1.5; Goal 2; Goal 3, Objective 3.1
Priority (High, Moderate, Low):	High
Estimated Cost:	\$2,500 annually
Potential Funding Sources:	Capital budget; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	City Manager's Office; Emergency Management
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Gawkers and sightseers from outside Poquoson are not cognizant of the added damage and inconvenience their visits can inflict. A low-cost decal system was put in place in 2010, and together with police presence at key entry points to the City, officials can now control re-entry.

POQUOSON MITIGATION ACTION 10

Support and maintain Code Red, the City's Reverse 911 system. Prepare messages to release to citizens before and after a natural hazard event.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Other methods of notifying citizens require massive amounts of staff time which exceed budgetary restraints. Code Red quickly and efficiently uses existing infrastructure to notify property owners of appropriate pre- and post-disaster mitigation actions.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Hazardous Materials Incident, Drought, Extreme Heat
Goal(s) Addressed:	Goal 1, Objectives 1.4, 1.5; Goal 2
Priority (High, Moderate, Low):	High
Estimated Cost:	\$10,000 to \$15,000
Potential Funding Sources:	Existing budgets; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

While the Code Red system is already functioning, an opportunity to use the system to urge property owners to take mitigative actions exists.

Examine special needs population capabilities, availability of contract minutes and additional features, and additional messages to address other hazards.

POQUOSON MITIGATION ACTION 11

Protect flood-prone natural resources as a buffer against sea level rise, including, but not limited to:

- 1) Protect in perpetuity the 69 acres of natural land at the end of Poquoson Avenue donated to the City;
- 2) Provide additional access points for the City's Blueway system, a series of canoe and kayak water trails in and around the City and Plum Tree Island; and,
- 3) Provide opportunities for retail and residential development on land that is less prone to flooding and sea level rise, such as the Big Woods area.

BACKGROUND INFORMATION

Site and Location:	Eastern portion of the City, especially undeveloped portions along the water.
Cost Benefit:	Just as damages from sea level rise are not easily quantifiable, the benefits of adjusting to sea level rise are also more abstract. These measures are relatively low in cost compared to the damages that flooding will continue to inflict in Poquoson if no adjustments are made.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Sea Level Rise, Flooding, Tropical/Coastal Storm, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.6
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	<ol style="list-style-type: none"> 1) Existing budgets for legal and real estate costs. 2) Access points on the Blueway may incur costs to the city as additional sites are identified. Costs would be dependent on site amenities. 3) Staff time
Potential Funding Sources:	Existing budgets; VDCR: VRTF, L&WCF, VCWRLF
Lead Agency/Department Responsible:	Parks, City Manager's Office, Planning
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

A long-term plan of gradual adjustment begins with small steps. This action highlights the opportunity to identify additional ways to protect flood-prone areas with multiple benefits for citizens in the long- and short-term. CRS points may be available for sub-action #1.

POQUOSON MITIGATION ACTION 12

Continue to participate in coalition with Virginia Tech and others using drones for storm/event damage assessment and wildland fire management.

BACKGROUND INFORMATION

Site and Location:	Eastern portion of the City, primarily
Cost Benefit:	This low-cost method of assessing damage after a storm or to assess wildfire potential in undeveloped areas has benefits for the reduction of spreading wildfire risk and the management of post-flood redevelopment.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Sea Level Rise, Flooding, Tropical/Coastal Storm, Wildfire, Tornado, Shoreline Erosion
Goal(s) Addressed:	Goal 3, Objectives 3.1, 3.2, 3.3, 3.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	Existing budgets; VDCR: VRTF, L&WCF, VCWRLF; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	City Manager's Office
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

POQUOSON MITIGATION ACTION 13

Continue outreach efforts through a strategically-developed Plan for Public Information (PPI) using the following seven steps:

1. Create a PPI Committee
2. Assess Poquoson's public information needs
3. Formulate multi-hazard messages
4. Identify outreach projects to convey the messages
5. Examine other public information initiatives
6. Prepare the PPI document
7. Implement, monitor and evaluate the program

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Benefits derive from CRS credits and reduced flood insurance premiums as a result of this initiative. The organized nature of the approach reduces long-term costs by: 1) minimizing need to repeat messages; 2) involving outreach/marketing professionals from within City government; 3) investigating regional partnerships that could result in additional cost savings through cost sharing; 4) using existing programs and resources to maximum advantage.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All, but primarily Flooding, Sea Level Rise, Tropical/Coastal Storm, and Winter Storms
Goal(s) Addressed:	Goal 2, Objective 2.1; Goal 3, Objectives 3.1, 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	\$10,000
Potential Funding Sources:	Existing budgets and staff time; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Building Inspections
Implementation Schedule:	2015 for Steps 1 and 2, 2016 for remainder

ADDITIONAL COMMENTS

Audiences include: property owners, businesses, city officials and schoolchildren. Stakeholders may include: Planning Department, HRPDC, CERT, Tidewater Builders Association, Parent Teacher Associations, VDEM, DEQ, DCR, adjacent communities and American Red Cross. Potential outreach needs include: focus on repetitive loss property owners in outreach efforts, publicizing the City's mitigation efforts, informing property owners of long-term and short-term property protection measures (e.g., protecting vinyl siding windows from wind damage), creating a dedicated web site for floodplain management permitting process, early preparation of post-disaster permitting and redevelopment materials such as press releases, videos, brochures, forms, and fees (CRS credits available); integrate social networking and CodeRed into the methods of notification used by the City. Use questionnaires on social media to garner feedback. Continue to refine contents of the Library Welcome Bag and methods of distribution. Continue City TV channel disaster information series, postcards to citizens regarding new flood maps, and *Island Tide* magazine seasonal information bursts. Prepare press releases highlighting mitigation success stories. PPI should include analysis of staff and citizen training, cross-training, and train-the-trainer opportunities on an annual basis.

Williamsburg

WILLIAMSBURG MITIGATION ACTION 1

Improve drainage system maintenance, including increased sediment and debris clearance.

BACKGROUND INFORMATION

Site and Location:	Drainageways citywide.
Cost Benefit:	The City's network of structures, channels and underground pipes that carry stormwater help reduce flooding, especially during high frequency events. Maintenance is required to keep the system functioning effectively.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objective 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$40,000
Potential Funding Sources:	Existing Budget and CIP
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	This is a continuous activity of the City's Public Works Department.

ADDITIONAL COMMENTS

Smoke testing on sewer system is part of the action. Cross training on stormwater management problem detection with other departments is critical for maintenance in Williamsburg and will continue.

WILLIAMSBURG MITIGATION ACTION 2

Continue participating in the National Flood Insurance Program. Continue enforcement of standards in existing floodplain management ordinance that meet and exceed NFIP minimum requirements.

BACKGROUND INFORMATION

Site and Location:	Special Flood Hazard Areas of Williamsburg
Cost Benefit:	The NFIP and related flood mapping and development regulations have proven benefits nationwide.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.6
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	Existing budgets
Lead Agency/Department Responsible:	Designated Floodplain Manager (currently Rodney Rhodes)
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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WILLIAMSBURG MITIGATION ACTION 3

Maintain StormReady designation through the National Weather Service.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	StormReady helps arm communities with the communication and safety skills needed to save lives and property--before, during and after the event. StormReady helps community leaders and emergency managers strengthen local safety programs.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Extreme Heat
Goal(s) Addressed:	Goal 1, Goal 2, Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	<\$2,000 annually
Potential Funding Sources:	Local funds
Lead Agency/Department Responsible:	Fire Department
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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WILLIAMSBURG MITIGATION ACTION 4

Continue Colonial Williamsburg Annual Tree Maintenance Program.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Seasonal inspections and trimming reduce storm damage from trees.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Winter Storm, Tornado, Tropical/Coastal Storm, Wildfire, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4, 1.5, 1.6
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	<\$5,000 annually
Potential Funding Sources:	Private – CWF
Lead Agency/Department Responsible:	CWF Landscape crew
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

This action will be coordinated with the Fire Department to make sure fire equipment access is maintained, as well.

WILLIAMSBURG MITIGATION ACTION 5

Continue shelter generator maintenance and monitoring program.

BACKGROUND INFORMATION

Site and Location:	Shelters citywide
Cost Benefit:	The maintenance and daily monitoring of shelter generators helps ensure that these facilities operate at full capacity when needed.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objective 1.3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$4,000 annually
Potential Funding Sources:	Local funds; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Fire Department
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Generator status is continually monitored through a computer system accessed by Fire Department personnel.

WILLIAMSBURG MITIGATION ACTION 6

Strengthen GIS digital mapping program.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	The City's ongoing efforts to increase databases related to hazards is reflected in this plan. Additional databases help staff and planners recognize and plan for various hazards, special needs populations, evacuations and response.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Hazardous Materials Incident, Shoreline Erosion
Goal(s) Addressed:	Goal 1; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$10,000
Potential Funding Sources:	Local funds; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	IT
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

New layers are continually added to the system. Staff training on use of the map data is included in the cost estimate. City maintains handheld GPS unit for data collection.

WILLIAMSBURG MITIGATION ACTION 7

Expand capacity/training for CERT groups and neighborhood-serving organizations to include communication about mitigation and response.

BACKGROUND INFORMATION

Site and Location:	Citywide, with particular emphasis on vulnerable neighborhoods with less access to social or broadcast media
Cost Benefit:	Local residents are better able to address or communicate the needs of their specific neighborhoods. CERT members can expand capacity of City staff to communicate, mitigate and respond more effectively.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Drought, Extreme Heat, Hazardous Materials Incident, Shoreline Erosion
Goal(s) Addressed:	Goal 1; Goal 2, Objective 2.1; Goal 3, Objective 3.1
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$5,000 to \$10,000
Potential Funding Sources:	HSGP/CCP grants, local funding; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management and Human Services
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

CERT team is very active in Williamsburg and training is provided to members at least 2 times per year. They participate in 1 exercise per year and refresher training is also provided.

WILLIAMSBURG MITIGATION ACTION 8

Expedite damage assessment data collection through an automated software package.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Expedited damage assessment frees staff to perform other tasks. Enhanced and expedited permitting for damaged structures.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Hazardous Materials Incident
Goal(s) Addressed:	Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	\$3,000 initial, and \$5,000 annually thereafter
Potential Funding Sources:	Local funding; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Codes Compliance, Planning
Implementation Schedule:	3 to 5 years

ADDITIONAL COMMENTS

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WILLIAMSBURG MITIGATION ACTION 9

Expand social media and use of Everbridge mass notification system for pre- and post-disaster information distribution.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Getting information to citizens before, during and after disaster events is critical to reducing damage, reducing panic and creating a resilient citizen base that responds positively to government messages.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Drought, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 2; Goal 3, Objectives 3.3, 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	\$10,500 annually
Potential Funding Sources:	Locality funding, VDEM Radiological funding DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Communications Specialist, Emergency Management
Implementation Schedule:	Immediately upon adoption

ADDITIONAL COMMENTS

The prominence of social media points to a need to refine activity on Twitter, Facebook, Instagram and other programs. Need to be pro-active and targeted in messages. Identify specific messages, links. Identify other information that City can disseminate and the most effective methods, such as short videos, maps, links, photos, and infographics.

James City County

JAMES CITY COUNTY MITIGATION ACTION 1	
Protect critical facilities, including refuges, while increasing potential refuge capacity and/or protected areas. Protection measures may include emergency generators or other power sources, wind or flood retrofits, elevation, relocation, or reconstruction.	
BACKGROUND INFORMATION	
Site and Location:	Countywide
Cost Benefit:	The purpose of this action is to maintain citizen safety, and continuity of county operations during a disaster event. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objective 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined based on corrective actions selected
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, EMPG
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Continuing
ADDITIONAL COMMENTS	

JAMES CITY COUNTY MITIGATION ACTION 2

Mitigate flooding problems identified in the flood studies performed for Powhatan Creek watershed. Measures may include, but are not limited to improvements to road crossings by increasing flow capacity, or installing over-topping protection. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Powhatan Creek watershed
Cost Benefit:	Lower cost improvements to roadways are expected to provide significant benefits in this area. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis if HMGP funding is used.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$6,000,000
Potential Funding Sources:	VDOT, Federal Transportation Administration, DHS
Lead Agency/Department Responsible:	General Services Stormwater
Implementation Schedule:	Within 4 years

ADDITIONAL COMMENTS

JAMES CITY COUNTY MITIGATION ACTION 3

Conduct annual meeting with VDOT and utilities to identify hazard areas and potential projects to mitigate those areas.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Keeping roads and utilities operational during high frequency events and maximizing their operability during disasters is a countywide priority.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Winter Storm, Tropical/Coastal Storm, Tornado, Earthquake, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objective 1.3, 1.4, 1.5; Goal 3, Objective 3.1, 3.3, 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Annually

ADDITIONAL COMMENTS

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JAMES CITY COUNTY MITIGATION ACTION 4

Elevate, acquire, relocate, retrofit or floodproof structures in flood-prone areas. Flood protection may include minor localized flood reduction projects, as well. Wind retrofit measures are also included and may be appropriate for some structures, especially publicly-owned structures. This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Flood-prone areas Countywide, and Countywide for wind retrofits. Particular focus on Chickahominy Haven and Powhatan Shores, as well as repetitive flood loss areas throughout the County.
Cost Benefit:	Retrofit measures that address flood- and wind-prone structures, particularly those designated as repetitive loss or severe repetitive loss by the NFIP, have quantifiable benefits by reducing future damages to the structures. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3; Goal 3, Objective 3.1
Priority (High, Moderate, Low):	High
Estimated Cost:	Historically, approximately \$90,000 per structure. However, this may change based on funding availability.
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC; USDA and 5% initiative funds
Lead Agency/Department Responsible:	Community Housing
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

JAMES CITY COUNTY MITIGATION ACTION 5

Continue strengthening the County’s Floodplain Management Program with the following actions:

- 1) Review floodplain ordinance regularly for appropriateness of higher standards and necessary updates;
- 2) Provide specialized training and support for Certified Floodplain Manager (CFM) certification for floodplain plan reviewers, inspectors and permit processors;
- 3) Continue to assess repetitive loss data annually for loss accuracy, geographic accuracy, and determination whether structure(s) on property have been mitigated and if so, by what means. Provide corrections as necessary using FEMA AW-501;
- 4) Conduct annual Flood Exercise in August with After Action Report and analysis; and,
- 5) Building Safety and Permits plans examiners to provide information and resources to help builders and owners evaluate hydrostatic (flood) vent options. Materials to be available on department’s web site, and hands-on assistance at the permit counter, including an operational vent to show builders.

BACKGROUND INFORMATION

Site and Location:	Flood-prone areas Countywide
Cost Benefit:	The NFIP has a proven record of reducing annual flood damages through floodplain regulations that guide design of flood-prone properties.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Winter Storm, Tropical/Coastal Storm; Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.5; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Development Management, Emergency Management
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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JAMES CITY COUNTY MITIGATION ACTION 6

Continue outreach efforts through a strategically-developed Plan for Public Information (PPI) using the following seven steps:

1. Create a PPI Committee
2. Assess County's public information needs
3. Formulate multi-hazard messages
4. Identify outreach projects to convey the messages
5. Examine other public information initiatives
6. Prepare the PPI document
7. Implement, monitor and evaluate the program

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Benefits derive from CRS credits and reduced flood insurance premiums as a result of this initiative. The organized nature of the approach reduces long-term costs by: 1) minimizing need to repeat messages; 2) involving outreach/marketing professionals from within County government; 3) investigating regional partnerships that could result in additional cost savings through cost sharing; 4) using existing programs and resources to maximum advantage.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Winter Storm, Shoreline Erosion, Tornado, Earthquake, Wildfire, Drought, Extreme Heat and Hazardous Materials Incident
Goal(s) Addressed:	Goal 2, Objective 2.1; Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	Less than \$7,500 annually
Potential Funding Sources:	Existing budgets and staff time; DHS: PDM, HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management (lead) Development Management
Implementation Schedule:	Within 2 years of plan adoption

ADDITIONAL COMMENTS

Audiences include: property owners including new residents, tourists, businesses, County officials, pet owners, and schoolchildren. Stakeholders may include: various County departments, HRPDC, Peninsula Housing and Builders Association, Parent Teacher Associations, VDEM, DEQ, and DCR. Potential outreach needs include: flood risk awareness, focus on repetitive loss property owners in outreach efforts, contingency planning for businesses, response guidance with emphasis on community resiliency, publicizing the County's mitigation efforts, informing property owners of long-term and short-term property protection measures (e.g., protecting vinyl siding windows from wind damage, flood vent demos and displays), creating a dedicated web site/social media sites for floodplain management permitting process, early preparation of post-disaster permitting and redevelopment materials such as press releases, videos, brochures, forms, and fees. Use questionnaires on social media to garner feedback.

JAMES CITY COUNTY MITIGATION ACTION 7

Convene a task force to study/assess the wildland fire hazard and the urban interface. Task force recommendations may include such topics as: additional building code requirements in a mapped “interface zone”, outreach or complimentary inspections for homeowners.

BACKGROUND INFORMATION

Site and Location:	Wildfire urban interface zones countywide
Cost Benefit:	Knowledge of wildfire hazards can be helpful in encouraging homeowners to mitigate the hazard themselves. Low-cost measures are available to responsibly mitigate the wildfire hazard, especially during high risk times.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Wildfire
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.5, 1.6; Goal 2; Goal 3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Fire Department, Emergency Management
Implementation Schedule:	Within 5 years of plan adoption

ADDITIONAL COMMENTS

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JAMES CITY COUNTY MITIGATION ACTION 8

Obtain StormReady designation through NOAA.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	StormReady helps arm communities with the communication and safety skills needed to save lives and property--before, during and after the event. StormReady helps community leaders and emergency managers strengthen local safety programs.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storm, Wildfire, Earthquake
Goal(s) Addressed:	Goal 1, Goal 2, Goal 3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Within 2 years of plan adoption

ADDITIONAL COMMENTS

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JAMES CITY COUNTY MITIGATION ACTION 9

Conduct annual Hazard Mitigation Workshop to update and share hazard mitigation information, discuss potential projects. Invite relevant County departments, non-profit agencies and other stakeholders. Develop annual Hazard Mitigation Potential Project List with ready packages for submittal as funding becomes available.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Ready packages for submittal will: <ul style="list-style-type: none"> • allow the County to increase focus on hazard mitigation opportunities; • closely track hazard mitigation efforts, implementation, and successes; and, • maximize opportunities to move forward with specific mitigation actions identified over time.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5; Goal 3, Objectives 3.1., 3.3; Goal 4, Objectives 4.1, 4.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	Existing budgets
Lead Agency/Department Responsible:	Emergency Management, Finance, Development Management
Implementation Schedule:	Immediately

ADDITIONAL COMMENTS

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York County

YORK COUNTY MITIGATION ACTION 1	
<p>Continue outreach efforts using the following steps:</p> <ol style="list-style-type: none"> 1. Assess County's public information needs 2. Formulate multi-hazard messages 3. Identify outreach projects to convey the messages 4. Examine other public information initiatives 5. Implement 	
BACKGROUND INFORMATION	
Site and Location:	Countywide
Cost Benefit:	The organized nature of the approach reduces long-term costs by: 1) minimizing need to repeat messages; 2) investigating regional partnerships that could result in additional cost savings through cost sharing; 3) using existing programs and resources to maximum advantage.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Winter Storm, Shoreline Erosion, Tornado, Earthquake, Wildfire, Drought, Extreme Heat and Hazardous Materials Incident
Goal(s) Addressed:	Goal 2, Objective 2.1; Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	Less than \$7,500
Potential Funding Sources:	Existing budgets and staff time
Lead Agency/Department Responsible:	Emergency Management, Development Services
Implementation Schedule:	Within 2 years of plan adoption

ADDITIONAL COMMENTS

Audiences include: property owners, elected officials, businesses, County officials, pet owners, and schoolchildren. Stakeholders may include: various County departments, HRPDC, Peninsula Housing and Builders Association, Parent Teacher Associations, VDEM, DEQ, DCR, and American Red Cross. Potential outreach needs include: content and method of public service announcements, flood risk awareness, focus on repetitive loss property owners in outreach efforts, contingency planning for businesses, publicizing the County's mitigation efforts, informing property owners of long-term and short-term property protection measures (e.g., protecting vinyl siding windows from wind damage), creating a dedicated web site/social media sites for floodplain management permitting process, increasing property owner awareness of flood zone location and flood insurance availability, awareness of the flood hazard in general, and information about the Letter of Map Amendment process regarding the FEMA FIRM, early preparation of post-disaster permitting and redevelopment materials such as press releases, videos, brochures, forms, and fees. Use questionnaires on social media to garner feedback.

YORK COUNTY MITIGATION ACTION 2

Continue strengthening the County’s Floodplain Management Program with the following actions:

- 1) Review and update floodplain ordinance regularly and continue to provide annual Floodplain Management Report;
- 2) Require deed restrictions on use of enclosed areas below elevated structures in Special Flood Hazard Areas.
- 3) Continue specialized training and support for Certified Floodplain Manager (CFM) certification for floodplain plan reviewers, inspectors and permit processors; and,
- 4) Continue to assess repetitive flood loss data annually for loss accuracy, geographic accuracy, and determination whether structure(s) on property have been mitigated and if so, by what means. Provide corrections as necessary using FEMA AW-501.

BACKGROUND INFORMATION

Site and Location:	Flood-prone areas Countywide
Cost Benefit:	<p>The NFIP has a proven record of reducing annual flood damages through floodplain regulations that guide design of flood-prone properties.</p> <p>Unlawful conversion of enclosed areas below elevated structures increases flood damage in flood-prone areas. Sample forms are available from DCR, so this sub-action has relatively low cost.</p>

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Winter Storm, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.4; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Public Works and Development Services
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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YORK COUNTY MITIGATION ACTION 3

Elevate, acquire, relocate, retrofit or floodproof structures in flood-prone areas. Flood protection may include minor localized flood reduction projects, as well. Wind retrofit measures are also included and may be appropriate for some structures, especially publicly-owned structures. This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Flood-prone areas Countywide, and Countywide for wind retrofits.
Cost Benefit:	Retrofit measures that address flood- and wind-prone structures, particularly those designated as repetitive loss or severe repetitive loss by the NFIP, have quantifiable benefits by reducing future damages to the structures. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	In multiple phases as grant money becomes available. Individual structure costs vary.
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC; USDA
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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YORK COUNTY MITIGATION ACTION 4

Develop public outreach materials to educate citizens about the wildland fire hazard and the wildland/urban interface.

BACKGROUND INFORMATION

Site and Location:	Wildfire urban interface zones countywide
Cost Benefit:	Knowledge of wildfire hazards can be helpful in encouraging homeowners to mitigate the hazard themselves. Low-cost measures are available to responsibly mitigate the wildfire hazard, especially during high risk times.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Wildfire
Goal(s) Addressed:	Goal 2, Objective 2.1
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Department of Fire and Life Safety
Implementation Schedule:	Within 5 years of plan adoption

ADDITIONAL COMMENTS

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YORK COUNTY MITIGATION ACTION 5

Maintain program for continued assessment of identified stormwater “choke points” when storms are approaching.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Pre-disaster assessment and action to alleviate choke points can reduce flooding damage and improve the stormwater system’s ability to perform as designed.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Shoreline Erosion, Winter Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	This program is absorbed into staff time spent on stormwater program and thus is not budgeted separately.
Potential Funding Sources:	Existing budgets
Lead Agency/Department Responsible:	Public Works and Development Services
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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YORK COUNTY MITIGATION ACTION 6

Evaluate critical facilities for safety and sustainability during emergencies. Take appropriate corrective actions, which may include but are not limited to: providing backup power sources, wind retrofits and flood retrofits.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Critical facility operation protects the public, maintains governmental operations and furthers community sustainability.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Department of Fire and Life Safety
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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YORK COUNTY MITIGATION ACTION 7

Continue support of the Newport News Department of Public Utilities (Waterworks) forest management program to mitigate wildfire hazards and promote the health of forests within the reservoir watersheds. This action includes Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Waterworks reservoir watersheds in the County
Cost Benefit:	This ongoing program reduces the number of fires, and works to control pine beetle infestations. Forest thinning is a primary control mechanism. This is one of many programs the utility implements related to hazard mitigation. Additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Wildfire, Winter Storm
Goal(s) Addressed:	Goal 1, Objective 1.3; Goal 3, Objectives 3.1, 3.3, 3.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	Waterworks Enterprise Fund, existing budgets; DHS: HMGP/CRMA
Lead Agency/Department Responsible:	Department of Fire and Life Safety
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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YORK COUNTY MITIGATION ACTION 8

Manage shoreline erosion through the following actions:

1. Request and share VIMS staff recommendations for shoreline erosion control permit applications with Wetlands Board citizen members; and,
2. Continue to include shoreline erosion control element in the Comprehensive Plan.

BACKGROUND INFORMATION

Site and Location:	Shorelines countywide
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Cost Benefit:	
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MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Shoreline Erosion
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Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.3, 1.6; Goal 3, Objectives 3.1, 3.3, 3.4
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Priority (High, Moderate, Low):	Low
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Estimated Cost:	Staff time
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Potential Funding Sources:	N/A
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Lead Agency/Department Responsible:	Development Services Department, Planning Division
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Implementation Schedule:	Ongoing
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ADDITIONAL COMMENTS

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YORK COUNTY MITIGATION ACTION 9

Create and maintain geodatabase of known storage locations of hazardous materials.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Such a database would provide critical information for hazard planning, especially when hazards overlap. For example, knowing the location of hazardous materials in the floodplain can be a critical element in floodplain management planning.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Hazardous Materials Incident, Flooding, Sea Level Rise, Tropical/Coastal Storm, Winter Storm, Earthquake, Wildfire
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.3; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$5,000 to \$10,000
Potential Funding Sources:	Existing budgets; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Fire and Life Safety, GIS/mapping
Implementation Schedule:	Within 5 years of plan adoption

ADDITIONAL COMMENTS

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YORK COUNTY MITIGATION ACTION 10

Install high water marks signs and/or gages in flood-prone areas.

BACKGROUND INFORMATION

Site and Location:	Flood-prone areas countywide
Cost Benefit:	Drivers who are aware of the extent of high water on roads can avoid unsafe travel, avoiding damage to humans, rescue personnel, and vehicles.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 2
Priority (High, Moderate, Low):	High
Estimated Cost:	Estimated \$200 per sign post, installed
Potential Funding Sources:	VDOT, DHS: PDM, HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Within 5 years of plan adoption

ADDITIONAL COMMENTS

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YORK COUNTY MITIGATION ACTION 11

Implement Pre-Disaster Debris Management Plan. Remove existing trees and debris that pose hazard during natural disaster.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Pre-disaster debris management reduces damage to structures and infrastructure from flood, wind and possibly snow. Also, regular clean-up requirements can reduce the costs of post-disaster debris clean-up. County could also have access to the additional 5-percent cost incentive from FEMA's Public Assistance money.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5; Goal 3, Objective 3.1
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	Existing capital budgets; HMGP, HMGP 5% Initiative, PDM or FMA (with very clearly articulated benefits for flood damage reduction)
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Within 3 years of plan adoption

ADDITIONAL COMMENTS

NORFOLK

NORFOLK MITIGATION ACTION 1	
Maintain and protect the City's beaches and shorelines using structural means.	
BACKGROUND INFORMATION	
Site and Location:	Chesapeake Bay shoreline
Cost Benefit:	Increased frequency and severity of flooding in Norfolk is expected to dramatically increase flood damages in coming years. Without well-planned protection measures, Norfolk's shoreline is particularly vulnerable to erosion resulting from floods and sea level rise. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Sea Level Rise, Flooding, Shoreline Erosion, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3; Goal 3, Objectives 3.1, 3.3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$20,000,000
Potential Funding Sources:	ACOE, General funds, Capital Improvements Plan
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Ongoing
COMMENTS	
Multiple activities are covered under this effort, including breakwater and other structural features, beach surveys and source identification, and environmental permitting. Implement joint partnership with Army Corp of Engineers through the Willoughby vicinity beach nourishment project and all subsequent required nourishments of beach/berm project.	

NORFOLK MITIGATION ACTION 2

Maintain and protect the City's beaches and shorelines using natural shoreline protection measures. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Chesapeake Bay shoreline
Cost Benefit:	Increased frequency and severity of flooding in Norfolk is expected to dramatically increase flood damages in coming years. Natural protection measures help the shoreline adjust to sea level rise with less intervention. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Sea Level Rise, Flooding, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.6; Goal 3, Objectives 3.1, 3.3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$10,000,000
Potential Funding Sources:	ACOE, General funds, Capital Improvements Plan, DHS: HMGP, HMGP/CRMA, PDM
Lead Agency/Department Responsible:	City Planning, Public Works
Implementation Schedule:	Ongoing

COMMENTS

Multiple activities are covered under this effort, including living shorelines, and dune planting and stabilization and environmental permitting.

NORFOLK MITIGATION ACTION 3

Provide educational outreach and improve communications to residents to increase awareness of vulnerability to multiple hazards. Focus on hurricanes, sea level rise, flooding, nuisance flooding and severe repetitive flood losses.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Public education can have numerous intangible benefits from the public safety peace of mind. It can result in preventing or lessening damage caused by disasters and can save lives.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All Hazards
Goal(s) Addressed:	Goal 2
Priority (High, Moderate, Low):	High
Estimated Cost:	\$50,000
Potential Funding Sources:	Operating Budget, DHS: HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Preparedness & Response, Chief Resilience Officer, Planning, Public Works, Chief Marketing Officer
Implementation Schedule:	Ongoing

COMMENTS

Chief Marketing Officer would provide new and innovative ways to share risk to citizens. Norfolk has several stakeholder agencies who have a role to play in flood management and response, and are capable of disseminating flood-related information.

Outreach will include civic organizations, educational institutions, and city events. Methods would include question and answer sessions, recurring television ads, and teaching sessions.

Outreach to floodplain residents and repetitively flooded areas is a part of the community’s CRS program and will continue. This action is also part of the City’s Strategy for Continued Compliance with the NFIP.

This recommendation covers a wide range of topics including:

- Hazard Awareness Fairs;
- Development of a medical support registry;
- Education on defined Flood and Surge Zones and information on their meaning.

NORFOLK MITIGATION ACTION 4

Provide outreach that increases citizens' ability to take mitigative actions prior to disaster event. Focus on hurricane preparedness and flood mitigation.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Teaching citizens how to protect their lives and property themselves has tangible benefits to property owners and the City by reducing the need to for disaster response and increasing community resiliency.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All Hazards
Goal(s) Addressed:	Goal 1, Objectives 1.2; Goal 2, Objective 2.1
Priority (High, Moderate, Low):	High
Estimated Cost:	\$50,000
Potential Funding Sources:	Operating Budget, DHS: HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Preparedness & Response, Chief Resilience Officer, City Planning
Implementation Schedule:	Ongoing

COMMENTS

Opportunities for outreach should expand to Norfolk Public Schools and colleges to create a culture of understanding of preparedness.

Various stakeholder agencies involved in floodplain management may be used to disseminate how-to information. This action is also part of the City's Strategy for Continued Compliance with the NFIP.

This recommendation covers a wide range of topics including:

- What to do when a public warning is disseminated;
- Flood proofing structures appropriately;
- Wind proofing structures appropriately;
- Property Protection seminars.

NORFOLK MITIGATION ACTION 5

Purchase and install generators or other continuous power sources for critical facilities and infrastructure. This action may include, but is not limited to pump stations, EOC, shelters, underpasses and important traffic signals.

Include critical public facility generator requirements and required connection materials in the USACE Emergency Power Facility Assessment Tool (EPFAT).

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Maintaining a functioning EOC is vital to response and recovery efforts Citywide from a large variety of possible hazards. Damage occurs yearly with damaged equipment and vehicles stuck in underpasses. During Hurricane Isabel, City lost +90 percent of traffic signal operations for various time periods. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storms, Winter Storms, Earthquakes, Tornadoes, Extreme Heat
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	At least \$900,000 to address remaining 6 stormwater pump stations + additional project costs to be determined
Potential Funding Sources:	Stormwater Fees, DHS: HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	General Services, Public Works & Emergency Preparedness & Response
Implementation Schedule:	Ongoing

COMMENTS

Norfolk’s Stormwater Program may be able to obtain funding from HMGP grants for some of these site actions.

Having data in the EPFATS database will assist in expediting installations at Norfolk facilities following an event where commercial power is unavailable. The web site also offers a permanent storage location for that information providing the ability to update the information as facility requirements change.

NORFOLK MITIGATION ACTION 6

Continue to implement capital improvements that improve stormwater management and control flooding, especially for undersized and out-of-date drainage systems and patterns. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Citywide. Projects mitigate flooding and run-off problems throughout the City. New projects will be chosen as opportunities to improve city TMDL requirements and stormwater capacity are identified.
Cost Benefit:	Annual damage occurs to homes and businesses in vulnerable areas due to poor drainage. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	\$3,000,000 per year
Potential Funding Sources:	General funds, DHS: HMGP, HMGP/CRMA, Private funds
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Ongoing

COMMENTS

Hazard Mitigation Grants should be considered as a potential funding source and used as a basis for property protection. Existing consultant's study has identified multiple flood mitigation measures. Additional projects will be identified throughout city that will improve drainage capacity as well as improve water quality.

Projects and designs should be prepared for future applications of funds when they become available.

NORFOLK MITIGATION ACTION 7

Identify and improve critical facilities and infrastructure to minimize flood and wind damage, specifically targeting schools, EOC and emergency shelters. Action may also include placing utility lines underground or preemptive traffic systems for emergency vehicles.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Critical facilities are located within the floodplain due to built environment of the City. Providing protected utilities and backups are necessary to properly aid in protecting and serving citizens.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Extreme Heat
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	\$1,000,000
Potential Funding Sources:	DHS: HMGP, PDM
Lead Agency/Department Responsible:	City Planning, Public Works, Emergency Planning & Response, Public Utilities
Implementation Schedule:	Ongoing

COMMENTS

This action may include multiple projects including, upgrading of utilities and emergency connections, as well as improving transportation access to buildings and flood protection of facilities.

NORFOLK MITIGATION ACTION 8

Protect flood-prone structures through the following ongoing actions:

- 1) **Gather data on individual repetitive flood losses, including improved damage assessments (past and future), insurance claims data, structural features, first floor elevations;**
- 2) **Give highest priority to protection of “severe repetitive losses” as defined by the National Flood Insurance Program (NFIP);**
- 3) **Target potential properties or clusters of properties for purchase and conversion to public open space; and,**
- 4) **Elevate, acquire, relocate or otherwise retrofit structures. This action includes Mitigation Reconstruction projects.**

BACKGROUND INFORMATION

Site and Location:	Floodplains throughout the City
Cost Benefit:	Repetitive losses and severe repetitive losses drain public funds for disaster response and require repeated expenditures on the part of property owners. Mitigation actions that fix the problems long-term are cost effective when average annual damages exceed average annual costs of retrofitting, elevating or acquiring the structure. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	\$5,000 to \$300,000 per structure.
Potential Funding Sources:	DHS: HMGP, FMA, PDM, FMA; USACE: FPMS
Lead Agency/Department Responsible:	City Planning
Implementation Schedule:	Ongoing

COMMENTS

Structures insured through the NFIP are often eligible for more grant funds than uninsured structures. The repetitive flood loss areas provided in Section 5 of this plan will help identify areas of the City to be addressed through this action. Measures should include parcel scale, neighborhood scale, and watershed scale protection measures. Parcel scale measures include rain barrels, pervious pavers, and rain gardens amongst other best practices.

NORFOLK MITIGATION ACTION 9	
<p>Improve post-event damage assessment procedures so that damages, event frequencies, and other data are more readily available for mitigation planning.</p> <p>Identify, train and use volunteers to capture and submit high-water marks to use for flood event mapping and damage assessment.</p>	
BACKGROUND INFORMATION	
Site and Location:	Citywide
Cost Benefit:	Vulnerability data for this plan are based primarily on the National Climatic Data Center database, which underrepresents actual damages for almost all weather-related events. Without strong data to back up property damages, cost-benefit analyses may not accurately reflect project feasibility.

MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquakes
Goal(s) Addressed:	Goal 3, Objective 3.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	HMGP, HMGP 5% Initiative, City funds
Lead Agency/Department Responsible:	Information Technology, Emergency Preparedness & Response, Finance, City Planning
Implementation Schedule:	Ongoing
COMMENTS	
<p>New technology should be explored with the deployment of iPads for field inspectors with new building permit software. Technology can afford real-time information without manual entry of data by multiple people in the office, allowing for resources to be properly allocated.</p> <p>Create and implement a post-incident data collection plan which would organize city staff, volunteers and damage assessment teams. Install low cost sensors and/or use crowd-sourcing to capture high water marks and flooding data.</p>	

NORFOLK MITIGATION ACTION 10

Implement actions to improve Community Rating System (CRS) classification to at least a Class 8 with a 10 percent discount on most flood insurance policies.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	The City's Class 9 rating currently results in flood insurance premium savings of 5%. A Class 8 rating would result in savings of an estimated 10%, doubling the benefits. The dollars saved go back into property owners' pockets to spend in the local economy. Implementing additional activities creditable under CRS is expected to increase the number of policies Citywide, thus decreasing reliance on City and federal resources after a flood. Many of the measures suggested by CRS activities are non-structural in nature and help reduce the flood vulnerability of new and substantially improved construction.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objective 1.2; Goal 2, Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	N/A
Potential Funding Sources:	Staff time
Lead Agency/Department Responsible:	Planning & Community Dev.; Public Works
Implementation Schedule:	Within 3 years

COMMENTS

Additional actions have been taken to assure a move to a Class 8 in 2016. Additional steps need to be taken to implement a PPI and other measures to attempt another reclassification to a Class 7 providing a 15% reduction in flood insurance to those located in the special flood hazard areas.

NORFOLK MITIGATION ACTION 11

Verify the geographic location of each NFIP repetitive loss property, determine if that property has been mitigated and, if so:

- Record what methods were used to mitigate; and
- Collect evidence and submit completed AW-501 (NFIP Repetitive Loss Update Worksheet) to request removal of the property from the repetitive loss database.

BACKGROUND INFORMATION

Site and Location:	Repetitive flood loss areas throughout the City
Cost Benefit:	Repetitively flooded structures strain local and federal resources after disasters, and detract from the fiscal solvency of the NFIP. The NFIP focuses mitigation efforts and funds on properties listed as repetitive losses; therefore, checking the accuracy of the list is a necessity for the NFIP, States and, through this action, local governments.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time estimated at \$50 per structure x 732 structures = \$36,600
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC
Lead Agency/Department Responsible:	City Planning
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

An initial attempt to contact property owners by mail will be followed up by phone calls, and site visits as necessary.

This action could be expanded to prepare Repetitive Loss Area Analyses (RLAA) as described in the CRS User's Manual, and may qualify for CRS credit.

City records can be reviewed to analyze status of all repetitive loss structure as initial review and update of data.

NORFOLK MITIGATION ACTION 12

Implement approved project through the National Disaster Resilience Competition (NDRC) HUD grant. This action may include Climate Resilient Mitigation Activities (CRMA) and Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Chesterfield Heights neighborhood/Ohio Creek watershed
Cost Benefit:	Project was approved through the HUD grant program and identified as being innovative and could be replicated in multiple scenarios throughout the United States. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	\$121,000,000
Potential Funding Sources:	DHS: PDM, HMGP, HMGP/CRMA, FMA, RFC, ACOE, City CIP, HUD
Lead Agency/Department Responsible:	Chief Resilience Officer, Public Works, City Planning, Emergency Preparedness and Response
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

HUD grant requires matching funds from either in kind work or leveraging of existing projects that apply to the drainage area for Chesterfield Heights/Ohio Creek

NORFOLK MITIGATION ACTION 13

Protect historic resources and structures from flooding and sea level rise. Measures should include short-, medium- and long-term solutions. This action may include Climate Resilient Mitigation Activities (CRMA) and Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Historic structures and areas throughout the City
Cost Benefit:	Historic structures throughout the city are located in flood prone areas. Value of historic resources are more than just the value of the structure which adds value to normal mitigation methods. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time/consultant fees estimated at \$50,000 to resurvey existing historic areas with new surveys estimated at \$75,000
Potential Funding Sources:	DHS: PDM, HMGP, HMGP/CRMA, FMA, RFC
Lead Agency/Department Responsible:	City Planning, Chief Resilience Officer
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Initial methods should include updating surveys of listed historic areas and structures. Other neighborhoods should be reviewed and determined if the structures and integrity of the neighborhood have been preserved to allow for additional surveys.

Different methods should be explored to preserve and protect structures as well as the generation of guidance that can be approved by FEMA for the protection of these structures and areas that differ from current allowed practices for residential and non-residential structures.

NORFOLK MITIGATION ACTION 14

Identify and implement resilient strategies throughout the city to provide better watershed, neighborhood and parcel specific flood protection and mitigation. This action may include Climate Resilient Mitigation Activities (CRMA) and Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Resilient strategies range from small to larger scale projects. Ability to provide protection to properties at risk with innovative measures are necessary to protect entire city. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	\$3,000,000
Potential Funding Sources:	DHS: PDM, HMGP, HMGP/CRMA, FMA, RFC, ACOE, City CIP, HUD
Lead Agency/Department Responsible:	Chief Resilience Officer, Public Works, City Planning, Emergency Preparedness and Response
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Methods should include hard infrastructure and green infrastructure. Multiple methods can be joined together to provide better protection to the properties and all citizens.

Portsmouth

PORTSMOUTH MITIGATION ACTION 1	
Develop a post-disaster continuity of operations plan to assist in more rapid recovery after a disaster.	
BACKGROUND INFORMATION	
Site and Location:	Citywide
Cost Benefit:	By identifying post-disaster processes for almost all City department functions across an array of hazard events, and putting these processes on paper, the plan would aid staff and temporary staff in keeping processes running smoothly and not contributing to additional conflicts.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 1, Objectives 1.4, 1.5; Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	\$25,000
Potential Funding Sources:	Staff time, DHS planning grants, HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management, Planning, Permits & Inspections, Engineering, Public Works
Implementation Schedule:	Within 2 years
ADDITIONAL COMMENTS	

PORTSMOUTH MITIGATION ACTION 2

Designate non-flood-prone pickup points within the city evacuation zones to assist citizens who must rely on alternative or public transportation to evacuate.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	As seen with Hurricane Katrina, the evacuation of large numbers of residents after a hazard event has already commenced adds layers of difficulty and danger. Promoting and providing safe pickup points will reduce hazards to citizens.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.4, 1.5; Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time for identification of population centers and publicizing the pickup points
Potential Funding Sources:	City budgets
Lead Agency/Department Responsible:	Emergency Management, Planning
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

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PORTSMOUTH MITIGATION ACTION 3	
Hurricane/flood outreach/education to residents and businesses.	
BACKGROUND INFORMATION	
Site and Location:	Citywide
Cost Benefit:	Protection of personal property and lives
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 2, Objective 2.1
Priority (High, Moderate, Low):	High
Estimated Cost:	\$20,000
Potential Funding Sources:	City budgets; use free FEMA materials when available; HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management, Planning
Implementation Schedule:	Continuous
ADDITIONAL COMMENTS	

PORTSMOUTH MITIGATION ACTION 4

Use Virginia Modeling, Analysis & Simulation Center (VMASC) survey data to identify location/vulnerability of special needs populations for mitigation, evacuation, response, recovery.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Protection of special needs populations before, during and after hazard events has broad benefits for protecting lives and property.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Hazardous Materials Incident, Extreme Heat
Goal(s) Addressed:	Goal 1, Objectives 1.4, 1.5; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	To be determined as projects are identified.
Potential Funding Sources:	City budgets; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Planning, GIS
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

PORTSMOUTH MITIGATION ACTION 5

Implement additional tide monitoring stations to track real-time water levels.

BACKGROUND INFORMATION

Site and Location:	Olde Towne/ Downtown, Paradise Creek/ Cradock
Cost Benefit:	Enable real-time assessment of flood levels which will allow more responsive warnings and alerts to be broadcast.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4, 1.5; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$80,000 plus \$10,000 annual maintenance
Potential Funding Sources:	USGS, FEMA, State, City budgets; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Planning, Emergency Management
Implementation Schedule:	Within 5 years

ADDITIONAL COMMENTS

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PORTSMOUTH MITIGATION ACTION 6

Systematically track and map areas that sustain non-tidal flooding and "sunny day" flooding.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Tracking where flooding actually occurs will allow mitigation action and projects to be directed to those areas.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 3, Objective 3.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	City CIP budget
Lead Agency/Department Responsible:	Engineering, Planning, Emergency Management, Public Works, GIS; DHS: HMGP 5% Initiative
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

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PORTSMOUTH MITIGATION ACTION 7

Implement Citywide drainage improvement projects. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Frequent flooding in these areas damages cars, structures and contents. Damages to city infrastructure will also be reduced. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$500,000,000
Potential Funding Sources:	City CIP budget, stormwater funds, FEMA, State; DHS: HMGP/CRMA
Lead Agency/Department Responsible:	Engineering, Public Works
Implementation Schedule:	Long term; as funding becomes available

ADDITIONAL COMMENTS

PORTSMOUTH MITIGATION ACTION 8

Implement action items from 2015 Floodplain Management Plan and Rep Loss Plan.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Each action has separate costs and benefits identified in Plan. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 1, Goal 2, Goal 3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	As shown in the plan
Potential Funding Sources:	City budgets, DHS: HMGP, Severe Repetitive Loss, stormwater funds
Lead Agency/Department Responsible:	Planning, Emergency Management
Implementation Schedule:	Ongoing. Some long term as funding available

ADDITIONAL COMMENTS

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PORTSMOUTH MITIGATION ACTION 9

Mitigate flood-prone and repetitive flood loss structures. Mitigation measures may include acquisition, relocation, elevation, or other retrofit measures to provide flood protection. This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Within the City's flood zones
Cost Benefit:	Benefits for individual structures are based on the average annual damages, which is based on the structure's lowest floor elevation and frequency of flooding. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$10,000 to \$200,000 per structure (paid by citizen or through grant funds obtained by citizen)
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC
Lead Agency/Department Responsible:	Planning, Emergency Management
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

PORTSMOUTH MITIGATION ACTION 10

Determine whether Repetitive Flood Loss properties have been mitigated.

BACKGROUND INFORMATION

Site and Location:	Repetitive flood loss areas throughout the City
Cost Benefit:	Repetitively flooded structures strain local and federal resources after disasters, and detract from the fiscal solvency of the NFIP. The NFIP focuses mitigation efforts and funds on properties listed as repetitive losses; therefore, checking the accuracy of the list is a necessity for the NFIP, States and, through this action, local governments.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time estimated at \$50 per structure x 220 structures = \$11,000
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC
Lead Agency/Department Responsible:	Planning
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

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PORTSMOUTH MITIGATION ACTION 11

Advocate for improved and increased grants for mitigation activities from State and Federal sources.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	The current processes are long and cumbersome. More streamlined processes and access to mitigation funds will aid in the mitigation of flooded properties and areas.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 3, Objectives 3.1, 3.2, 3.3, 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	City budgets
Lead Agency/Department Responsible:	Planning, Emergency Management, Permits & Inspections, Engineering
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

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PORTSMOUTH MITIGATION ACTION 12	
Review and revise City Codes to ensure that Code sections do not conflict and do not hamper recovery efforts.	
BACKGROUND INFORMATION	
Site and Location:	Citywide
Cost Benefit:	Ensuring that processes are in place prior to a disaster event will speed recovery and increase the community's resilience.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Winter Storm, Wildfire, Earthquake
Goal(s) Addressed:	Goal 1; Goal 3, Objective 3.1
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	City budgets; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Planning, Permits & Inspections, Engineering, Public Works, Emergency Management
Implementation Schedule:	Within 5 years
ADDITIONAL COMMENTS	

PORTSMOUTH MITIGATION ACTION 13

Review existing plans to ensure that they integrate mitigation concepts. Ensure that future plans integrate mitigation concepts detailed in the Hazard Mitigation Plan.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Ensuring that plans incorporate mitigation concepts and strategies will aid the City's resilience.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 3, Objective 3.1
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	City budgets
Lead Agency/Department Responsible:	Planning, Permits & Inspections, Engineering, Public Works, Emergency Management
Implementation Schedule:	Within 5 years and as new plans are developed

ADDITIONAL COMMENTS

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PORTSMOUTH MITIGATION ACTION 14

Implement green infrastructure for flood and stormwater abatement. This action includes Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Green infrastructure can be a cost-effective approach for improving water quality and can provide multiple environmental, economic, and community benefits. Under HMGP/CRMA grants, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.6
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	To be determined
Potential Funding Sources:	City CIP budget, stormwater funds, FEMA, EPA, State; DHS: HMGP/CRMA
Lead Agency/Department Responsible:	Planning, Engineering, Public Works
Implementation Schedule:	Within 5 years

ADDITIONAL COMMENTS

PORTSMOUTH MITIGATION ACTION 15

Replace the Seawall.

BACKGROUND INFORMATION

Site and Location:	Downtown
Cost Benefit:	The Portsmouth waterfront seawall and bulkhead is a major element of the downtown waterfront. It is aging and in need of replacement to ensure safety of citizens and visitors. It is impacted daily by pedestrian and vessel use, weather and the waters of the river.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.5; Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	\$20,000,000
Potential Funding Sources:	City CIP budget, stormwater funds, FEMA, State
Lead Agency/Department Responsible:	Engineering
Implementation Schedule:	4 years

ADDITIONAL COMMENTS

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PORTSMOUTH MITIGATION ACTION 16

Create dialogs with other governmental (e.g. HRT, HRSD, etc.) and non-governmental (e.g. Dominion Virginia Power, Verizon, etc) agencies to encourage and coordinate incorporation of mitigation strategies into projects and policies.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Ensuring that our partner organizations incorporate mitigation concepts and strategies into their projects and policies will aid the City's resilience.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Hazardous Materials Incident
Goal(s) Addressed:	Goal 3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	City budgets; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Planning, Engineering, Emergency Management
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

PORTSMOUTH MITIGATION ACTION 17

Develop inventory of first floor elevations (and possibly Elevation Certificates) of structures in flood zones in low- to moderate income housing areas.

BACKGROUND INFORMATION

Site and Location:	Citywide low to moderate areas
Cost Benefit:	In order to assess any potential mitigation actions, first floor elevations (at a minimum) will be needed. Assisting low to moderate income home owners to obtain this information will allow these structures to be protected from future flooding.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	To be determined
Potential Funding Sources:	US Army Corps of Engineers, FEMA, HUD; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Planning
Implementation Schedule:	Within 5 years

ADDITIONAL COMMENTS

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SUFFOLK

SUFFOLK MITIGATION ACTION 1

Protect repetitively flooded infrastructure and structures through elevation, acquisition, relocation, retrofits or repurposing. Other structural means are included, as appropriate, for protecting critical infrastructure. This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Throughout the City
Cost Benefit:	In rural areas of the city, roads flood each time there is a significant rainfall. In the urban downtown, commercial structures flood frequently. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	Low
Estimated Cost:	\$10,000 to \$200,000 per structure; infrastructure protection costs to be determined
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC
Lead Agency/Department Responsible:	Emergency Management and Public Works
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

SUFFOLK MITIGATION ACTION 2

Provide emergency power to critical infrastructure, critical facilities and critical roadway intersections during extended power outages. Increase emergency generator capabilities at school facilities used as shelters to meet ADA functional needs requirements.

BACKGROUND INFORMATION

Site and Location:	Throughout the City
Cost Benefit:	Maintaining basic city functions in the aftermath of both major and minor events is important for the safety of citizens and the environment. Emergency power is mandatory at the shelters to address access and medical equipment that requires electricity. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise, Extreme Heat
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4
Priority (High, Moderate, Low):	High
Estimated Cost:	\$500,000
Potential Funding Sources:	Existing Budgets; DHS: HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Public Utilities, Public Works, Facility Management
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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SUFFOLK MITIGATION ACTION 3

Provide hurricane and flood outreach and education materials to hotels and motels within the City to make flood protection information available to business travelers and tourists.

BACKGROUND INFORMATION

Site and Location:	Throughout City floodplains
Cost Benefit:	Protection of personal property and lives

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise
Goal(s) Addressed:	Goal 2
Priority (High, Moderate, Low):	High
Estimated Cost:	<\$500
Potential Funding Sources:	Existing budgets; use free FEMA materials; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

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SUFFOLK MITIGATION ACTION 4

Continue to implement capital improvements that improve stormwater management and control flooding, especially for undersized and out-of-date drainage systems and patterns. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	City-wide. Projects mitigate flooding and run-off problems throughout the City, including Sadler Pond Improvements, Chenango Court reconstruction, and Pughsville Drainage Study (programmed in the FY '12 budget)
Cost Benefit:	Annual damage occurs to homes and business in vulnerable areas due to poor drainage. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5; Goal 3, Objective 3.1
Priority (High, Moderate, Low):	High
Estimated Cost:	Estimated \$1,000,000 annually, but variable based on several factors
Potential Funding Sources:	General funds, DHS: HMGP, HMGP/CRMA, Private funds
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Ongoing

COMMENTS

Hazard Mitigation Grants should be considered as a potential funding source and used as a basis for property protection. An ongoing consultant's study to identify appropriate flood mitigation measures may provide additional cost data and priorities within this action.

SUFFOLK MITIGATION ACTION 5

Develop a stormwater drainage plan to address issues in flood-prone areas; prioritize and implement plan recommendations. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Flooding as a result of stormwater accumulation can exacerbate coastal flooding, contributing to flood damages of cars, structures, roads and other infrastructure. Nuisance flooding can result in businesses closed down. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	\$250,000 to \$3,000,000
Potential Funding Sources:	General funds
Lead Agency/Department Responsible:	Planning and Public Works
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

SUFFOLK MITIGATION ACTION 6

Continue strengthening the City’s Floodplain Management Program with the following actions:

- 1) Reviewing and adopting State Model Floodplain Ordinance, including 1 foot freeboard elevation requirement;
- 2) Incorporating floodplain requirements into permit process with information in the online FAQs, BFE required on the building permit application (as required by NFIP), creating and posting online standardized forms for substantial improvement/damage determination;
- 3) Providing specialized training and support Certified Floodplain Manager (CFM) certification for floodplain plan reviewers, inspectors and permit processors;
- 4) Preparing educational materials in the permit office on the value of flood insurance, freeboard and NFIP compliance; and,
- 5) Continuing participation in the Severe Repetitive Loss program.

BACKGROUND INFORMATION

Site and Location:	Floodplains throughout the City
Cost Benefit:	<ul style="list-style-type: none"> • The NFIP has a proven record of reducing annual flood damages through floodplain regulations that guide design of flood-prone properties. • Freeboard - More stringent measures for flood prone structures have a very small upfront cost that is recovered within approximately 10 years through lower flood insurance costs. The reduction in average annual damages with just 1 foot of freeboard is substantial.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.5; Goal 2; Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Planning and Public Works
Implementation Schedule:	Within 4 years

ADDITIONAL COMMENTS

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SUFFOLK MITIGATION ACTION 7

Verify the geographic location of each NFIP repetitive loss property, and determine if that property has been mitigated and, if so, by what means.

BACKGROUND INFORMATION

Site and Location:	Repetitive flood loss areas throughout the City
Cost Benefit:	Repetitively flooded structures strain local and federal resources after disasters, and detract from the fiscal solvency of the NFIP. The NFIP focuses mitigation efforts and funds on properties listed as repetitive losses; therefore, checking the accuracy of the list is a necessity for the NFIP, States and, through this action, local governments.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding and Sea Level Rise
Goal(s) Addressed:	Goal 1, Objective 1.1; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time estimated at \$50 per structure x 13 structures = \$650
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC
Lead Agency/Department Responsible:	Planning
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

An initial attempt to contact property owners by mail will be followed up by phone calls, and site visits as necessary.

SUFFOLK MITIGATION ACTION 8

Retrofit Primary Shelters in the City to conform to the Ultimate Design Wind Speed for Risk Category 3 structures as referenced in the current edition of the Uniform Statewide Building Code, Part 1 (USBC).

BACKGROUND INFORMATION

Site and Location:	Citywide locations
Cost Benefit:	According to the Suffolk Public Schools Director of Facilities, none of the schools in the City designated as shelters are engineered to withstand winds greater than 90 mph. A Category 2 or greater hurricane would result in residents having to take shelter outside the City. Transportation costs for such an evacuation would be staggering.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire. Hazardous Materials Incident, Extreme Heat
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	To be determined
Potential Funding Sources:	Capital budgets
Lead Agency/Department Responsible:	Capital Programs Director and Public Schools Director of Facilities and Planning
Implementation Schedule:	5 to 7 years

ADDITIONAL COMMENTS

Hurricane shutters may provide a partial solution for some structures at a lower cost than complete retrofits.

SUFFOLK MITIGATION ACTION 9

Install markers indicating the flood water depth along streets or roads subject to tidal, riverine or urban flooding.

BACKGROUND INFORMATION

Site and Location:	Flood prone areas citywide
Cost Benefit:	Elevated water levels in recent weather events have caused damage and down time to emergency vehicles damaged while responding to calls for assistance. These markers can also be useful during droughts to indicate low water levels.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Drought
Goal(s) Addressed:	Goal 1, Objective 1.5; Goal 2
Priority (High, Moderate, Low):	Low
Estimated Cost:	<\$10,000
Potential Funding Sources:	Public Works annual operating budget; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Traffic Engineering, Emergency Management
Implementation Schedule:	3 to 5 years

ADDITIONAL COMMENTS

Other alternatives considered included developing a policy regarding emergency vehicle operations on flooded streets or roads; however, flood depth markers would have added benefits by alerting a broader audience of citizens and commuters regarding areas with unsafe water levels for driving. Savings of up to \$5,000 per City vehicle in repairs could be realized.

SUFFOLK MITIGATION ACTION 10

Retrofit the East Suffolk Recreation Center with an emergency generator to support shelter operations for that section of the City.

BACKGROUND INFORMATION

Site and Location:	East Suffolk
Cost Benefit:	When school is in session, using a school as a shelter is a conflict. The Recreation Center is a potential alternative. Also, this center would add a second ADA-compatible shelter to the City's shelter inventory, increasing accessibility for special needs populations.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$5,000
Potential Funding Sources:	Capital Budget (for generator), Mitigation Grant (for quick-connect); DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Capital Programs and Facilities, Department of Parks and Recreation
Implementation Schedule:	5 to 7 years

ADDITIONAL COMMENTS

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VIRGINIA BEACH

VIRGINIA BEACH MITIGATION ACTION 1	
Relocate the ComIT Data Center.	
BACKGROUND INFORMATION	
Site and Location:	ComIT Data Center Building 2 2405 Courthouse Drive
Cost Benefit:	There have been marginal flooding problems in Building 2 that included: 1) Flooding from a leak in the fire sprinkler system on the first floor. 2) Flooding from leaks in the roof's drainage system. 3) The appearance of water backup on the Data Center sub-floor, due to the drainage system, which has occurred on multiple occasions. 4) In 2004, there were two occasions of flooding due to equipment failure in Building 1 where damage and loss of service was avoided only because on-site staff discovered the flood before water reached the Data Center. 5) During Hurricane Isabel, it was necessary to shut down all computer systems in Data Center and physically move equipment to the second floor. Moving equipment carries associated risks and at least two servers were corrupted during this process.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Winter Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: HMGP, FMA, PDM, RFC; Existing budgets
Lead Agency/Department Responsible:	ComIT
Implementation Schedule:	Within 3 years
ADDITIONAL COMMENTS	
In recent years, the importance of data management to overall City operations has increased the priority of this action.	

VIRGINIA BEACH MITIGATION ACTION 2

Strengthen the City's Floodplain Management Program with the following actions:

- 1) Continue participating in the National Flood Insurance Program. Continue enforcement of standards in existing floodplain management ordinance that meet and exceed NFIP minimum requirements;**
- 2) Incorporate floodplain management tools/regulations into existing development review procedures;**
- 3) Participate in the Community Rating System in order to reduce property owner premiums for flood insurance;**
- 4) Provide specialized training and support Certified Floodplain Manager (CFM) certification for floodplain plan reviewers, inspectors and permit processors;**
- 5) Prepare educational materials in the permit office on the value of flood insurance, freeboard and NFIP compliance; and,**
- 6) Participate in the Severe Repetitive Loss program to mitigate flood-prone structures.**

BACKGROUND INFORMATION

Site and Location:	Floodplains throughout the City
Cost Benefit:	<ul style="list-style-type: none"> • The NFIP has a proven record of reducing annual flood damages through floodplain regulations that guide design of flood-prone properties. • The large number of flood-prone properties and repetitive flood losses in Virginia Beach merits additional investigation to determine what measures have been taken by property owners to protect structures and what additional measures may have measurable benefits.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objective 1.2; Goal 2, Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Planning and Public Works
Implementation Schedule:	Within 4 years

ADDITIONAL COMMENTS

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VIRGINIA BEACH MITIGATION ACTION 3

Create coalition of business owners, including some who have implemented mitigation actions in the past, to promote the value of hazard protection and help identify and implement retrofit/elevation/acquisition projects in the business community.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	The hardening of businesses supports their ability to recover from potential disasters, thereby helping sustain citizens' way of life in the aftermath of a hazard event.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Shoreline Erosion, Winter Storm
Goal(s) Addressed:	Goal 1, Objective 1.1; Goal 2, Objective 2.1; Goal 3
Priority (High, Moderate, Low):	Low
Estimated Cost:	Minimal
Potential Funding Sources:	Existing Budgets; DHS: PDM, HMGP 5% Initiative; Private funds
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Within 5 years

ADDITIONAL COMMENTS

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VIRGINIA BEACH MITIGATION ACTION 4

Provide emergency power to critical infrastructure, critical facilities and critical roadway intersections during extended power outages. Emergency power and quick connect wiring is needed for critical intersections. Generator capability is needed at multiple school facilities used as shelters.

BACKGROUND INFORMATION

Site and Location:	Critical Intersections identified by Police Department and Public Works Building 18: Human Resources Building 19: Human Resources Training Rooms Building 21: Fire Administration Building 22: ComIT Public Information City Jail Various Storm Water Pump stations Various Sewer Pump stations Various Public Schools: Those designated as shelters, focusing on the high schools as the top priority.
Cost Benefit:	Maintaining basic city functions in the aftermath of both major and minor events is important for the safety of citizens and the environment. Emergency power is mandatory at the shelters to address access and medical equipment that requires electricity.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Extreme Heat
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4, 1.5; Goal 3, Objective 3.1
Priority (High, Moderate, Low):	High
Estimated Cost:	\$3,500,000
Potential Funding Sources:	Existing Budgets; DHS: HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Public Utilities, Public Works, Facility Management, Sheriff
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

The city has previously used HMGP funds, as well as CIP funding to provide quick connect capabilities for critical sewer pump stations. Public Utilities is currently working on providing generators for other critical facilities, as well. The city jail still has one generator that needs to be replaced, the other one has been awarded funding.

Power at critical intersections would be provided for city cameras to monitor traffic conditions during power failures.

VIRGINIA BEACH MITIGATION ACTION 5

Retrofit public safety facilities vulnerable to wind damage and/or flooding.

BACKGROUND INFORMATION

Site and Location:	Various Sites, including but not limited to: Police Precincts (Headquarters, Third and Second Precincts, Law Enforcement Training Facility, Helicopter Shop), Fire Stations (Woodstock, Kempsville, Little Neck, Green Run, Stumpy Lake, Davis Corner Stations), Public Works, Public Utilities, Chesapeake Beach and Ocean Park EMS, Sheriff's Office, Courts and Court facilities (flooding)
Cost Benefit:	The Law Enforcement Training Academy has severe roof leaks and flooding during severe storms; improvements to grading and drainage for the building will minimize standing water that inundates the structure, but additional retrofits are necessary to protect the structure in the long-term. The Sheriff's Office, Courts and Court facilities vulnerable to flooding are critical operations that threaten community sustainability after a flood event. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Winter Storm
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	\$4,000,000
Potential Funding Sources:	DHS: HMGP, CIP and Existing budgets, stormwater fee
Lead Agency/Department Responsible:	Public Works and Police Department
Implementation Schedule:	Long-term, over a 15-year period

ADDITIONAL COMMENTS

The city has conducted formal analyses of critical facilities and HMGP grants were obtained to harden some facilities. As HMGP funds become available through the State, additional grant requests should be prepared and ready to submit for "shovel-ready" projects.

VIRGINIA BEACH MITIGATION ACTION 6

Provide educational outreach to residents to increase awareness of vulnerability to multiple hazards and preventative actions that can be taken. Focus on hurricane preparedness, sea level rise and flooding.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	By training community leaders in how to protect hazard-prone properties, the City spreads information on the value of retrofitting directly to those in need at low cost.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All Hazards
Goal(s) Addressed:	Goal 2, Objective 2.1; Goal 3, Objective 3.1
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$30,000
Potential Funding Sources:	DHS: HMGP, HMGP 5% Initiative; Operating Budget; FEMA materials available free
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

The city has multiple programs and strategies for the dissemination of emergency preparedness information, but it is currently coming out of multiple offices and this will assist in streamlining the information.

This action is part of Virginia Beach's strategy for continued compliance with the NFIP.

VIRGINIA BEACH MITIGATION ACTION 7

Replace, as necessary, and maintain the existing regional interoperable communications system.

BACKGROUND INFORMATION

Site and Location:	Citywide and Southside Hampton Roads region
Cost Benefit:	Modern interoperable communications systems support preparedness, response and recovery activities for all hazards.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 2; Goal 3, Objectives 3.1, 3.3
Priority (High, Moderate, Low):	High
Estimated Cost:	\$10,000,000
Potential Funding Sources:	DHS: HMGP, others; CIP
Lead Agency/Department Responsible:	ComIT
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

The city has modernized much of its communication systems to include interoperability of city systems, as well as regional systems. New systems require maintenance and replacement on a regular basis.

VIRGINIA BEACH MITIGATION ACTION 8

Protect Atlantic Ocean and Chesapeake Bay shorelines from storm damage. Continue work with the Army Corps of Engineers and other federal agencies to ensure ongoing maintenance of the Hurricane Protection Project and other maintained beaches within the city.

BACKGROUND INFORMATION

Site and Location:	Atlantic Ocean and Chesapeake Bay shorelines, particularly Resort Area and Sandbridge
Cost Benefit:	Severe and frequent shoreline erosion in this economically valuable area merits structural protection on an ongoing basis. Multiple project reports contain detailed information on the costs and benefits of these projects. City continues to provide beach replenishment as funds and projects allow, which continues to provide ongoing storm protection to \$3 billion worth of homes and businesses from Rudee Inlet to Fort Story.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Sea Level Rise, Winter Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5; Goal 3, Objectives 3.1, 3.3
Priority (High, Moderate, Low):	High
Estimated Cost:	Estimated \$14,000,000 every ten years
Potential Funding Sources:	COE, CIP, Special Tax District, TGIF, SSD, TIF
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

In addition to maintaining existing “engineered beaches”, the City should seek additional beaches or shorelines to be considered for structural hardening. Currently, the city is working with homeowners on Chesapeake Bay to identify areas in which sand can be brought in for replenishment to strengthen the shoreline.

VIRGINIA BEACH MITIGATION ACTION 9	
Develop a dam safety plan to address protection, preparedness, response, and rebuilding in dam inundation zones.	
BACKGROUND INFORMATION	
Site and Location:	Area downstream from dams in Virginia Beach
Cost Benefit:	Infrastructure in dam inundation zones is susceptible to flooding, but may not be protected from flood.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.3, 1.4, 1.5, 1.6; Goal 3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, FMA, RFC, HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Public Works and Public Utilities
Implementation Schedule:	Ongoing
ADDITIONAL COMMENTS	
Virginia DCR is increasingly involved in this action and recent regulatory changes have affected which dams are regulated.	

VIRGINIA BEACH MITIGATION ACTION 10

Install mast arm supports with mechanical dampening systems for traffic signs and signals.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Maintaining traffic safety during evacuations, periods of high wind, and through recovery reduces accidents and allows public safety officials to concentrate on other important tasks.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storms, Tornado, Winter Storm and Earthquake
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined based on number of installations determined necessary
Potential Funding Sources:	Existing budgets
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Light poles, especially on bridges and roadways near the coast, are susceptible to structural vibrations resulting from both normal and extreme winds. These wind-induced vibrations are typically caused by vortex shedding and galloping of the cantilevered structures. Two other types of wind effects that cause these vibrations in structures are natural wind gusts and truck-induced vibrations. Mast arm failures caused by wind effects have been observed in St. Augustine and Ft. Walton Beach, Florida. Light poles on the Howard Franklin Bridge in Tampa and on the New River Bridge in Ft. Lauderdale also experienced failures from vibration due to wind.

Virginia Beach has recently installed mast arm supports on some signals, but additional action is still recommended.

VIRGINIA BEACH MITIGATION ACTION 11

Improve and/or update alert, warning and notification capabilities.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Low cost hazard notification through the use of cellular phones and computers can now reach large segments of the population quickly. Notifying residents of low-lying flood-prone areas before flooding occurs helps reduce flood damages to cars, structures, and possessions. Traffic problems associated with evacuations, frequent flooding and other hazard events can cause secondary economic disasters and major disruptions to citizens' lives in Hampton Roads.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Shoreline Erosion, Earthquake, Wildfire, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$750,000
Potential Funding Sources:	DHS: HMGP, HMGP 5% Initiative; Private funds
Lead Agency/Department Responsible:	Emergency Management, ComIT
Implementation Schedule:	Within 4 years

ADDITIONAL COMMENTS

Action will focus on keeping up with new types of social media and the most modern methods of communicating with citizens in the event of a disaster.

This action includes identification and real-time mapping of frequently flooded roads and will incorporate special planning regarding evacuation routes for special needs populations (nursing homes, assisted living facilities, hospitals).

Virginia Beach has taken action in the last five years in this regard, but this action requires ongoing diligence.

VIRGINIA BEACH MITIGATION ACTION 12

Retrofit existing stormwater management system throughout the City into state-of-the-art facilities to minimize flooding after heavy storms while also addressing water quality objectives. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Frequent flooding in the City is a result of numerous factors. Updating stormwater management facilities will help reduce both nuisance flooding of yards, roads and intersections, and more severe flooding that affects structures. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	To be determined
Potential Funding Sources:	Storm Water Management Program; DHS: HMGP/CRMA
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

This action ties into new requirements for TMDL and is consistent with the Comprehensive Plan.

VIRGINIA BEACH MITIGATION ACTION 13

Mitigate incursion of storm surge and tidal inundation of low-lying areas. Investigate coastal barrier technologies and tidal stream diversion techniques. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Shorelines and tidal tributaries Citywide
Cost Benefit:	Costs and benefits of various projects are continuously updated and compared. Projects are prioritized based on those that provide the greatest benefits to existing structures and infrastructure. Possible projects may include, but are not limited to: tide gates, check valves, or road/bridge/structure elevation. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	To be determined
Potential Funding Sources:	Storm Water Management Program; DHS: HMGP/CRMA
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Within 10 years

ADDITIONAL COMMENTS

Nor'easters, hurricanes and tropical storms, and some severe thunderstorms produce heavy precipitation in low-lying areas, creating runoff that cannot flow into tidal bodies at high tide. As sea level rises over the long-term, areas affected by this problem are expected to increase.

Public Works recently contracted with engineering consultants to study the City's flooding and sea level rise vulnerability in additional detail and provide cost estimates and benefits for an array of possible projects.

VIRGINIA BEACH MITIGATION ACTION 14

Elevate, relocate or retrofit structures in flood prone areas that have suffered repetitive flood damage. This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Within the City's flood-prone areas
Cost Benefit:	Benefits for individual structures are based on the average annual damages, which is based on the structure's lowest floor elevation and frequency of flooding. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objective 1.1, 1.2, 1.3
Priority (High, Moderate, Low):	High
Estimated Cost:	\$50,000 to \$200,000 per structure
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC
Lead Agency/Department Responsible:	Planning, Emergency Management
Implementation Schedule:	Within 5 years

ADDITIONAL COMMENTS

This is an ongoing strategy for Virginia Beach. City officials strategically excluded acquisition as a tactic for mitigating flood-prone structures.

The city is addressing severe repetitive loss structures with grant funding currently; however, the city has over 500 repetitive loss structures.

VIRGINIA BEACH MITIGATION ACTION 15

Acquire open space in strategic locations that can provide multiobjective management benefits. Objectives may include but are not limited to: flood control, water quality, public access to waterways, preserving or creating tree canopy, and preserving unique ecological and cultural heritage sites. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Benefits from open space acquisition can occur in several categories for a single project. A flood-prone area can be set aside for recreation and flood control, for example. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Shoreline Erosion, Winter Storm
Goal(s) Addressed:	Goal 1, Objective 1.6; Goal 3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	TBD
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC; USACE; USDA, Agricultural Extension
Lead Agency/Department Responsible:	Agriculture; Parks and Recreation
Implementation Schedule:	Long-term, 5 to 10 years

ADDITIONAL COMMENTS

Projects may tie in with the Agricultural Preserve Program and the Parks and Recreation Open Space Program.

VIRGINIA BEACH MITIGATION ACTION 16

Verify the geographic location of each NFIP repetitive loss property, and determine if that property has been mitigated and, if so, by what means. Prepare Repetitive Loss Area Analyses for CRS credit.

BACKGROUND INFORMATION

Site and Location:	Repetitive flood loss areas throughout the City
Cost Benefit:	Repetitively flooded structures strain local and federal resources after disasters, and detract from the fiscal solvency of the NFIP. The NFIP focuses mitigation efforts and funds on properties listed as repetitive losses; therefore, checking the accuracy of the list is a necessity for the NFIP, States and, through this action, local governments.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding (Storm Surge)
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time estimated at \$50 per structure x 500 structures = \$25,000
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

CHESAPEAKE

CHESAPEAKE MITIGATION ACTION 1

Maintain participation in National Flood Insurance Program and Community Rating System. Continue enforcement of standards in existing ordinance that meet and exceed NFIP minimum requirements.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	<p>The NFIP and related flood mapping and development regulations have proven benefits nationwide. Elevating new structures to 1.5 feet above the BFE has a benefit cost ratio of 6:1, according to FEMA (<i>2008 Supplement to the 2006 Evaluation of the National Flood Insurance Program's Building Standards</i>).</p> <p>CRS benefits accrue through increased insurance coverage, improved hazard awareness and reduced flood insurance premiums.</p> <p>New construction and future development are protected from floods through existing standards that meet or exceed NFIP minimum requirements.</p>

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Winter Storms
Goal(s) Addressed:	Goal 1, Objective 1.1, 1.2, Goal 2, Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	Travel costs and staff time
Potential Funding Sources:	Existing budgets
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Annually

ADDITIONAL COMMENTS

- Additional activities that may be implemented in support of this primary action include:
1. Enacting floodplain management regulations that exceed NFIP minimum requirements, such as additional freeboard similar to Norfolk and Virginia Beach, and including freeboard for ductwork (ductwork currently exempted from freeboard requirement); and
 2. Annual recertification activities related to maintaining class status in the CRS.

CHESAPEAKE MITIGATION ACTION 2

Acquire, elevate, relocate, retrofit or floodproof structures in flood prone areas. Flood protection may include minor localized flood reduction projects, as well. This action includes Mitigation Reconstruction projects. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Flood loss areas Citywide
Cost Benefit:	Retrofit measures that address flooded structures, particularly those designated as repetitive loss or severe repetitive loss by the NFIP, have quantifiable benefits. The City is proposing to collect elevation data as part of this action in order to more easily make cost-benefit analyses of these structures. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Winter Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2
Priority (High, Moderate, Low):	High
Estimated Cost:	In multiple \$750,000 phases as grant money becomes available.
Potential Funding Sources:	DHS: PDM, HMGP, HMGP/CRMA, HMGP 5% Initiative, FMA, RFC; USACE: SFCP, FPMS; HUD: CDBG; USDA: WFPF
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

There are 391 properties on FEMA's repetitive loss list, and an additional 2,024 structures identified as being within repetitive loss areas. Locally funded projects may be creditable under the Community Rating System.

Detailed activities to support this overall mitigation action include:

1. Coordinate with the City Surveyor in Public Works Department to complete Elevation Certificates for structures when doing other survey work in repetitive flood loss areas.
2. Use pictometry to further refine repetitive flood loss area identification and to collect approximate first floor elevation information for structures in those areas.
3. Use Public Works Department expertise to identify retrofit measures for flood-prone structures. This may be creditable under CRS.
4. Regularly crosscheck real estate market with repetitive flood loss list. Purchase of empty structures may be possible at lower cost.

CHESAPEAKE MITIGATION ACTION 3

Continue to cross reference locations of manufactured homes and manufactured home parks relative to repetitive flood loss areas and new FEMA 100-year floodplains. Review their vulnerability to flood and wind hazards. Implement measures to retrofit, relocate, or acquire vulnerable units. This action may include Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Flood-prone areas Citywide
Cost Benefit:	While the value of manufactured homes is quite low, the costs to elevate or retrofit them to protect from flood and wind can be low, as well. The costs to determine locations and review vulnerability are minimal versus the cost of additional hazard damage.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time for analysis; approx. \$150,000 for retrofit measures such as elevation assistance and tie-downs
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC; USACE: SFCP, FPMS; HUD: CDBG; USDA: EWP, WFPF, WSP
Lead Agency/Department Responsible:	Emergency Management, with support from GIS and Engineering Division
Implementation Schedule:	GIS analysis of vulnerable areas and identification of retrofit measures in 2014 and 2015; additional actions thereafter

ADDITIONAL COMMENTS

Manufactured homes and their occupants are particularly vulnerable to wind and flood hazards. The cost of minor retrofits can have exponential benefits in reducing the risk to lives.

CHESAPEAKE MITIGATION ACTION 4

Part I. Conduct detailed study of critical facilities relative to newly-identified repetitive flood loss areas and new FEMA 100-year floodplain elevations. Review detailed structural or facility vulnerability to flood and wind hazards using flood-frequency information and building elevation data.

Part II. Replace structures or implement retrofits, which may include but are not limited to: installation of emergency backup power, elevation of structure or components, relocation or retrofit of building components.

BACKGROUND INFORMATION

Site and Location:	Critical facilities Citywide, but particularly City Jail, primary/secondary schools and Fire Station #2 and Fire Station #8
Cost Benefit:	Benefits of mitigating flood damage to critical facilities are realized by all citizens by maintaining operational capabilities post-disaster.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storms, Extreme Heat
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High for Jail High for Fire Station #2 Medium for Schools Low for other Critical Facilities
Estimated Cost:	Jail – estimated \$192,000 Fire Stations #2 and #8 – estimated \$150,000 each Schools – to be determined after study complete
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC; USACE
Lead Agency/Department Responsible:	Emergency Management, with GIS and Public Works Engineering Division
Implementation Schedule:	Immediately for Jail and Fire Station #2 and #8, through 2018 for others

ADDITIONAL COMMENTS

The highest priority retrofits previously identified are for the City Jail and include adding generator electrical circuits to support jail operations during power outages, especially for the kitchen, dining area and doors. Add generator electrical circuits to support the operation of the jail's kitchen, staff dining area, and sallyport roll-up doors. Only half of the jail's kitchen is supported by generator power. A generator load test was conducted and found sufficient to support additional circuits. Without additional emergency generator circuits, the jail cannot support the needs for properly cooling and cooking food products, feeding the inmate population, staff, and additional public safety personnel during emergency operations. The jail provides meals to public safety personnel on the street during emergencies, as well as to support staff called-in during emergencies.

The sallyport doors are large, heavy overhead doors that are presently not supported by emergency generator power. Supplying power to these doors is important for providing ingress and egress to the jail for police and emergency personnel. Elevating the generator, installing additional emergency doors, and installing roof tie-downs are additional measures already under consideration.

Ongoing drainage problems at Fire Station #2 result in frequent flooding of the back room.

Only schools designated as shelters should be included in this effort.

CHESAPEAKE MITIGATION ACTION 5

Flow test and inspect existing City-owned and grant-funded dry hydrants annually to help maintain operability.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Chesapeake has determined that maintaining the highest level of operability for the existing system is more feasible than installing new hydrants.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Wildfire
Goal(s) Addressed:	Goal 1, Objective 1.2, 1.3, 1.4
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	Existing Budgets
Lead Agency/Department Responsible:	Fire Department
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Installation of additional hydrants has proven challenging. This alternative presents a reasonable cost-effective method for maintaining capacity to fight wildfire. There are currently 56 dry hydrants in Chesapeake, mainly in the southern part of the City.

CHESAPEAKE MITIGATION ACTION 6

Seek and use additional revenue sources and local matching funds for mitigation planning and projects.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Local funding sources for mitigation projects can further the benefits of available federal funding. Untapped and unusual funding sources likewise reduce the burden of mitigation on Chesapeake citizens.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 3, Objectives 3.3, 3.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	n/a
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

NEMAC submits recommendations annually to City Council regarding the status of current mitigation projects and this plan, programmatic problems, an inventory of new potential mitigation projects and unmet needs. City Council evaluates those needs against internal funding sources.

NEMAC aggressively pursues and seeks public and private grants to support mitigation activities, and enlists a number of other stakeholders in this process. Related resources may address multiple objectives, such as environmental issues, preparedness, sustainability, and blight reduction. NEMAC is prepared to pursue special appropriations and grants that are available after a disaster.

CHESAPEAKE MITIGATION ACTION 7

Develop and implement a Pre-Disaster Homeowner Tree Preventive Maintenance and Hazard Awareness Program.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	A low-cost effort can bring many benefits to individual property owners and significantly reduce response costs after a disaster. Benefits accrue to the City through reduced response needs, to homeowners through reduced damages, and through reduced vulnerability wildfire.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Tornado, Tropical/Coastal Storm, Winter Storms, Wildfires
Goal(s) Addressed:	Goal 2, Objective 2.1
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Approximately \$7,500
Potential Funding Sources:	USDA, Soil and Water Conservation District, Va. Tech Agricultural Extension; DOI - LWCF
Lead Agency/Department Responsible:	Parks and Recreation Department, Emergency Management, Development and Permits
Implementation Schedule:	Within 4 years

ADDITIONAL COMMENTS

This program expands on existing programs in the City that focus on the value of trees, particularly healthy old-growth trees, and how to properly care for trees to prevent them from causing additional damage during wind events. Chesapeake has been designated as a "Tree City USA" for over 27 years, protects trees in the Chesapeake Bay Preservation Area, and has a "What is a Tree?" program for schoolchildren in conjunction with the Agriculture Department. The Chesapeake Arboretum is active in tree resource management and will be approached about participating.

A "Prune in June" campaign may be considered as a possible focus for this mitigation action.

This action shall be done in coordination with the Plan for Public Information in Mitigation Action 15.

This action is strongly supported by responses to the 2014 Public Participation Survey and by members of the public who participated in a public meeting January 16, 2014.

CHESAPEAKE MITIGATION ACTION 8

Improve stormwater management infrastructure. Prepare and implement preventive maintenance schedule. Provide replacement schedule for stormwater management and inspection equipment and vehicles, including purchases of plows for new trucks to assist with dual purpose of snow removal.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Maintaining and improving the stormwater system provides Citywide benefits from both high and low frequency flood events. The preventive maintenance schedule is a new activity that will help sustain the highest level of operability for the existing system. Equipment replacement prevents downtime, purchases can be more cost effective than repair expenses on depreciated equipment, and new equipment provides for potential for use in other natural event responses (such as Winter Storms).

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Winter Storm
Goal(s) Addressed:	Goal 1, Objective 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	\$1.8 million
Potential Funding Sources:	Approved and proposed budgets and stormwater utility fees
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

While NEMAC recognizes these activities are already ongoing, their importance to maintaining a functioning and effective stormwater system during flood events is critical to hazard management in Chesapeake.

CHESAPEAKE MITIGATION ACTION 9

Part I. Maximize training and educational opportunities for NEMAC, City staff, elected officials, CERT members and citizen/neighborhood leaders regarding hazard mitigation, disaster preparedness and the relationship of mitigation to reduced recovery needs.

Part II. Accommodate training and related support for at least two staff in the Department of Development and Permits to receive and maintain Certified Floodplain Manager (CFM) certification through the ASFPM.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Many training opportunities are already available through FEMA, VDEM, and other agencies. Costs to provide or make arrangements for the training in Chesapeake are minimal versus the benefits of a well-informed citizenry and highly trained floodplain management staff.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 2, Objective 2.1
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Less than \$12,000 over five years
Potential Funding Sources:	Existing budgets, staff time; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management Department of Development and Permits
Implementation Schedule:	Ongoing as opportunities arise

ADDITIONAL COMMENTS

A new aspect of this retained action is providing Train-the-Trainer opportunities for CERT and NEMAC members so that they become empowered to speak on a more grassroots level to neighbors, friends and businesses in their sphere of influence.

Also planned is an annual briefing to NEMAC from the Department of Development and Permits regarding the status of the Statewide building code, and hazard prevention through the plan review process. This may include, for example, City-funded facilities that were reviewed, anticipated changes to the building code, or zoning changes that affect an area of the City that is prone to flooding or wildfire. This cross training will also better prepare NEMAC to update this plan in the future.

CHESAPEAKE MITIGATION ACTION 10

Conduct Hazardous Environmental Action Team (HEAT) program to industrial facilities, particularly hazardous facilities, to discuss hazards and mitigation alternatives.

BACKGROUND INFORMATION

Site and Location:	Industrial facilities Citywide
Cost Benefit:	Reduces the likelihood of compounding incidents, thereby reducing response costs.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Winter Storm, Wildfire, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objective 1.2, 1.3, 1.4
Priority (High, Moderate, Low):	Low
Estimated Cost:	\$8,000
Potential Funding Sources:	Existing budgets; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Within eight years of plan adoption

ADDITIONAL COMMENTS

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CHESAPEAKE MITIGATION ACTION 11

Support and maintain City's new Reverse-911 system. Prepare messages to release to citizens before and after a natural hazard event.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Other methods of notifying citizens require massive amounts of staff time which exceeds budgetary restraints. Reverse 911 quickly and efficiently uses existing infrastructure to notify property owners of appropriate pre- and post-disaster mitigation actions.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 2
Priority (High, Moderate, Low):	High
Estimated Cost:	\$7,500
Potential Funding Sources:	Existing budgets; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

While installation of the Reverse 911 system is already underway, an opportunity to use the system to urge property owners to take mitigative actions exists.

Examine multi-language and special needs population capabilities, as well.

CHESAPEAKE MITIGATION ACTION 12

Prevent sanitary sewer inflows to the system during flood events. Smoke test public and private sanitary sewer infrastructure to determine priorities.

Site and Location:	Sewer infrastructure Citywide
Cost Benefit:	The consequences and costs of sanitary sewer inflows during a flood event are high for reasons related to human health and damage to infrastructure. Smoke tests are a low-cost alternative to televising all sanitary sewer lines and allow more detailed (and costly) methods to be used only where problems are identified during smoke tests.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	\$525,000, annually
Potential Funding Sources:	Existing capital budgets
Lead Agency/Department Responsible:	Public Utilities
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

10% of the system is checked annually

CHESAPEAKE MITIGATION ACTION 13

Continue lease agreement and maintenance of facilities along the Dismal Swamp Canal Trail to accommodate recreational use of the floodplain.

BACKGROUND INFORMATION

Site and Location:	Along the Dismal Swamp Canal
Cost Benefit:	Recreational use of this vast floodplain area is the highest and best use, especially in light of projected sea level rise. Facilities to make this area accessible and enjoyed by so many residents of Hampton Roads and northeast North Carolina are low cost.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Winter Storm, Tropical/Coastal Storm, Wildfire
Goal(s) Addressed:	Goal 1, Objective 1.6; Goal 3, Objective 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	\$400,000
Potential Funding Sources:	VDOT and others, as deemed appropriate
Lead Agency/Department Responsible:	Parks and Recreation
Implementation Schedule:	Two phases of construction of trail improvements are scheduled for completion in Spring 2014. Additional paved parking areas and a restroom are possible future additions to the recreational infrastructure.

ADDITIONAL COMMENTS

The Dismal Swamp Canal Trail is a former section of Virginia State Route 17, now a multi-use trail open to bicycling, walking, running, horseback riding, and boating. The north trailhead is located at the intersection of Dominion Blvd. and Old Rt. 17 in Chesapeake, and runs south 8.5 miles, adjacent to the Dismal Swamp Canal. This multipurpose-linear nature trail threads through some of the most uniquely historical and ecologically-significant habitats in the United States. The Dismal Swamp Canal Trail is an historic, environmental and outdoor recreation delight open to walkers, hikers, boaters, bicyclists, and horse owners.

CHESAPEAKE MITIGATION ACTION 14

Continue outreach efforts through a strategically-developed Plan for Public Information (PPI) using the following seven steps:

1. Create a PPI Committee
2. Assess Chesapeake's public information needs
3. Formulate multi-hazard messages
4. Identify outreach projects to convey the messages
5. Examine other public information initiatives
6. Prepare the PPI document
7. Implement, monitor and evaluate the program

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Benefits derive from CRS credits and reduced flood insurance premiums as a result of this initiative. The organized nature of the approach reduces long-term costs by: 1) minimizing need to repeat messages; 2) involving outreach/marketing professionals from within City government; 3) investigating regional partnerships that could result in additional cost savings through cost sharing; 4) using existing programs and resources to maximum advantage.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All, but primarily Flooding, Sea Level Rise, Tropical/Coastal Storm, Winter Storm
Goal(s) Addressed:	Goal 1, Goal 2, Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	Less than \$7,500
Potential Funding Sources:	Existing budgets and staff time; DHS: PDM, HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management (lead) Planning & Development Public Communications
Implementation Schedule:	2014 for Steps 1 and 2, 2016 for remainder

ADDITIONAL COMMENTS

Audiences include: property owners, tourists, businesses, City officials, pet owners, and schoolchildren. Stakeholders may include: Department of Economic Development, Department of Planning & Development, HRPDC, Tidewater Builders Association, Parent Teacher Associations, VDEM, DEQ, DCR, and American Red Cross. Potential outreach needs include: focus on repetitive loss property owners in outreach efforts, annual Flood Open House for flood-prone property owners, outreach to reduce illegal dumping using existing state programs, publicizing the City's mitigation efforts, informing property owners of long-term and short-term property protection measures (e.g., protecting vinyl siding windows from wind damage), creating a dedicated web site/social media sites for NEMAC and for floodplain management permitting process, early preparation of post-disaster permitting and redevelopment materials such as press releases, videos, brochures, forms, and fees. Use questionnaires on social media to garner feedback.

CHESAPEAKE MITIGATION ACTION 15

Acquire open space in strategic locations that can provide multi-objective management benefits. Objectives may include but are not limited to: flood control, water quality, public access to waterways, preserving or creating tree canopy, and preserving unique ecological and cultural heritage sites. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Benefits from open space acquisition can occur in several categories for a single project. A flood-prone area can be set aside for recreation and flood control, for example. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Shoreline Erosion, Winter Storm, Tornado, Winter Storm, Wildfire
Goal(s) Addressed:	Goal 1, Objective 1.6; Goal 3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	TBD
Potential Funding Sources:	DHS: PDM, HMGP, HMGP/CRMA, FMA, RFC; USACE; USDA, Va. Tech Agricultural Extension, DOI – LWCF
Lead Agency/Department Responsible:	Planning & Development; Parks, Recreation and Tourism
Implementation Schedule:	Long-term, 5 to 10 years

ADDITIONAL COMMENTS

Projects may tie in with the recently adopted Green Sea Blueway and Greenway Plan.

CHESAPEAKE MITIGATION ACTION 16

Identify, create database, and plan uses for data regarding vulnerable populations. Uses may include targeted outreach, emergency notification and specialized evacuation planning.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Outreach and early notification of events to vulnerable populations aids in evacuation, re-entry, sustainability and community resiliency.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake Wildfire, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 2; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$10,000
Potential Funding Sources:	DHS: UASI, PDM, HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Emergency Management (lead) Public Communications
Implementation Schedule:	3 to 5 years

ADDITIONAL COMMENTS

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ISLE OF WIGHT COUNTY

ISLE OF WIGHT COUNTY MITIGATION ACTION 1

Acquire, elevate, relocate or retrofit structures in coastal high hazard areas and other flood prone areas that have suffered repetitive flood damage. This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Within the VE and AE flood zones along the James River and associated tributaries in Isle of Wight County
Cost Benefit:	Just 17 structures alone in the VE zone suffered damages in 1999 during Hurricane Floyd (\$62,000), and 2003 from Hurricane Isabel (\$476,483). One structure was recently acquired. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	\$3,400,000 (approximately \$200,000/property) per phase. Up to 5 phases are planned. One recent acquisition cost \$135,000.
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC
Lead Agency/Department Responsible:	Planning and Zoning
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

There are 16 properties with structures located in the VE flood zone that are targeted for participation. The project will have to be performed in phases as grant funds are made available. Acquisition and demolition of structures represent land use changes that the County may be able to claim as credits under new Chesapeake Bay Total Maximum Daily Load (TMDL) requirements. Careful tracking of these projects can also contribute significant points to the Community Rating System classification (see Mitigation Action 2).

ISLE OF WIGHT COUNTY MITIGATION ACTION 2

Join the National Flood Insurance Program's Community Rating System, and conduct annual outreach to flood prone property owners.

BACKGROUND INFORMATION

Site and Location:	Countywide, Isle of Wight County
Cost Benefit:	Participation in the CRS at a Class 9 rating would result in 5% premium savings on most flood insurance policies. A Class 8 rating saves property owners 20% on premiums in the SFHA.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2; Goal 2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Planning and Zoning
Implementation Schedule:	Within 3 years

ADDITIONAL COMMENTS

This action is part of the County's Strategy for Continued Compliance with the NFIP.

ISLE OF WIGHT COUNTY MITIGATION ACTION 3

Place the utility power lines, cable and telephone lines to County/Town Facilities and Emergency Shelters underground.

BACKGROUND INFORMATION

Site and Location:	County Facilities, Isle of Wight County
Cost Benefit:	This action limits damage to infrastructure and facilitates quick power restoration to government buildings.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Tropical/Coastal Storm, Winter Storm, Tornado, Wildfire, Earthquake, Extreme Heat
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	Low
Estimated Cost:	\$3,000,000
Potential Funding Sources:	DHS: PDM
Lead Agency/Department Responsible:	Emergency Management and Public Works
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Work with local power suppliers (Community Electric Coop and Dominion) to have utility lines leading to County and Town essential facilities buried underground.

New municipal construction employs underground utility installations.

ISLE OF WIGHT COUNTY MITIGATION ACTION 4

Implement four-phase strategy to guide development in areas most vulnerable to sea level rise:

- 1) Create, adopt and distribute zoning maps identifying coastal and shoreline areas most vulnerable to sea level rise;
- 2) Identify and protect valued ecosystem features through zoning, subdivision regulations or other existing regulatory tools (e.g., shoreline setbacks, living shorelines, beach nourishment, erosion control);
- 3) Adopt policies that encourage development investment *outside* of the most vulnerable areas (e.g., tax incentives, fee waivers, County/State/Federal funds for roads, redevelopment or economic development, relocation assistance/planning); and
- 4) Begin to armor existing development where relocation is not feasible (e.g., elevation of new bridges, structural flood protection, tide gates).

BACKGROUND INFORMATION

Site and Location:	Coastal floodplain areas of the County
Cost Benefit:	The effects of sea level rise are evident along the shorelines of the County. Increased damages from erosion and flooding can be expected to accelerate. County policies that discourage new development and protect existing development will help reduce damages over the long-term.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Sea Level Rise, Flooding, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.5, 1.6
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Primarily staff time for phases 1 to 3; phase 4 costs could be substantial but would be identified on a project by project basis.
Potential Funding Sources:	DHS: PDM, FMA, HMGP, HMGP 5% Initiative, RFC
Lead Agency/Department Responsible:	Planning and Zoning, County Administration, Economic Development
Implementation Schedule:	Within 15 years

ADDITIONAL COMMENTS

The Comprehensive Plan update includes resource conservation areas. While this action is multi-phase and may take many years or even decades to implement, each phase is comprised of small, measurable steps.

ISLE OF WIGHT COUNTY MITIGATION ACTION 5

Develop and implement a stormwater drainage plan to address issues in flood-prone areas; prioritize and implement plan recommendations. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Flooding as a result of stormwater accumulation can exacerbate coastal flooding, contributing to flood damages of cars, structures, roads and other infrastructure. Nuisance flooding can result in businesses closed down. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	\$250,000 to \$3,000,000
Potential Funding Sources:	General funds; DHS: HMGP/CRMA
Lead Agency/Department Responsible:	Utility Services
Implementation Schedule:	Ongoing, with stormwater master plan under development within 1 year of mitigation plan adoption.

ADDITIONAL COMMENTS

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ISLE OF WIGHT COUNTY MITIGATION ACTION 6

Maintain and implement countywide Transportation Plan; include coordination with the Virginia Department of Transportation to address safety along all evacuation routes, including culvert redesigns and other installations to alleviate flooding.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Safe evacuation routes are mandatory for citizen protection during hazard events.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Winter Storm
Goal(s) Addressed:	Goal 1, Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	Planning is underway; individual project costs to be determined through planning efforts
Potential Funding Sources:	General funds, VDOT and Federal assistance
Lead Agency/Department Responsible:	Planning and Public Works/Utility Services
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

U.S. 460 is a priority for the County.
County recently added a transportation planner/VDOT liaison to staff.

ISLE OF WIGHT COUNTY MITIGATION ACTION 7

Replace, as necessary, and maintain the existing regional interoperable communications system.

BACKGROUND INFORMATION

Site and Location:	Countywide and Southside Hampton Roads region
Cost Benefit:	Modern interoperable communications systems support preparedness, response and recovery activities for all hazards.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All Hazards
Goal(s) Addressed:	Goal 1; Goal 3, Objectives 3.1, 3.3, 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	\$10 million to \$14 million
Potential Funding Sources:	DHS: HMGP, HMGP 5 % Initiative, others; CIP
Lead Agency/Department Responsible:	Emergency Services
Implementation Schedule:	Within one year of mitigation plan adoption

ADDITIONAL COMMENTS

Funding for this action has been included in the CIP, and the County is working with consultants to draw up specifications for the project.

ISLE OF WIGHT COUNTY MITIGATION ACTION 8

Verify the geographic location of each NFIP repetitive loss property, and determine if that property has been mitigated and, if so, by what means.

BACKGROUND INFORMATION

Site and Location:	Repetitive flood loss areas throughout the County
Cost Benefit:	Repetitively flooded structures strain local and federal resources after disasters, and detract from the fiscal solvency of the NFIP. The NFIP focuses mitigation efforts and funds on properties listed as repetitive losses; therefore, checking the accuracy of the list is a necessity for the NFIP, States and, through this action, local governments.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time estimated at \$50 per structure x 18 structures = \$900
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC
Lead Agency/Department Responsible:	Planning and Zoning
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

An initial attempt to contact property owners by mail will be followed up by phone calls, and site visits as necessary.

ISLE OF WIGHT COUNTY MITIGATION ACTION 9

Identify and address multiple hazards along high traffic evacuation routes throughout county, to include removal of utility poles and burying utility lines.

BACKGROUND INFORMATION

Site and Location:	High hazard areas for flood, and other areas of community importance (intersections, evacuation routes, critical facilities, and critical businesses)
Cost Benefit:	Overhead utilities are at risk of failure from several types of hazard events. By burying these lines underground, the vulnerability is dramatically reduced.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Winter Storm, Tropical/Coastal Storm, Tornado, Earthquake, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.2; Goal 3, Objectives 3.3, 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	CIP, Private Funds
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Long-term, over a 10-year period

ADDITIONAL COMMENTS

Burying electrical power lines must be reviewed with Dominion Virginia Power for potential opportunities within the community. Much of Hampton Roads evacuates through Isle of Wight County; therefore, safe, evacuation routes are a high priority for the region as well.

ISLE OF WIGHT COUNTY MITIGATION ACTION 10

Improve use of social media before, during and after hazard events.

BACKGROUND INFORMATION

Site and Location: Countywide

Cost Benefit: Minimal cost to reach larger audience more effectively

MITIGATION ACTION DETAILS

Hazard(s) Addressed: Flooding, Coastal/Tropical Storm, Tornado, Winter Storm, Earthquake, Wildfire, Extreme Heat, Hazardous Materials Incident

Goal(s) Addressed: Goal 2; Objective 2.1

Priority (High, Moderate, Low): Moderate

Estimated Cost: Minimal cost/staff time

Potential Funding Sources: DHS: HMGP 5% Initiative

Lead Agency/Department Responsible: Public Information

Implementation Schedule: One year, and continuing thereafter

ADDITIONAL COMMENTS

The prominence of social media points to a need to refine activity on Twitter, Facebook, Instagram and other programs. Need to be pro-active and targeted in messages. Identify specific messages, links. Other information that we will need to spread and the most effective methods, such as short videos, maps, links, photos, and infographics.

ISLE OF WIGHT COUNTY MITIGATION ACTION 11

Strengthen GIS digital mapping program.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Additional databases help staff and planners recognize and plan for various hazards.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 1; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time, software and staff training materials
Potential Funding Sources:	Estimated at \$<500 annually; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	IT
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

New layers are continually added to the system. Staff training on use of the map data is included in the cost estimate. County maintains handheld GPS unit for data collection.

ISLE OF WIGHT COUNTY MITIGATION ACTION 12

Protect critical facilities, including shelters. Protection measures may include emergency generators or other power sources, wind or flood retrofits, elevation, relocation, or reconstruction. This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	The purpose of this action is to maintain citizen safety, and continuity of county operations during a disaster event. Under new guidance, FEMA will now fund hazard mitigation projects that include sea level rise estimates.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objective 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined based on corrective actions selected
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA
Lead Agency/Department Responsible:	Emergency Management and Public Works
Implementation Schedule:	Continuing

ADDITIONAL COMMENTS

ISLE OF WIGHT COUNTY MITIGATION ACTION 13

Conduct annual meeting with VDOT and utilities to identify hazard areas and potential projects to mitigate those areas.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Keeping roads and utilities operational during high frequency events and maximizing their operability during disasters is a countywide priority.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Winter Weather, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objective 1.3, 1.4, 1.5; Goal 3, Objective 3.1, 3.3, 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Annually

ADDITIONAL COMMENTS

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ISLE OF WIGHT COUNTY MITIGATION ACTION 14

Obtain StormReady designation through NOAA.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	StormReady helps arm communities with the communication and safety skills needed to save lives and property--before, during and after the event. StormReady helps community leaders and emergency managers strengthen local safety programs.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Wildfire
Goal(s) Addressed:	Goal 1, Goal 2, Goal 3
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Emergency Management
Implementation Schedule:	Within 2 years of plan adoption

ADDITIONAL COMMENTS

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ISLE OF WIGHT MITIGATION ACTION 15	
Develop a post-disaster continuity of operations plan to assist in more rapid recovery after a disaster.	
BACKGROUND INFORMATION	
Site and Location:	Countywide
Cost Benefit:	By identifying post-disaster processes for almost all County department functions and putting these processes on paper, the plan would aid staff and temporary staff in keeping processes running smoothly and not contributing to additional conflicts.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Coastal/Tropical Storm, Tornado, Shoreline Erosion, Winter Storm, Earthquake, Wildfire, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objectives 1.4, 1.5; Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	\$25,000
Potential Funding Sources:	Staff time, DHS planning grants
Lead Agency/Department Responsible:	Emergency Management, Planning, Permits & Inspections, Engineering, Public Works
Implementation Schedule:	Within 2 years
ADDITIONAL COMMENTS	

SMITHFIELD

SMITHFIELD MITIGATION ACTION 1

Provide training for member(s) of Town staff to become Certified Floodplain Manager (CFM) through the Association of State Floodplain Managers (ASFPM).

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Cost Benefit:	Training related to implementation of floodplain management regulations, permitting, reading Flood Insurance Rate Maps, and other topics will help Town staff properly administer floodplain management regulations, thereby protecting future development from flood damage.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objective 1.1
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	<\$1,000 for conference attendance, test taking, and ASFPM membership
Potential Funding Sources:	Existing budgets
Lead Agency/Department Responsible:	Planning and Engineering
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

This action is part of the Town's Strategy for Continued Compliance with the NFIP.

SMITHFIELD MITIGATION ACTION 2

Review information required on the Zoning Permit Application to ensure continued compliance with the NFIP.

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Cost Benefit:	Identification of floodplain zones during the Zoning Permit review process provides this hazard information to developers and property owners early in the construction process to help ensure compliance with floodplain management regulations.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objective 1.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Planning and Engineering
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

The NFIP requires that applicants for a floodplain permit provide certain flood hazard information (e.g., Base Flood Elevation, flood zone, Flood Insurance Rate Map identifying information) on the permit application. Coordination with the County, which administers the building permit, may be required.

This action is part of the community's Strategy for Continued Compliance with the NFIP.

SMITHFIELD MITIGATION ACTION 3

Identify strategic locations throughout town to remove utility poles and bury utility lines.

BACKGROUND INFORMATION

Site and Location:	High hazard areas for flood, and other areas of community importance (intersections, critical facilities, and critical businesses)
Cost Benefit:	Overhead utilities are at risk of failure from several types of hazard events. By burying these lines underground, the vulnerability is dramatically reduced.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Winter Storms, Coastal/Tropical Storms, Tornado, Earthquake, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	CIP, Private Funds
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Long-term, over a 10-year period

ADDITIONAL COMMENTS

Burying electrical power lines must be reviewed with Dominion Virginia Power for potential opportunities within the community.

SMITHFIELD MITIGATION ACTION 4

Verify the geographic location of each NFIP repetitive loss property, and determine if that property has been mitigated and, if so, by what means.

BACKGROUND INFORMATION

Site and Location:	Repetitive flood losses
Cost Benefit:	Repetitively flooded structures strain local and federal resources after disasters, and detract from the fiscal solvency of the NFIP. The NFIP focuses mitigation efforts and funds on properties listed as repetitive losses; therefore, checking the accuracy of the list is a necessity for the NFIP, States and, through this action, local governments.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objective 1.1, 1.2; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC
Lead Agency/Department Responsible:	Planning and Zoning
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

An initial attempt to contact property owners by mail will be followed up by phone calls, and site visits as necessary.

SMITHFIELD MITIGATION ACTION 5

Waterworks Dam/Smithfield Lake - Conduct dam inundation study and determine potential mitigation actions that can then be implemented to reduce impacts, especially to the roadway along top of dam.

BACKGROUND INFORMATION

Site and Location:	Waterworks Dam is on the west side of Smithfield.
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Cost Benefit:	Actions are mandated regardless of cost.
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MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Winter Storm, Earthquake
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Goal(s) Addressed:	Goal 1, Objective 1.2, 1.3, 1.4, 1.5
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Priority (High, Moderate, Low):	High
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Estimated Cost:	\$250,000 for the study. Mitigation action costs to be determined by study.
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Potential Funding Sources:	DEQ, DCR, Town funds
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Lead Agency/Department Responsible:	Town Engineer
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Implementation Schedule:	Within 5 years
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ADDITIONAL COMMENTS

On October 7, 2007, excessive rainfall caused the dam to be topped, resulting in dam erosion and damage to the roadway running along the top of the dam.

SMITHFIELD MITIGATION ACTION 6

Increase fuel storage at reverse osmosis water plant, allowing for extended operations during emergency situations.

BACKGROUND INFORMATION

Site and Location:	Town's water plant
Cost Benefit:	Due to size of the generator, the most cost effective option is to increase fuel capacity rather convert to natural gas.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire
Goal(s) Addressed:	Goal 1, Objective 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	Estimated \$100,000, depending on the size of the tank and ability to locate additional fuel storage
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative; Town funds
Lead Agency/Department Responsible:	Plant Manager
Implementation Schedule:	3 to 5 years

ADDITIONAL COMMENTS

Currently, the generator at the plant has a 48-hour run time. The town also has the ability to store around 48 hours of water supply in tanks, giving the town a 4-day supply depending on usage.

SMITHFIELD MITIGATION ACTION 7

Purchase variable message roadway signs, primarily for traffic control during flood events.

BACKGROUND INFORMATION

Site and Location:	Flood-prone roadways throughout the Town
Cost Benefit:	Signs will reduce damage by rerouting traffic around flooded areas, and increase availability of public safety staff for more important tasks. Signs will have other uses beyond traffic control for floods, improving the department's ability to get information out to the public and motorists.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objective 1.5; Goal 2
Priority (High, Moderate, Low):	High
Estimated Cost:	\$13,000 per sign
Potential Funding Sources:	Highway budget, VDOT; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Town Engineer
Implementation Schedule:	Purchase 1 sign per year for the next 5 years

ADDITIONAL COMMENTS

Several roadways flood during even higher frequency events, so being able to reroute traffic around these roadways becomes even more critical during major storm events.

SMITHFIELD MITIGATION ACTION 8

Change generators at critical facilities from diesel to natural gas.

BACKGROUND INFORMATION

Site and Location:	Critical facilities throughout the town, including but not limited to: Public Works Maintenance Building, Police Department, and Sewer Pump Stations
Cost Benefit:	Recovery from major disasters requires continuity of operations for the town, to the extent possible.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined based on availability of natural gas and whether individual generators can be converted or will have to be replaced.
Potential Funding Sources:	DHS: UASI, PDM, HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Begin work immediately, starting with the oldest and most critical systems

ADDITIONAL COMMENTS

Delivery of fuel during disasters is problematic and the town wants to improve ability to maintain continuity of operations.

WINDSOR

WINDSOR MITIGATION ACTION 1	
Provide training for member of Town staff to become a Certified Floodplain Manager (CFM) through the Association of State Floodplain Managers (ASFPM).	
BACKGROUND INFORMATION	
Site and Location:	Throughout Town
Cost Benefit:	Training related to implementation of floodplain management regulations, permitting, reading Flood Insurance Rate Maps, and other topics will help Town staff properly administer floodplain management regulations, thereby protecting future development from flood damage.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objective 1.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	<\$1,000 for conference attendance, test taking, and ASFPM membership
Potential Funding Sources:	Existing budgets
Lead Agency/Department Responsible:	Planning and Zoning
Implementation Schedule:	Within 2 years
ADDITIONAL COMMENTS	
This action is part of the community's Strategy for Continued Compliance with the NFIP.	

WINDSOR MITIGATION ACTION 2

Review information required on the Zoning Permit Application to ensure continued compliance with the NFIP.

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Cost Benefit:	Identification of floodplain zones during the Zoning Permit review process provides this hazard information to developers and property owners early in the construction process to help ensure compliance with floodplain management regulations.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objective 1.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Town Manager
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

The NFIP requires that applicants for a floodplain permit provide certain flood hazard information (e.g., Base Flood Elevation, flood zone, Flood Insurance Rate Map identifying information) on the permit application. Coordination with the County, which administers the building permit, may be required.

This action is part of the community's Strategy for Continued Compliance with the NFIP.

WINDSOR MITIGATION ACTION 3

Install emergency backup power generator for the Windsor Police Department.

BACKGROUND INFORMATION

Site and Location:	56 East Windsor Boulevard
Cost Benefit:	Continuity of operations for the town is dependent on the ability of this critical facility to have power.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Hazardous Materials Incident, possibly Drought and Extreme Heat
Goal(s) Addressed:	Goal 1, Objective 1.4
Priority (High, Moderate, Low):	High
Estimated Cost:	\$10,000
Potential Funding Sources:	DHS: UASI, HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Town Manager, Police Department
Implementation Schedule:	Install generator before the end of FY 16/17.

ADDITIONAL COMMENTS

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FRANKLIN

FRANKLIN MITIGATION ACTION 1

Use existing stormwater and drainage studies to prioritize and implement recommended improvements. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Citywide, with particular emphasis on the Armory Drive Commercial District.
Cost Benefit:	Stormwater drainage minimizes road closures, reduces damage to structures. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	City is currently completing a planning document that outlines recommended improvements and cost estimates for each.
Potential Funding Sources:	DHS: PDM, HMGP, HMGP/CRMA, FMA
Lead Agency/Department Responsible:	Public Works
Implementation Schedule:	Within 2 to 3 years

ADDITIONAL COMMENTS

FRANKLIN MITIGATION ACTION 2

Enroll in the Community Rating System (CRS).

BACKGROUND INFORMATION

Site and Location:	Flood insurance policyholders in the 100-year floodplain would be the primary beneficiaries. Standard X-Zone policyholders would also benefit up to a maximum 10 percent discount.
Cost Benefit:	Although there are numerous benefits to participation in CRS, the most quantifiable is the premium discounts to flood insurance policyholders. By reducing the amount residents pay in flood insurance premiums, this money is returned to the community and can be spent locally. Furthermore, many CRS communities experience a dramatic increase in the number of policies due to their outreach, which results in a reduction in uninsured losses after a flood. Then, Increased Cost of Compliance funds available to policyholders after a flood can be a valuable mitigation tool.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Goal 2, Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	There is no cost for submitting a CRS application, other than staff time. Additional hours are required for annual reviews and cycle applications every 5 years. FEMA/ISO will provide application assistance.
Potential Funding Sources:	Existing budgets.
Lead Agency/Department Responsible:	Community Development
Implementation Schedule:	Within 1 to 2 years

ADDITIONAL COMMENTS

CRS provides a structured incentive program to address flood hazards by rewarding policyholders with premium discounts, enhancing public safety, reducing damage to property and public infrastructure, avoiding economic disruption and losses, reducing human suffering, protecting the environment, and increasing the flood insurance policy base.

FRANKLIN MITIGATION ACTION 3

Compile elevation and flood damage data, including but not limited to:

- 1) **Gathering data from all known sources, including citizens and business owners, to document detailed historical flood damages and flood heights.**
- 2) **Developing action plan to gather high water marks, and damage data immediately following future floods.**
- 3) **Participating in regional efforts to collect topographic and structure elevation data, such as standardizing LIDAR.**
- 4) **Surveying elevations for all known high water marks and other known flood landmarks, especially in Downtown Franklin.**

BACKGROUND INFORMATION

Site and Location:	Throughout City's flood hazard areas.
Cost Benefit:	Data will support analysis of costs and benefits of flood mitigation measures, particularly for repetitively flooded structures. Benefits accrue through reduced staff time in preparing mitigation grant applications, and improved accuracy of cost-benefit analyses and evacuation plans.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time; approximately 100 hours.
Potential Funding Sources:	ACE: FPMS (high water marks, structure elevations), HRPDC: LIDAR DHS: HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Fire and Rescue
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

Gathering data to create an accurate cost-benefit analysis can be a particularly daunting part of the grant application process. By compiling data on historic floods and detailed damages in a single location/document, the City will support flood mitigation projects, both structural and nonstructural. Detailed elevation data in the Downtown Business District will assist in both evacuation planning and mitigation prioritization.

FRANKLIN MITIGATION ACTION 4

Work with the Downtown Franklin Association and local business owners to identify and implement wet and dry floodproofing projects to protect structures from future flood events. Identify projects by providing flood audits to business owners. Mitigation projects may include acquisition, elevation, mitigation reconstruction projects, and retrofitting.

BACKGROUND INFORMATION

Site and Location:	Downtown Franklin
Cost Benefit:	Initial flood audits conducted by a structural engineer, together with detailed first floor elevations, will aid in prioritizing mitigation projects to ensure that implemented projects maximize the reduction in average annual flood damages and reduce economic strain on businesses and the City.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.5; Goal 2
Priority (High, Moderate, Low):	High
Estimated Cost:	\$2,500 to \$10,000 per structure
Potential Funding Sources:	DHS: HMGP, RFC ACE: FPMS HRPDC SBA loans
Lead Agency/Department Responsible:	Community Development
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

Investigate the potential for “peer-to-peer” mentoring with other communities that have implemented historic downtown flood mitigation projects. Potential communities in the region with successful downtown flood mitigation projects include Grundy and Staunton, Virginia and Belhaven, North Carolina. The HRPDC can assist.

FRANKLIN MITIGATION ACTION 5

Conduct community disaster awareness campaign through *City Clips*, the City's email newsletter to interested citizens, and the cable Public, Education and Government (PEG) Channel. Address mitigation actions for multiple hazards, including purchase of flood insurance.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	For low cost, the City can distribute information on a variety of hazards to interested citizens on a regular basis. Benefits accrue when citizens aware of hazards begin to take actions to protect lives and property.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Drought, Extreme Heat, Hazardous Materials Incident, Shoreline Erosion
Goal(s) Addressed:	Goal 2
Priority (High, Moderate, Low):	High
Estimated Cost:	Minimal costs for staff time. Materials are available from FEMA and other agencies for free.
Potential Funding Sources:	Existing budgets. DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Fire and Rescue, American Red Cross
Implementation Schedule:	Within one year.

ADDITIONAL COMMENTS

FRANKLIN MITIGATION ACTION 6

Increase protection and access/egress for critical facilities and infrastructure, primarily as a result of flooding. Elevate or floodproof new critical facilities; retrofit, relocate or repurpose existing facilities, and protect existing power line infrastructure. Mitigation projects may include acquisition, elevation, mitigation reconstruction projects, or retrofitting.

BACKGROUND INFORMATION

Site and Location:	Citywide, with particular emphasis on: <ol style="list-style-type: none"> 1. Relocating main fire station out of the Special Flood Hazard Area (100-year floodplain); 2. Regionally, along power line right-of-ways; and, 3. Wastewater treatment plant mitigation or relocation.
Cost Benefit:	Benefits are reduced response times, longevity of critical infrastructure and reduced downtime for utilities after a disaster. The fire station was constructed in 1979 and was flooded in 1999 and 2006. The wastewater treatment plant was built in the 1950s and is also located in the Special Flood Hazard Area and is subject to regular inundation. Recently completed Franklin Southampton shared Water/Sewer Study outlines costs and benefits of various alternatives.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Winter Storm
Goal(s) Addressed:	Goal 1, Objective 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	Relocation of Fire Station estimated at \$5.5 million. Relocation or Mitigation of Wastewater Treatment Plan estimated at \$2.6 million
Potential Funding Sources:	DHS: PDM, HMGP, FMA; ACE: FCW, SFCP Dominion
Lead Agency/Department Responsible:	Fire Station – Franklin Fire & Rescue Public Works, with Franklin Power & Light, and Dominion
Implementation Schedule:	Within 3 to 4 years

ADDITIONAL COMMENTS

Shared Water/Sewer study for Franklin and Southampton County will be presented to elected officials in January/February 2016.

Existing power lines in the floodway and floodplain are current issues of concern. Some power lines are outside of the City but provide power to the City and there is concern that power outages during floods could be extensive.

The City should move forward with identification of available, non-flood-prone sites for a new Fire Station.

FRANKLIN MITIGATION ACTION 7

Reduce the prevalence of hazardous trees by:

- 1) Coordinating with the Beautification Committee to prepare and distribute guidelines for property owners on how to properly care for aging trees, especially at the onset of hurricane season. Use *City Clips* and the PEG channel for distribution.
- 2) Providing professional arborist tree hazard inspections on private property at property owner request.

BACKGROUND INFORMATION

Site and Location:	Franklin is a designated "Tree City USA" and the Beautification Committee administers an ordinance regulating tree pruning on publicly owned property.
Cost Benefit:	Benefits accrue through reduced damages to people, structures and vehicles. Reduced power outages get the City back to full operability faster.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Tropical/Coastal Storm, Winter Storm, Wildfire
Goal(s) Addressed:	Goal 1, Objective 1.2, 1.5; Goal 2
Priority (High, Moderate, Low):	Medium
Estimated Cost:	1) Staff time 2) estimated \$500 per visit
Potential Funding Sources:	VDOF Urban and Community Forestry Assistance, VDOT Transportation Enhancement Grants
Lead Agency/Department Responsible:	Public Works (has a Landscape Technician who sits on Beautification Committee)
Implementation Schedule:	1) within 1 year 2) within 3 years

ADDITIONAL COMMENTS

Tree failure has been identified by citizens as a significant hazard concern. During high wind events, trees that have not been properly pruned represent a hazard to people, structures, power lines, and vehicles.

FRANKLIN MITIGATION ACTION 8

Coordinate with CSX and Norfolk-Southern to regulate and manage the amount, types and times of hazardous materials transport through Franklin, and in preparing for potential hazardous material incidents.

BACKGROUND INFORMATION

Site and Location:	CSX and Norfolk Southern rail lines
Cost Benefit:	Through the low-cost exchange of transport information with the railroads, Franklin officials can maximize preparedness, and reduce potential damage from an incident occurring during peak travel times or special events.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.3, 1.5; Goal 3, Objective 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	Minimal
Potential Funding Sources:	n/a
Lead Agency/Department Responsible:	Fire and Rescue
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

The nearby Town of Boykins in Southampton County has passed an ordinance prohibiting overnight or longer-term parking of hazardous materials rail cars within town limits.

FRANKLIN MITIGATION ACTION 9

Continue upgrades to radio system to increase interoperability between departments and neighboring communities.

BACKGROUND INFORMATION

Site and Location:	Citywide and Neighboring Agencies
Cost Benefit:	Improved response capability builds community sustainability and increases citizen confidence in City services.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objective 1.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$750,000
Potential Funding Sources:	DHS: PDM, HMGP, HSGP
Lead Agency/Department Responsible:	Police; Fire and Rescue
Implementation Schedule:	Within 4 years

ADDITIONAL COMMENTS

While many substantial upgrades have been made in the past five years, additional upgrades remain necessary.

FRANKLIN MITIGATION ACTION 10

Install citywide wireless network that will allow users to have access to computer network in a mobile environment.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Improves response capability, thereby reducing damages.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objective 1.4
Priority (High, Moderate, Low):	High
Estimated Cost:	\$250,000
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, HSGP
Lead Agency/Department Responsible:	Police
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Install a citywide wireless network that will allow emergency responders to access internet, street level maps of city, HAZMAT information, pre-fire plans, and VCIN/NCIC for law enforcement. Interoperable communications of information exchanged via secure instant messaging. Allows interoperability of outside agencies responding to an incident within the City of Franklin. Several systems have been tested in recent years, but none found adequate for designated purposes.

FRANKLIN MITIGATION ACTION 11

Upgrade existing GIS system to incorporate wildfire, NFIP flood maps and other risk information into the site plan review process for new development.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	A very low cost mitigation action with the benefit of raising awareness of wildfire and flood hazards at a time when the (readily available) information can be used in the development process to protect new structures and infrastructure.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Wildfire, Flooding, Sea Level Rise, Shoreline Erosion
Goal(s) Addressed:	Goal 3, Objective 3.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	Existing budgets; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Community Development
Implementation Schedule:	Immediately

ADDITIONAL COMMENTS

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FRANKLIN MITIGATION ACTION 12

Help businesses develop multi-disaster recovery plans.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Disaster recovery plans minimize or eliminate disruptions to the local economy and may reduce the need for insurance claims or business assistance after events.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Hazardous Materials Incident
Goal(s) Addressed:	Goal 2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$30,000
Potential Funding Sources:	DHS: HSGP
Lead Agency/Department Responsible:	Community Development, with Chamber of Commerce and Downtown Franklin Association
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

Businesses with disaster recovery plans in place will reduce or eliminate the impact of future disasters on themselves and Franklin's local economy. The identification of potential hazard mitigation measures (i.e., building retrofits/elevation, secondary storage facilities, backup systems) should be encouraged.

FRANKLIN MITIGATION ACTION 13

Continue evaluating local schools as evacuation shelters and implement recommended upgrades or retrofit projects.

BACKGROUND INFORMATION

Site and Location:	Local schools, with emphasis on providing generator backup for Franklin High School.
Cost Benefit:	Having safe and adequate emergency evacuation shelters decreases the possibility of a shelter becoming unsafe during a disaster. Safe shelters increase citizen confidence in local officials. Response costs increase dramatically when citizens must evacuate out of town or to hotels.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.3, 1.4
Priority (High, Moderate, Low):	High
Estimated Cost:	Project-dependent; Generator for Franklin High School estimated at \$250,000
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, HSGP
Lead Agency/Department Responsible:	Fire & Rescue/Community Development
Implementation Schedule:	Within 2 to 3 years

ADDITIONAL COMMENTS

Initial evaluations are complete.

FRANKLIN MITIGATION ACTION 14

Require, through job description or other means, that additional staff member(s) of the Community Development Department maintain Certified Floodplain Manager (CFM) designation.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Helps assure that floodplain management regulations are properly enforced and citizens have access to the most up to date flood mitigation techniques.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Sea Level Rise, Flooding, Tropical/Coastal Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2
Priority (High, Moderate, Low):	High
Estimated Cost:	<\$750 annually for training and/or conference attendance
Potential Funding Sources:	Existing budgets
Lead Agency/Department Responsible:	Community Development
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Current Director is a CFM and shared Building Official is a CFM. Community may receive credit through the CRS from having a CFM on staff.

FRANKLIN MITIGATION ACTION 15

Identify and repair or demolish unsafe, unsanitary or hazardous housing and other structures, including those in repetitive flood loss areas. Mitigation projects may include acquisition, relocation, elevation, mitigation reconstruction projects, and/or retrofitting.

BACKGROUND INFORMATION

Site and Location:	Citywide
Cost Benefit:	Unsafe housing increases the potential for loss of life and property due to several hazards. By identifying housing vulnerable to natural hazards and prioritizing those structures for repair or demolition, average annual damages due to hazards can be reduced.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Winter Storm, Tornado, Hazardous Materials Incident, Wildfire
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3; Goal 2, Objective 2.1
Priority (High, Moderate, Low):	High
Estimated Cost:	Costs vary based on structure needs. Generally, costs for demolition start at about \$10,000 per structure, while rehabilitation and elevation together start at approximately \$100,000 per structure.
Potential Funding Sources:	HUD: CDBG DHS: PDM, FMA, HMGP, RFC (CDBG funds may be applied as a non-Federal match to DHS grant funds)
Lead Agency/Department Responsible:	Community Development
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Community has an ongoing housing needs assessment that must be partnered with this initiative.

FRANKLIN MITIGATION ACTION 16

Verify the geographic location of identified NFIP repetitive loss structures, and determine if those properties have been mitigated and, if so, by what means.

BACKGROUND INFORMATION

Site and Location:	Repetitive flood loss areas throughout the City
Cost Benefit:	Repetitively flooded structures strain local and federal resources after disasters, and detract from the fiscal solvency of the NFIP. The NFIP focuses mitigation efforts and funds on properties listed as repetitive losses; therefore, checking the accuracy of the list is a necessity for the NFIP, States and, through this action, local governments.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time estimated at \$50 per structure x 6 structures = \$300
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC
Lead Agency/Department Responsible:	Planning
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

An initial attempt to contact property owners by mail will be followed up by phone calls, and site visits as necessary.

SOUTHAMPTON COUNTY

SOUTHAMPTON COUNTY MITIGATION ACTION 1

Identify suitable sites for new County Emergency Operations Center outside of the floodplain, or retrofit existing EOC. Require new public safety buildings be located outside 500-year floodplain and that a detailed flood study be conducted to determine limits of the 100- and 500-year floodplains for proposed public safety buildings near approximate A Zone floodplain.

BACKGROUND INFORMATION

Site and Location:	To be determined
Cost Benefit:	The current EOC is subject to flooding which can hinder response efforts during flood events. Benefits accrue by increasing response capabilities and reducing average annual flood damages and predicted downtime for a critical public safety structure.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	Existing budgets; DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	County Administrator's Office
Implementation Schedule:	Within 3 years

ADDITIONAL COMMENTS

The current County EOC is located in a designated flood hazard area along the Nottoway River.

SOUTHAMPTON COUNTY MITIGATION ACTION 2

Solicit the Virginia Department of Forestry for wildfire mitigation comments on proposed major subdivisions in the County.

BACKGROUND INFORMATION

Site and Location:	To be determined
Cost Benefit:	During the site plan review process, comments regarding smart wildfire avoidance techniques, such as defensible space, can be incorporated into the project design.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Wildfire
Goal(s) Addressed:	Goal 1; Goal 3, Objective 3.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	VDOF
Lead Agency/Department Responsible:	Community Development
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

SOUTHAMPTON COUNTY MITIGATION ACTION 3

Protect repetitively flooded structures, including the County courthouse, from flood damage. Modifications could include floodproofing retrofits, elevation of structure and/or critical components, acquisition, relocation or repurposing the structure. This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Countywide, including the County Courthouse
Cost Benefit:	Average annual flood damages would be reduced through mitigation actions.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Winter Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC; HSGP
Lead Agency/Department Responsible:	County Administrator's Office
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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SOUTHAMPTON COUNTY MITIGATION ACTION 4

Complete five remaining countywide drainage studies that prioritize drainage maintenance requirements and stormwater management projects to minimize flooding problems. Implement recommendations. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	One study proposed for each County planning area (Newsoms has been completed)
Cost Benefit:	The exact nature of flooding problems merits additional study before the costs and benefits of individual flood mitigation projects can be calculated with accuracy, and in order to determine which drainage maintenance projects maximize benefits from reduced flooding. Much of the County has only been studied to show approximate A Zone floodplains. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	\$250,000
Potential Funding Sources:	DHS: PDM, HMGP, HMGP/CRMA, HSGP; USDA: WFPF
Lead Agency/Department Responsible:	County Administrator's Office
Implementation Schedule:	Within 5 years of plan adoption

ADDITIONAL COMMENTS

Many storm drainage ditches were constructed in the 1930's and are not maintained.

SOUTHAMPTON COUNTY MITIGATION ACTION 5

Implement necessary shelter retrofits and improvements to Southamptom County High School.

BACKGROUND INFORMATION

Site and Location:	Southampton County High School
Cost Benefit:	Structure suffered damages during Hurricane Isabel, 2003, and Hurricane Floyd, 1999.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objective 1.2, 1.3, 1.4
Priority (High, Moderate, Low):	High
Estimated Cost:	\$250,000
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, HSGP
Lead Agency/Department Responsible:	County Administrator's Office
Implementation Schedule:	Within 1 year

ADDITIONAL COMMENTS

Southampton County High School serves as the County's designated shelter. Existing skylight has been determined to be a potential problem.

SOUTHAMPTON COUNTY MITIGATION ACTION 6

Institute annual direct mail educational program to provide multi-hazard structural protection techniques to property owners. Include information on responsible tree pruning.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost benefit:	Low-cost protection measures help citizens help themselves.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire
Goal(s) Addressed:	Goal 2, Objective 2.1
Priority (High, Moderate, Low):	High
Estimated Cost:	Approximately \$2,500 annually
Potential Funding Sources:	DHS: PDM, HGSP, HMGP, HMGP 5% Initiative; American Red Cross; FEMA materials available at no charge
Lead Agency/Department Responsible:	County Administrator's Office
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

Particular life/safety concerns were identified, specifically related to driving on roads that have been or could be flooded, and promoting water conservation techniques during widespread power outages.

SOUTHAMPTON COUNTY MITIGATION ACTION 7

Verify the geographic location of all NFIP repetitive losses, and make inquiries as to whether the properties have been mitigated, and if so, by what means.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Average annual flood damages would be reduced through mitigation actions.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Winter Storm
Goal(s) Addressed:	Goal 1; Goal 3, Objective 3.2
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, FMA, RFC; HSGP
Lead Agency/Department Responsible:	County Administrator's Office
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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SOUTHAMPTON COUNTY MITIGATION ACTION 8

Provide Certified Floodplain Manager (CFM) training for two employees.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Training related to implementation of floodplain management regulations, permitting, reading Flood Insurance Rate Maps, and other topics will help Town staff properly administer floodplain management regulations, thereby protecting future development from flood damage.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2
Priority (High, Moderate, Low):	High. Current CFM is within retirement range.
Estimated Cost:	<\$1,000 in training and certification costs
Potential Funding Sources:	Department training funds
Lead Agency/Department Responsible:	Franklin Southampton Department of Community Development
Implementation Schedule:	Within 2 years of plan adoption

ADDITIONAL COMMENTS

There is only one CFM on the combined County/Franklin staff. With Franklin seeking to take part in the CRS program, there is an increased need for depth at that position. Also, the towns in the County will turn floodplain management over to the shared staff, so additional certification will be needed.

SOUTHAMPTON COUNTY MITIGATION ACTION 10

Secure Memorandums of Understanding for floodplain management between Franklin Southampton Community Development Department and towns.

BACKGROUND INFORMATION

Site and Location:	NFIP communities in Southampton County
Cost Benefit:	Although floodplain regulations reside in zoning ordinances and the towns have their own zoning ordinances, they do not have CFMs or other trained personnel on staff. Putting all floodplain management issues in one department helps ensure compliance, which reduces flood damage in the long-term.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objective 1.2; Goal 3, Objective 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	None
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Community Development staff, with Board of Supervisors and Town Councils
Implementation Schedule:	Within 2 years of plan adoption

ADDITIONAL COMMENTS

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SOUTHAMPTON COUNTY MITIGATION ACTION 11

Provide necessary training and certification to all Stormwater Management Program staff.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Regardless of cost, this is a state requirement.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.5, 1.6; Goal 3, Objective 3.1
Priority (High, Moderate, Low):	High, required by DEQ
Estimated Cost:	\$500-\$1,000 annually per person
Potential Funding Sources:	Department budgets
Lead Agency/Department Responsible:	Community Development Department
Implementation Schedule:	Annually

ADDITIONAL COMMENTS

Stormwater management is an important component of the floodplain management program, as on-site SWM helps limit the amount of stormwater leaving a site and impacting the community. Continued training helps staff learn the most effective means of managing stormwater and maintaining the system.

SOUTHAMPTON COUNTY MITIGATION ACTION 12

Put administrative procedures in place to stringently enforce 18-inch freeboard requirement for new and substantially improved structures in the County's FEMA-designated Special Flood Hazard Areas.

BACKGROUND INFORMATION

Site and Location:	The County and Town's FEMA-designated Special Flood Hazard Areas
Cost Benefit:	More stringent measures for flood prone structures, such as freeboard, have a very small upfront cost that is recovered within approximately 10 years through lower flood insurance costs. The reduction in average annual damages with 18 inches of freeboard is substantial.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2; Goal 3, Objective 3.1
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	In current department budget
Lead Agency/Department Responsible:	Community Development Department
Implementation Schedule:	Upon adoption of freeboard in each community. County adopted freeboard December 21, 2015.

ADDITIONAL COMMENTS

This action partially addressed when Building Official gained CFM designation with shared services.

SOUTHAMPTON COUNTY MITIGATION ACTION 13

Enact tree preservation or landscape ordinance for new construction.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Tree protection and landscape requirements mitigate effects of erosion and can contribute to stormwater management for new construction by requiring greater pervious areas and retention of existing landscaped areas.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Shoreline Erosion, Winter Storm, Wildfire
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.5, 1.6, Goal 3, Objective 3.1
Priority (High, Moderate, Low):	Low
Estimated Cost:	Staff time only
Potential Funding Sources:	DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	County Administrator/Public Works Department/Community Development Department
Implementation Schedule:	Over the next 5 to 7 years

ADDITIONAL COMMENTS

County does not have capacity to clear and maintain ditches as roads are maintained almost exclusively by VDOT. Keeping them clear of debris/vegetation and in good repair helps the movement of stormwater during severe rainfall.

SOUTHAMPTON COUNTY MITIGATION ACTION 14

Encourage Litter Control Council and citizen groups to become more involved in roadside clean-ups to keep roadside ditches clear of debris.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Citizen involvement in ditch maintenance reduces costs to County and VDOT for ditch maintenance.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Shoreline Erosion, Winter Storm
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.5, 1.6, Goal 2, Objective 2.1; Goal 3, Objective 3.3
Priority (High, Moderate, Low):	Low
Estimated Cost:	<\$5,000
Potential Funding Sources:	Grants for Litter Control Council
Lead Agency/Department Responsible:	Public Works (staff liaison to Litter Control Council)
Implementation Schedule:	Over the next 5 to 7 years

ADDITIONAL COMMENTS

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SOUTHAMPTON COUNTY MITIGATION ACTION 15

Increase use of Reverse 911 by citizens. Registration for the service is required and is currently advertised primarily on county web site.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	Reverse 911 has a cost to the County, but increased users are needed to make the system as cost-effective as possible.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.4, 1.5, Goal 2, Objective 2.1, Goal 3, Objective 3.1
Priority (High, Moderate, Low):	High
Estimated Cost:	<\$2,500
Potential Funding Sources:	To be determined.
Lead Agency/Department Responsible:	County Administration, with help from Sheriff's Office, School Board, volunteer fire/rescue squads, churches, Social Services Department, Health Department
Implementation Schedule:	

ADDITIONAL COMMENTS

Public Utility bills and County tax bills are a possible method for advertising the Reverse 911 service.

SOUTHAMPTON COUNTY MITIGATION ACTION 16

Incorporate flood mitigation measures when flood-prone public buildings are undergoing non-substantial renovations.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	County buildings undergo periodic renovations. Flood (and wind) retrofits could be scheduled into regular renovations at lower cost but with substantial benefits.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, possibly Tornado, Tropical/Coastal Storm and Winter Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5; Goal 3, Objective 3.1
Priority (High, Moderate, Low):	Medium
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HMGP
Lead Agency/Department Responsible:	County Administration, Board of Supervisors
Implementation Schedule:	Long-term over the next 10 years

ADDITIONAL COMMENTS

Improvements may be able to take place incrementally so as to spread costs over a number of renovation projects.

Step 1: Assess impacted buildings so plan can be prepared for future actions as renovations occur.

Step 2: Include mitigation measures in job specifications.

SOUTHAMPTON COUNTY MITIGATION ACTION 17

Include hazard mitigation discussion in budget preparation discussions.

BACKGROUND INFORMATION

Site and Location:	Countywide
Cost Benefit:	The process for funding other mitigation actions included in this plan must begin with countywide budget priorities. There is no cost to including a discussion of the hazards and vulnerability to which the county is exposed, but the benefits accrue as mitigation actions get implemented.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.3, 1.4, 1.5; Goal 3, Objectives 3.1, 3.3
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Director/Coordinator of Emergency Management
Implementation Schedule:	Annually

ADDITIONAL COMMENTS

Funds for mitigation efforts are necessary. Some costs are minimal (e.g., direct mail, web updates), some are expensive (e.g., structural mitigation, relocation of critical facilities). It is important for all County staff to look at hazard mitigation as a set of on-going actions rather than as a hard copy plan on a bookshelf.

SOUTHAMPTON COUNTY MITIGATION ACTION 18

Implement drainage plan for Newsoms area. The plan was created through a DHCD grant, but is not currently funded. Seek additional funding sources. Through the use of green infrastructure, this action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Newsoms
Cost Benefit:	Drainage study and plan are completed and provide steps necessary to fix drainage problems and repair damaged homes.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5; Goal 2, Objective 2.1; Goal 3, Objectives 3.1, 3.3
Priority (High, Moderate, Low):	High
Estimated Cost:	\$50,000 - \$500,000, per plan, which was broken into several geographic areas, so phased implementation is feasible.
Potential Funding Sources:	DHS: HMGP, HMGP/CRMA
Lead Agency/Department Responsible:	Director/Coordinator of Emergency Management
Implementation Schedule:	Annually

ADDITIONAL COMMENTS

TOWN OF BOYKINS

TOWN OF BOYKINS MITIGATION ACTION 1

Continue to support ongoing North Carolina / Virginia railroad efforts to widen and deepen ditches on both sides of railroad tracks south of Highway 186 to S. Railroad St., then back on Tarrara Swamp.

BACKGROUND INFORMATION

Site and Location:	Highway 186 to South Railroad Street
Benefit Cost:	This area floods with high frequency and may be impeding free-flow of water to and through Tarrara Swamp.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.5; Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	No cost to town
Potential Funding Sources:	None needed
Lead Agency/Department Responsible:	Town of Boykins Mayor's Office
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Elimination of standing water in this area will also benefit mosquito control efforts.

TOWN OF BOYKINS MITIGATION ACTION 2

Continue to coordinate with Dominion Power on upgrading all poles, wires, attachments and generators (complete upgrade of services), removing all poles from swamp area and mitigating tree limb damage.

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Benefit Cost:	Frequent outages during wind, thunderstorms and ice events affect residents and emergency response capabilities.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Tropical/Coastal Storm, Winter Storm, Wildfire
Goal(s) Addressed:	Goal 1, Objective 1.3; Goal 3, Objective 3.4
Priority (High, Moderate, Low):	High
Estimated Cost:	None to town
Potential Funding Sources:	DHS: HMGP
Lead Agency/Department Responsible:	Town of Boykins Mayor's Office
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Significant progress has been made on this initiative between 2006 and 2011, but additional tasks remain.

TOWN OF BOYKINS MITIGATION ACTION 3

Broaden outreach for and increase participation in Reverse 911 citizen notification system for multiple hazards.

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Benefit Cost:	A coordinated warning system for multiple hazards gives citizens time and opportunity to prepare for an event and to protect life and property.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Tornado, Wildfire, Flooding, Hazardous Materials Incident, Extreme Heat
Goal(s) Addressed:	Goal 2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$5,000
Potential Funding Sources:	DHS: PDM, HGSP, HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Town of Boykins Mayor's Office
Implementation Schedule:	Within 4 years

ADDITIONAL COMMENTS

This action could be coordinated with the County.

TOWN OF BOYKINS MITIGATION ACTION 4

Coordinate with Southampton County and the American Red Cross on public education and awareness campaigns to ensure citizens are knowledgeable of protective preparedness and mitigation activities that will lessen the potential impacts of disasters. Include information about the availability and value of flood insurance through the Town's participation in the National Flood Insurance Program (NFIP).

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Benefit Cost:	Low-cost protection measures help citizens help themselves.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 1, Goal 2, and Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HGSP, HMGP, HMGP 5% Initiative; American Red Cross; FEMA materials provided at no charge
Lead Agency/Department Responsible:	Town of Boykins
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

Particular life/safety concerns were identified, specifically related to driving on roads that have been or could be flooded, and promoting water conservation techniques during widespread power outages. Distribution of information on the value and availability of flood insurance is representative of the Town's Strategy for Continued Participation in the NFIP.

TOWN OF BOYKINS MITIGATION ACTION 5

Acquire floodprone structures and convert land to open space. Other mitigation measures may include elevation, retrofit, mitigation reconstruction projects, or relocation of floodprone structures.

BACKGROUND INFORMATION

Site and Location:	Flood-prone areas throughout town
Benefit Cost:	Additional flood-prone structures targeted for mitigation may be identified after future disasters.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	\$25,000 for land; \$5,000 for each demolition
Potential Funding Sources:	DHS: HMGP, PDM, FMA
Lead Agency/Department Responsible:	Town of Boykins Mayor's Office
Implementation Schedule:	To be determined

ADDITIONAL COMMENTS

Several high priority flood-prone homes on Spring Street have been purchased and the land converted to open space.

TOWN OF BRANCHVILLE

TOWN OF BRANCHVILLE MITIGATION ACTION 1	
<p>Enhance the community center's ability to serve as an assembly point, distribution and information center during disasters, whether long- or short-term events.</p>	
BACKGROUND INFORMATION	
Site and Location:	Community Center in the Town of Branchville
Benefit Cost:	The center has served as a temporary shelter, but is not equipped to do so safely. Benefits accrue when residents are protected and do not have to be housed in motels.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, Tropical/Coastal Storm, Tornado, Winter Storm, Shoreline Erosion, Earthquake, Wildfire, Drought, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objectives 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	\$20,000
Potential Funding Sources:	DHS: PDM, HMGP, HMGP 5% Initiative, HSGP
Lead Agency/Department Responsible:	Town of Branchville
Implementation Schedule:	Within 2 years
ADDITIONAL COMMENTS	
<p>The Community Center has served as a short term staging area for distributing donated goods and foods to disaster victims during Hurricane Isabel in 2003, a 2002 HAZMAT incident, an ice storm in 2000, and Hurricane Floyd in 1999. However, this building is not equipped with a big enough kitchen, stockpiled foods, blankets and beds to accommodate evacuees or displaced residents at times when Branchville becomes isolated.</p>	

TOWN OF BRANCHVILLE MITIGATION ACTION 2



Coordinate with Southampton County regarding expansion of the culvert under the local CSX railroad trestle to minimize future flooding events.

BACKGROUND INFORMATION

Site and Location:	The culvert is located 0.2 miles east of the Town of Branchville on Highway 186.
Benefit Cost:	Hurricane Isabel-2003, Hurricane Floyd-1999, and other major storm events have routinely flooded residential areas in the Whitehead Road area and along Highway 666. Expansion of the culvert would reduce the annual flood damages in the area. On Whitehead Road, flood waters have come up to houses, flooded garages, and inundated areas underneath houses. Along Highway 666 the water has flooded areas surrounding houses, but most are elevated 12-18 inches above grade. Flood damages have not been confirmed. Flood waters have also reached the nearby church, with no damages confirmed. During Hurricane Floyd, caskets floated out of the ground.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1, Objective 1.1, 1.2, 1.3, 1.4, 1.5; Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined; requires engineering study
Potential Funding Sources:	DHS: PDM, HMGP; CSX
Lead Agency/Department Responsible:	Town of Branchville and Southampton County
Implementation Schedule:	Within 4 years

ADDITIONAL COMMENTS

A small culvert (approximately 5' x 4') on the CSX railroad track located just outside of town caused widespread flooding in the north areas of Whitehead Road and has resulted in property damages. Railroad trestle blocks up, and "acts like a dam" causing the north side of Highway 186 to flood. Future flooding could cause repeated damages to residential structures in the area. Most flooding problems occur in unincorporated Southampton County – not in town limits – but one of the creeks is within town limits. People look to the Town for help.

TOWN OF BRANCHVILLE MITIGATION ACTION 3

Coordinate with Southampton County and the American Red Cross on extensive public education and awareness campaigns to ensure citizens are knowledgeable of protective preparedness and mitigation activities that will lessen the potential impacts of disasters. Include information about the availability and value of flood insurance through the Town's participation in the National Flood Insurance Program (NFIP).

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Benefit Cost:	Low-cost protection measures help citizens help themselves.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 1, Goal 2, and Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HGSP, HMGP, HMGP 5% Initiative; American Red Cross; FEMA materials provided at no charge
Lead Agency/Department Responsible:	Town of Branchville
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

Particular life/safety concerns were identified, specifically related to driving on roads that have been or could be flooded, and promoting water conservation techniques during widespread power outages. Distribution of information on the value and availability of flood insurance is representative of the Town's Strategy for Continued Participation in the NFIP. Distribution of information on the value and availability of flood insurance is considered a strategy for continued participation in the NFIP.

TOWN OF BRANCHVILLE MITIGATION ACTION 4

Educate town residents what can be expected following major disaster events and how to be prepared to be on their own for at least 72 hours before outside help arrives.

BACKGROUND INFORMATION

Site and Location:	Town of Branchville and surrounding communities
Benefit Cost:	In both Hurricane Isabel, 2003, and Hurricane Floyd, 1999, Branchville residents would have benefitted from better knowledge about how to prepare.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Drought, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 2, Objective 2.1
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Town of Branchville
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

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TOWN OF BRANCHVILLE MITIGATION ACTION 5

Request, gather and assist in distribution of information regarding regional evacuation plans in Virginia and North Carolina.

BACKGROUND INFORMATION

Site and Location:	Town of Branchville and surrounding communities
Benefit Cost:	Branchville resources are limited and the community is unable to house evacuees from outside the immediate area.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Tropical/Coastal Storm, Flooding, Winter Storm, Wildfire, Hazardous Materials Incident
Goal(s) Addressed:	Goal 2; Goal 3, Objective 3.1, 3.4
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	Staff time; and limited copying costs
Potential Funding Sources:	VDEM, NC Division of Emergency Management, Virginia Department of Transportation
Lead Agency/Department Responsible:	Town of Branchville
Implementation Schedule:	Within 5 years

ADDITIONAL COMMENTS

During Hurricanes Isabel and Floyd, many evacuees from North Carolina ended up in Branchville for food, lodging and other needs. However, the Town was isolated from other major cities and lacked resources to accommodate evacuees. It is necessary to distribute information regionally on recognized evacuation routes to better guide evacuees from North Carolina, and to stockpile maps and road signs and other information about official emergency shelters.

TOWN OF BRANCHVILLE MITIGATION ACTION 6

Protect repetitively flooded structures from flood damage. Actions could include floodproofing retrofits, elevation of structure and/or critical components, acquisition and then demolition, relocation or repurposing of structure(s). This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Townwide
Cost Benefit:	Average annual flood damages would be reduced through mitigation actions.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Winter Storm
Goal(s) Addressed:	Goal 1, Objective 1.1, 1.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC; HSGP
Lead Agency/Department Responsible:	Town Office
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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TOWN OF CAPRON

TOWN OF CAPRON MITIGATION ACTION 1

Coordinate with Southampton County and the American Red Cross on extensive public education and awareness campaigns to ensure citizens are knowledgeable of protective preparedness and mitigation activities that will lessen the potential impacts of disasters.

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Benefit Cost:	Low-cost protection measures help citizens help themselves.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 1, Goal 2, and Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HGSP, HMGP; American Red Cross; FEMA materials provided at no charge
Lead Agency/Department Responsible:	Town of Capron
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

Particular life/safety concerns were identified regarding driving on roads that have been or could be flooded, and promoting water conservation techniques during widespread power outages.

TOWN OF COURTLAND

TOWN OF COURTLAND MITIGATION ACTION 1	
Continue to implement stormwater drainage projects. This action may include Climate Resilient Mitigation Activities (CRMA).	
BACKGROUND INFORMATION	
Site and Location:	Throughout Courtland
Benefit Cost:	There have been multiple precipitation events, with excess stormwater causing damage to buildings, cars, cemetery plots and trees.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Flooding, Sea Level Rise, Shoreline Erosion
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2, 1.3, 1.4, 1.5
Priority (High, Moderate, Low):	High
Estimated Cost:	Project dependent
Potential Funding Sources:	DHS: HMGP/CRMA
Lead Agency/Department Responsible:	Town of Courtland
Implementation Schedule:	Ongoing
ADDITIONAL COMMENTS	
Recent progress has been made, but additional measures may be called for in the future, including use of an existing pond for drainage retention. VDOT has cleared lines, and regular maintenance and inspection is part of keeping the stormwater system operating well.	

TOWN OF COURTLAND MITIGATION ACTION 2

Broaden outreach for and increase participation in Reverse 911 citizen notification system for multiple hazards.

BACKGROUND INFORMATION

Site and Location:	Throughout town
Benefit Cost:	A coordinated warning system for multiple hazards gives citizens time and opportunity to prepare for an event and to protect life and property.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Wildfire, Tornado, Tropical/Coastal Storm, Flooding, Hazardous Materials Incident, Extreme Heat
Goal(s) Addressed:	Goal 2
Priority (High, Moderate, Low):	High
Estimated Cost:	\$5,000
Potential Funding Sources:	DHS: PDM, HGSP, HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Town of Courtland; Southampton County
Implementation Schedule:	As soon as possible

ADDITIONAL COMMENTS

The Town is tied into the County's Reverse 911 system, but additional action is necessary particularly to increase citizen activation.

TOWN OF COURTLAND MITIGATION ACTION 3

Evaluate and retrofit Courtland Elementary School to serve as a public shelter.

BACKGROUND INFORMATION

Site and Location:	Courtland Elementary School
Benefit Cost:	Additional public shelter would benefit evacuees in the region.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Tropical/Coastal Storm, Tornado, Winter Storm, Earthquake, Wildfire, Drought, Extreme Heat, Hazardous Materials Incident
Goal(s) Addressed:	Goal 1, Objective 1.2, 1.3
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HGSP, HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Town of Courtland and the American Red Cross
Implementation Schedule:	As soon as possible

ADDITIONAL COMMENTS

This building has been identified as having potential to serve as a shelter. Some mitigation actions have been implemented, but additional retrofits are necessary.

TOWN OF COURTLAND MITIGATION ACTION 4

Coordinate with Southampton County and the American Red Cross on extensive public education and awareness campaigns to ensure citizens are knowledgeable of protective preparedness and mitigation activities that will lessen the potential impacts of disasters. Include information about the availability and value of flood insurance through the Town's participation in the National Flood Insurance Program (NFIP).

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Benefit Cost:	Low-cost protection measures help citizens help themselves.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 1, Goal 2, and Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HGSP, HMGP; American Red Cross; FEMA materials provided at no charge
Lead Agency/Department Responsible:	Town of Courtland, Southampton County
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

Particular life/safety concerns were identified related to driving on roads that have been or could be flooded, and promoting water conservation techniques during widespread power outages. Distribution of information on the value and availability of flood insurance is representative of the Town's Strategy for Continued Participation in the NFIP.

TOWN OF COURTLAND MITIGATION ACTION 5

Protect repetitively flooded structures from flood damage. Actions could include floodproofing retrofits, elevation of structure and/or critical components, acquisition and then demolition, relocation or repurposing of structure(s). This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Townwide
Cost Benefit:	Average annual flood damages would be reduced through mitigation actions.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Winter Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC; HSGP
Lead Agency/Department Responsible:	Town Office
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

Town officials noted that there are no flood-prone town-owned structures of concern.

TOWN OF IVOR

TOWN OF IVOR MITIGATION ACTION 1	
Conduct a public awareness campaign on burning laws in order to reduce the number of occurrences of wildfires.	
BACKGROUND INFORMATION	
Site and Location:	Ivor and surrounding areas identified as high risk for wildfire.
Benefit Cost:	Laws are designed to prevent high risk burning by property owners, so knowledge of those laws is critical to preventing wildfire. Benefits accrue through reduced wildfire damages.
MITIGATION ACTION DETAILS	
Hazard(s) Addressed:	Wildfire
Goal(s) Addressed:	Goal 2
Priority (High, Moderate, Low):	High
Estimated Cost:	\$5,000 per year
Potential Funding Sources:	Virginia Department of Forestry (VDOP); DHS: HMGP 5% Initiative
Lead Agency/Department Responsible:	Town, in coordination with the Virginia Department of Forestry
Implementation Schedule:	Annually, prior to and during burning season
ADDITIONAL COMMENTS	
Work with VDOP to establish a more aggressive public awareness campaign to inform citizens of the burning laws and the consequences of breaking these laws.	

TOWN OF IVOR MITIGATION ACTION 2

Establish buffer zones between residential construction and wooded areas in high wildfire risk zones.

BACKGROUND INFORMATION

Site and Location:	Ivor and surrounding areas identified as high risk for wildfire.
Benefit Cost:	Early identification of high wildfire zones during the development process allows easier incorporation of protection measures in the project design.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Wildfire
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.6
Priority (High, Moderate, Low):	High
Estimated Cost:	Staff time
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Town, in coordination with Southampton County Department of Community Development
Implementation Schedule:	Within 2 years

ADDITIONAL COMMENTS

Work with Southampton County Community Development staff to inform developers and individual homeowners if they are considering building in a high risk area for wildfire, and make suggestions on buffer zones for defensible space purposes.

TOWN OF IVOR MITIGATION ACTION 3

Coordinate with Southampton County and the American Red Cross on public education and awareness campaigns to ensure citizens are knowledgeable of protective preparedness and mitigation activities that will lessen the potential impacts of disasters. Include information about the availability and value of flood insurance through the Town's participation in the National Flood Insurance Program (NFIP).

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Benefit Cost:	Hurricane Isabel, 2003 Hurricane Floyd, 1999 Multiple winter storms, severe thunderstorms and hazardous material events

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 1, Goal 2, and Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HGSP, HMGP; American Red Cross; FEMA materials provided at no charge
Lead Agency/Department Responsible:	Town of Ivor
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

Particular life/safety concerns were identified related to driving on roads that have been or could be flooded, and promoting water conservation techniques during widespread power outages. Distribution of information on the value and availability of flood insurance is representative of the Town's Strategy for Continued Participation in the NFIP.

TOWN OF IVOR MITIGATION ACTION 4

Protect repetitively flooded structures from flood damage. Actions could include floodproofing retrofits, elevation of structure and/or critical components, acquisition and then demolition, relocation or repurposing of structure(s). This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Townwide
Cost Benefit:	Average annual flood damages would be reduced through mitigation actions.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Winter storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC; HSGP
Lead Agency/Department Responsible:	Town Office
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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TOWN OF NEWSOMS

TOWN OF NEWSOMS MITIGATION ACTION 1

Coordinate with Southampton County and the American Red Cross on extensive public education and awareness campaigns to ensure citizens are knowledgeable of protective preparedness and mitigation activities that will lessen the potential impacts of disasters.

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Benefit Cost:	Low-cost protection measures help citizens help themselves.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	All
Goal(s) Addressed:	Goal 1, Goal 2, and Goal 3
Priority (High, Moderate, Low):	High
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HGSP, HMGP, HMGP 5% Initiative; American Red Cross; FEMA materials provided at no charge
Lead Agency/Department Responsible:	Town of Newsoms
Implementation Schedule:	Continuous

ADDITIONAL COMMENTS

Particular life/safety concerns were identified related to driving on roads that have been or could be flooded, and promoting water conservation techniques during widespread power outages.

TOWN OF NEWSOMS MITIGATION ACTION 2

Broaden outreach for and increase participation in Reverse 911 citizen notification system for multiple hazards.

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Benefit Cost:	A coordinated warning system for multiple hazards gives citizens time and opportunity to prepare for an event and to protect life and property. The existing siren system has limited capability and must be triggered from Courtland.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Tornado, Wildfire, Flooding, Hazardous Material Incident
Goal(s) Addressed:	Goal 2
Priority (High, Moderate, Low):	High
Estimated Cost:	\$5,000
Potential Funding Sources:	DHS: PDM, HGSP, HMGP, HMGP 5% Initiative
Lead Agency/Department Responsible:	Town of Newsoms, Southampton County
Implementation Schedule:	Within 3 years

ADDITIONAL COMMENTS

This action has been coordinated with the County; however additional action is required to increase citizen participation in the County's Reverse 911 system.

TOWN OF NEWSOMS MITIGATION ACTION 3

Implement projects to improve drainage as identified in Town's 2011 stormwater study. This action may include Climate Resilient Mitigation Activities (CRMA).

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Benefit Cost:	An ongoing study will provide additional details regarding design storms, project costs and priorities. If CRMA are included, additional benefits from environmental or ecosystem benefits may be included in the benefits cost analysis.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding
Goal(s) Addressed:	Goal 1, Objectives 1.2, 1.3
Priority (High, Moderate, Low):	High
Estimated Cost:	\$50,000 - \$500,000
Potential Funding Sources:	DHS: PDM, HGSP, HMGP, HMGP/CRMA
Lead Agency/Department Responsible:	Town of Newsoms
Implementation Schedule:	Within 10 years

ADDITIONAL COMMENTS

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TOWN OF NEWSOMS MITIGATION ACTION 4

Coordinate with the Virginia Department of Conservation and Recreation to resolve questions related to the Town's participation in the National Flood Insurance Program (NFIP).

BACKGROUND INFORMATION

Site and Location:	Throughout Town
Benefit Cost:	Citizens have expressed interest in purchasing flood insurance in areas not mapped as Special Flood Hazard Areas on the FIRM.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise
Goal(s) Addressed:	Goal 1
Priority (High, Moderate, Low):	High
Estimated Cost:	None
Potential Funding Sources:	N/A
Lead Agency/Department Responsible:	Town of Newsoms with assistance from HRPDC
Implementation Schedule:	Within 1 year

ADDITIONAL COMMENTS

Town officials believe that a resolution and an ordinance were passed in 2000 to gain acceptance into the NFIP; however, State officials and NFIP records do not show Newsoms as a participating jurisdiction.

TOWN OF NEWSOMS MITIGATION ACTION 5

Protect repetitively flooded structures from flood damage. Actions could include joining NFIP, floodproofing retrofits, elevation of structure and/or critical components, acquisition and then demolition, relocation or repurposing of structure(s). This action includes Mitigation Reconstruction projects.

BACKGROUND INFORMATION

Site and Location:	Townwide
Cost Benefit:	Average annual flood damages would be reduced through mitigation actions.

MITIGATION ACTION DETAILS

Hazard(s) Addressed:	Flooding, Sea Level Rise, Winter Storm
Goal(s) Addressed:	Goal 1, Objectives 1.1, 1.2
Priority (High, Moderate, Low):	Moderate
Estimated Cost:	To be determined
Potential Funding Sources:	DHS: PDM, HMGP, FMA, RFC; HSGP Note: these funding sources are not available until the Town joins the NFIP.
Lead Agency/Department Responsible:	Town Office
Implementation Schedule:	Ongoing

ADDITIONAL COMMENTS

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PLAN MAINTENANCE PROCEDURES

2017 UPDATE

Section 8 was updated to modify the scope and to include all 22 communities participating in this planning process. Additional detail regarding the future plans of communities with regard to public outreach was also added.

INTRODUCTION

This section discusses how the *Mitigation Strategy* will be implemented by the communities and how the overall Hazard Mitigation Plan will be evaluated and enhanced over time. This section also discusses how the public and participating stakeholders will continue to be involved in the hazard mitigation planning process in the future. This section consists of the following three subsections:

- IMPLEMENTATION
- MONITORING, EVALUATION AND ENHANCEMENT
- CONTINUED PUBLIC INVOLVEMENT

IMPLEMENTATION

44 CFR Requirement

Part 201.6(c)(4)(i): The plan will include a plan maintenance process that includes a section describing the method and schedule of monitoring, evaluating and updating the mitigation plan within a five-year cycle.

In addition to the assignment of a lead department or agency, an implementation time period has been established for each mitigation action in order to assess whether actions are being implemented in a timely fashion. Each community will seek funding sources to implement mitigation projects in both the pre-disaster and post-disaster environments. When applicable, potential funding sources have been identified for proposed actions listed in each *Mitigation Action Plan*.

44 CFR Requirement

Part 201.6(c)(4)(ii): The plan maintenance process will include a process by which local governments incorporate the requirements of the mitigation plan into other planning mechanisms such as comprehensive or capital improvement plans, when appropriate.

Emergency Management officials in each community will be responsible for determining additional implementation procedures beyond those listed within the *Mitigation Action Plan*. This includes further integrating the Hazard Mitigation Plan into other local planning documents such as comprehensive or capital improvement plans, when appropriate. The members of the planning committees for each community remain charged with ensuring that the goals and strategies of new and updated local planning

documents (such as Comprehensive Plans and Zoning Ordinances) are consistent with the goals and actions of the Hazard Mitigation Plan, and that those planning documents will not contribute to an increased level of hazard vulnerability in the region.

Opportunities to integrate the requirements of this Plan into other local planning mechanisms will continue to be identified through future meetings of each community's mitigation planning committee and through the five-year review process described in this section.

Each community will integrate the tenets of this mitigation plan into relevant local government decision making processes or mechanisms. The primary means for integrating mitigation strategies into other local planning documents will be accomplished through the revision, update, and implementation of the Mitigation Action Plan that requires specific planning and administrative tasks (i.e., plan amendments, ordinance revisions, capital improvement projects). In addition, each community will incorporate existing planning processes and programs addressing flood and sea level rise hazard mitigation into this document by reference.

MONITORING, EVALUATION AND ENHANCEMENT

Periodic revisions and updates to the Plan are required to ensure that the goals of the Plan are kept current, taking into account potential changes in hazard vulnerability and mitigation priorities. In addition, revisions may be necessary to ensure that the Plan is in full compliance with changing federal, state and local regulations. Periodic evaluation of the Plan will also ensure that specific mitigation actions are being reviewed and carried out according to the *Mitigation Action Plan*.

Each community's hazard mitigation planning committee will continue to meet at least annually and following any disaster events warranting a re-examination of the mitigation actions, thus continuously updating the Plan to reflect changing conditions and needs within the communities. An annual report on the Plan will be developed and presented to elected officials in order to report progress on the actions identified in the Plan and to provide information on the latest legislative requirements. The report may also highlight proposed additions or improvements to the Plan. The report will be released to the media and made available to the public via appropriate methods, such as a community's web site, library, community bulletin board, or the HRPDC web site.

ANNUAL PROGRESS REPORTS

Each community's hazard mitigation planning committee will be responsible for producing an annual progress report to evaluate the Plan's overall effectiveness.

FIVE-YEAR PLAN REVIEW

At a minimum, the Plan will be reviewed and must be updated every five years by each the hazard mitigation planning committees as required by DMA 2000. The purpose of the review and update is to determine whether there have been any significant changes that may, in turn, necessitate changes in the types of mitigation actions proposed. New development in identified hazard areas, an increased exposure to hazards, the increase or decrease in capability to address hazards, and changes to federal or state legislation are examples of factors that may affect the content of the Plan.

The plan review provides community officials with an opportunity to evaluate those actions that have been successful and to explore the possibility of documenting potential losses avoided due to the implementation of specific mitigation measures. The plan review also provides the opportunity to address mitigation actions that may not have been successfully implemented. Each community will be responsible for reconvening and conducting the five-year review, although it is expected that the HRPDC will again lead the effort to update the plan in five years.

During the five-year plan review process, the following questions will be considered as criteria for assessing the effectiveness and appropriateness of the Plan:

- Do the goals and actions address current and expected conditions?
- Has the nature or magnitude of hazard risk changed?
- Are current resources adequate to implement the Plan?
- Should additional local resources be committed to address identified hazard threats?
- Are there any issues that have limited the current implementation schedule?
- Has the implementation of identified mitigation actions resulted in expected outcomes?
- Has the committee measured the effectiveness of completed hazard mitigation projects in terms of specific dollar losses avoided?
- Did the community, agencies and other partners participate in the plan implementation process as proposed?

Following the five-year review, any revisions deemed necessary will be summarized and implemented according to the reporting procedures and plan amendment process outlined in this section. Upon completion of the review and update process, the Plan will be submitted to the VDEM State Hazard Mitigation Officer for review and approval. The State Hazard Mitigation Officer will submit the Plan amendments to FEMA for final review as required by DMA 2000.

DISASTER DECLARATION

Following a state or federal disaster declaration, the hazard mitigation planning committee will reconvene and the Plan will be revised as necessary to reflect lessons learned or to address specific circumstances arising from the event. Community committees may find it necessary to convene following localized emergencies and disasters in order to determine if changes to the Plan are warranted.

REPORTING PROCEDURES

The results of the five-year review will be summarized by the committee in a report that will include an evaluation of the effectiveness of the Plan and any required or recommended changes or amendments. The report will also include a brief progress report for each mitigation action, including the identification of delays or obstacles to their completion along with recommended strategies to overcome them. Any necessary revisions to the Plan must follow the plan amendment process outlined herein.

PLAN AMENDMENT PROCESS

Upon initiation of the amendment process, each community will forward information on the proposed change(s) to interested parties, including affected municipal departments. Information will also be forwarded to the VDEM. This information will be disseminated in order to seek input on the proposed amendment(s) for not less than a 5-day review and comment period.

At the end of the 5-day review and comment period, the proposed amendment(s) and all comments will be forwarded to HRPDC for final consideration. The committee will review the proposed amendments along with the comments received from other parties, and if acceptable, the committee will submit a recommendation for the approval and adoption of changes to the Plan. Minor revisions may be approved by each community's Chief Administrative Officer, while substantial amendments and addendums must be approved by the community's elected governing body. In determining whether to recommend approval or denial of a Plan amendment request, the following factors will be considered by the committee:

- There are errors, inaccuracies or omissions made in the identification of issues/needs in the Plan;
- New issues/needs have been identified which are not adequately addressed in the Plan;
- There has been a change in data or assumptions from those upon which the Plan is based.

Upon receiving the recommendation from the committee and prior to adoption of the Plan, each community's governing body will hold a public hearing. The governing body will review the recommendation from the committee (including the factors listed above) and any oral or written comments received at public hearing(s). Following that review, the governing body will take one of the following actions:

- Adopt the proposed amendments as presented;
- Adopt the proposed amendments with modifications;
- Refer the amendments request back to the committee for further revision; or
- Defer the amendment request back to the committee for further consideration and/or additional hearings.

CONTINUED PUBLIC INVOLVEMENT

44 CFR Requirement

Part 201.6(c)(4)(iii): The plan maintenance process will include a discussion on how the community will continue public participation in the plan maintenance process.

Public participation is an integral component of the mitigation planning process. As described above, significant changes or amendments to the Plan will require a public hearing prior to any adoption procedures.

Other efforts to involve the public in the maintenance, evaluation and revision process will be made. These efforts differ by community based on each community's individual needs, public response and whether the community has been recently affected by a hazard event. Examples of how communities in Hampton Roads already engage the public during the interim planning period, or of how they may choose to approach this task in the future, include:

- Advertise meetings of the committee in the local newspaper, public bulletin boards, web sites, social media and City buildings. Designating a diverse community mitigation committee through official resolution of the governing board, and then scheduling regular meetings of the committee and advertising those meetings aggressively has worked well for some communities.
- Designate willing citizens and private sector representatives as official members of the planning committee. While real estate, financial and construction industry leaders are natural partners in mitigation planning, look beyond these to include business leaders, large employers, and representatives of local military installations and transportation hubs, such as the Port of Virginia. Cultural institutions, like Jamestown-Yorktown Foundation, are an important component in the economy of Hampton Roads and their collections are vulnerable to many of the hazards discussed in the plan. Neighborhood groups, civic leagues and other citizen groups are a valuable source of mitigation ideas for specific areas.
- Engage elected officials and planning commission members in the process, beyond simply providing updates or reports. Elected officials have a responsibility to protect the health, safety and welfare of their constituents and their support is critical to successful implementation of the Mitigation Action Plan in every Hampton Roads community.
- Use local media to update the public about any maintenance or periodic review activities taking place. The media have moved beyond traditional print and televised media and their social

media presence can be valuable in disseminating information about upcoming meetings or activities. Local non-profits can also be invaluable in spreading the word about mitigation planning meetings open to the public.

- Use questionnaires, open houses, fairs and other community events to obtain ongoing public comments on the Plan and its implementation. Many local emergency managers effectively use community events to inform and advise the public on preparedness and evacuation, but the venues can also be valuable for informing the citizenry about the components of effective mitigation, how their community is implementing their Mitigation Action Plan and gathering information from the public to inform the next plan revision.
- Use community web sites, social media and list-servs to advertise any maintenance or periodic review activities taking place.
- Hold area-specific meetings on a regular basis to solicit feedback from neighbors. Such meetings, held in public venues, can be used to distribute literature, educate citizens on mitigation actions they can implement on their own, and solicit input on how the mitigation process can be more effective for their area or neighborhood.
- Integrate mitigation action plans, goals and objectives, and other plan elements into other community planning objectives. When a community's comprehensive planning process includes similar team members and incorporates or references pieces of the hazard mitigation plan, the public gains familiarity with the links between the plans and the ways in which the efforts complement each other.
- Maintain hard copies of the Plan in public libraries, on the web, or other appropriate venues. While many citizens are engaged in community affairs through computer technology, keeping hard copies of the plan in public venues with a business card or other contact information for providing feedback or answering questions is an old-fashioned but necessary way of reaching a much larger segment of citizens.

Table 8.1 provides summary feedback from individual community's committee leaders indicating how they anticipate their community will include the public in the 5-year period following adoption.

TABLE 8.1: INCLUDING THE PUBLIC DURING PLAN IMPLEMENTATION PERIOD

SUBREGION	COMMUNITY	Advertise committee meetings	Designate citizens, private sector reps as members of committee	Use local media to update public on maintenance activities	Use questionnaires, open houses to obtain public comment	Use web sites to advertise maintenance activities	Maintain copies of the plan in libraries, on the web, or other venues	Other
Peninsula	Hampton	✓	✓	✓	✓	✓	✓	annual update to Council
	Newport News	✓	✓	✓	✓	✓	✓	
	Poquoson	✓	✓	✓	✓	✓	✓	
	Williamsburg	✓		✓		✓	✓	
	James City County	✓	✓	✓	✓	✓	✓	
	York County				✓		✓	
Southside	Norfolk				✓	✓	✓	annual update to Council
	Portsmouth	✓		✓	✓	✓	✓	
	Suffolk						✓	
	Virginia Beach	✓		✓		✓	✓	
	Chesapeake		✓	✓	✓	✓	✓	
Western Tidewater	Isle of Wight County	✓		✓	✓	✓	✓	
	Smithfield	✓		✓			✓	
	Franklin	✓		✓		✓	✓	
	Southampton County				✓			Booth at County fair

OPPORTUNITIES FOR IMPROVEMENT

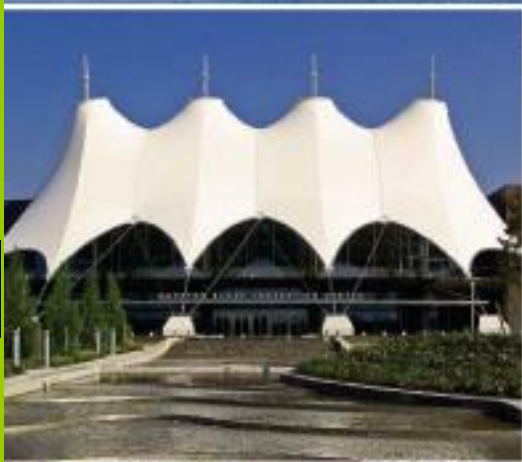
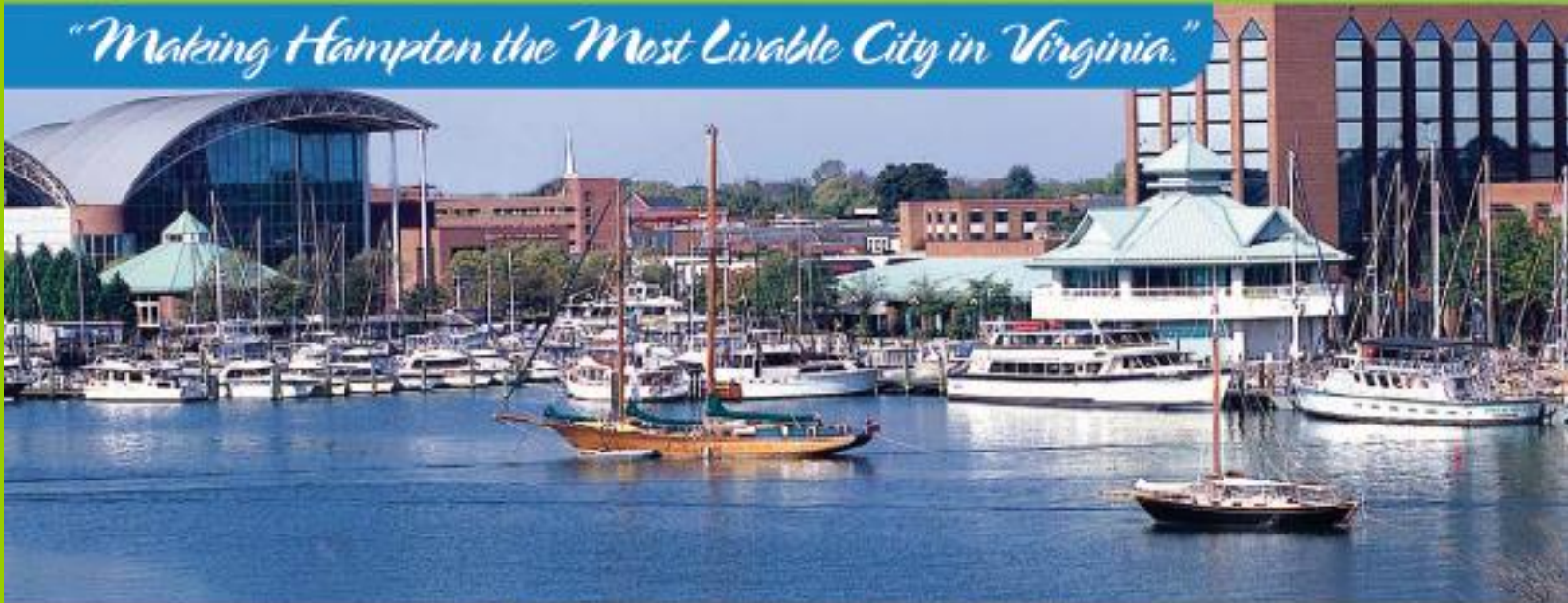
The 2015-2017 plan update process represents the first time that mitigation planning in the Hampton Roads region has been addressed on such a large regional basis. Some previous plans were regional in nature, but covered a smaller geographic area with many shared traits. As such, several opportunities for improving the plan and planning process are outlined below in **Table 8.2**, primarily as suggestions or strategies that may enhance the planning process effectiveness for either individual communities in the coming 5-year period of implementation, or for future updates of the entire plan.

TABLE 8.2: OPPORTUNITIES FOR IMPROVEMENT	
Mitigation Planning Step	Opportunities
<p>Phase I: Organize Resources Step 1. Get Organized Step 2. Plan for Public Involvement Step 3. Coordinate with Other Departments & Agencies</p>	<ol style="list-style-type: none"> 1. Prepare a Memorandum of Intent to Participate for all communities to complete in the early stages of the planning process. 2. Recommend and provide a template for each community to adopt a resolution naming their Steering Committee members. This has added benefit of informing public and elected officials that the process is about to begin. 3. Emergency managers and planners are not public information officers. Engage public information officers, web site managers and other community communications specialists from each community in the development of the Plan for Public Involvement. They will be critical committee members throughout the process. 4. Identify key committee members very early in the process. Distinguish between Steering Committee and at-large committee members. Hold listening sessions (public meetings) early in the process and recruit citizen members for committee from those meetings. 5. While questionnaires and surveys are not required, they facilitate large numbers of citizens providing input in a simple way, especially given the historically low turnout at public meetings. This committee recommends surveys be used in the future as a way to generate public comment, recommend conducting online survey for <i>at least 2 weeks</i> in the early stages of the planning process, perhaps in conjunction with initial public meetings, but definitely with the public information officers advising. 6. The regional planning authority can continue to ask and rely on communities to reach out to large businesses, military installations, educational and medical institutions, neighborhood associations, non-profits, utilities and other groups to spur their involvement in the process, but communities need to provide documentation of these “asks” that is then included in the plan.
<p>Phase II: Assess Risk Step 4. Identify the Hazards Step 5. Assess the Risks</p>	<ol style="list-style-type: none"> 1. Incorporate citizen survey feedback in demonstrable ways for the committee’s consideration during presentation of updated hazard and risk information.
<p>Phase III: Develop Mitigation Plan Step 6: Review Mitigation Alternatives Step 7: Draft an Action Plan Step 8: Set Planning Goals</p>	<ol style="list-style-type: none"> 1. Provide a review form for each community to document their review and approval of each plan section. 2. Presentations by committee members on which mitigation actions have worked for them in the past would be useful during workshops. 3. Provide more time between workshops for committee members to do their own research, review and inquiries. 4. Request communities bring complete committees to workshops rather than send representatives and hold separate sessions afterward.

HAMPTON COMMUNITY PLAN



"Making Hampton the Most Livable City in Virginia."



City Council Adopted - February 8, 2006

City of Hampton
Community Plan

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DEDICATION

We would like to remember our friend and colleague, William Anthony Meyer, Jr. (1956 - 2001), a member of the Planning Department from 1998 until his death. Bill practiced the highest professional standards. Diagnosed with a terminal illness, he continued to face every day with humor, grace, and dignity.

I. Introduction

OVERVIEW

Hampton’s Community Plan

Hampton’s Community Plan is an update of The 1998 Hampton Strategic Plan and the 2010 Comprehensive Plan adopted by City Council in 1989. For the first time, the Community Plan integrates the City’s Strategic Plan, Comprehensive Plan, and planning for Hampton City Schools. The Code of Virginia requires that all local governments in the State prepare and adopt a comprehensive plan. Hampton’s Community Plan is intended to meet this requirement.

Like most communities, Hampton uses plans to help guide how it will move forward into the future. The Community Plan strives to create a unified vision from a diverse population. The Plan integrates the visions of city residents, businesses, and local officials into a bold strategy for managing change. Plans also help define our priorities as a community. Broad community goals and specific strategies are developed that affect most facets of community life including neighborhoods, businesses, schools, youth, and families.

The Community Plan serves as a long term guide for making decisions that will steer the community toward a destination that is consistent with its vision and goals. The Community Plan will:

- Build on historical strengths and assets.
- Leverage new investments.
- Coordinate policies and investments.
- Help to encourage partnerships and collaboration.
- Help Hampton reach its potential.

Hampton’s Community Plan builds on earlier plans. It provides city-wide policy guidance and the general direction that is

needed for more detailed plans for specific areas of the city or for specific facilities or services.

Vision and Goals

The Community Plan is based on a unified vision and supporting goals that define the city’s desired future. Each of us has a vision of what Hampton should be like in the future as well as a shared responsibility for achieving that vision. Although our visions may be different, they have many common qualities. Hampton’s vision is “To make Hampton the most livable city in Virginia.” A community-based visioning and goal setting process was conducted as a first step in preparing the plan in order to further define what we mean by “most livable city.” It was determined that the vision for Hampton had eight key qualities:

- a. Customer Delight
- b. Healthy Business Climate
- c. Healthy Growth & Development of Children and Youth
- d. Healthy Neighborhoods
- e. Healthy Diverse Community
- f. Healthy Region
- g. Strong Schools
- h. Youth

Hampton’s vision is further defined by a number of key themes that were identified in the goal setting process:

- Economic Sustainability
- Community Partnerships and Engagement
- Community Perception, Marketing, and Image
- Preparing Citizens for Future Success

The city’s vision and goals serve as the basis for all of the policies, recommendations, and strategies contained in this Plan. Section II of the Community Plan provides additional information about the vision and goals.

How the Plan was Developed

In January of 2003, the City of Hampton, Hampton City Schools, and numerous community partners initiated a broad based process to review and update the existing Hampton Strategic Plan (1998) and the Hampton Comprehensive Plan (1989). The goal of this effort was to take a fresh look at what major directions the community must take in order to achieve its vision for the city.

The first phase of this effort involved the work of numerous Hampton residents, business representatives, social and civic representatives, representatives from not-for-profit organizations, and local and regional government representatives. These individuals were organized into eight focus groups – one for each of the eight elements of Hampton’s vision. Each focus group was asked to further define the community’s vision and goals.

Over two hundred focus group members attended approximately fifty-eight meetings over the course of four months to answer several important questions about the future of the community:

- Are the issues identified in the 1998 Hampton Strategic Plan still critical for the community?
- What are our vision and goals for these issues?
- How should we measure our success at achieving our goals?
- What are the most important strengths, weaknesses, opportunities, and threats facing the community?
- How are these critical issues related to each other?
- How should we move forward to develop successful action plans and strategies?

The answers to these questions provided the basis for the first phase of the Community Plan which resulted in the preparation of a report entitled, “Vision and Goals for Strategic and Comprehensive Planning.” (See the Appendix for a copy of the report.)

The “Vision and Goals” report was subsequently endorsed by a number of City boards and commissions including the School Board (9/3/03), the Planning Commission (10/13/03), and City Council (10/22/03). Other endorsements included:

- Citizens’ Unity Commission (9/11/03)
- Downtown Hampton Partnership (10/2/03)
- Industrial Development Authority (10/9/03)
- Neighborhood Commission (10/13/03)
- Youth Commission (10/20/03)
- Coliseum Central Business Improvement District (10/28/03)

The next and final phase of the Community Plan process was to develop policies, recommendations, and strategies that would support the achievement of the community’s vision and goals. Draft copies of the Community Plan were presented to a variety of City boards and commissions and civic and business organizations before being considered for adoption by the Planning Commission and City Council.

The Community Plan is the adopted policy of City Council. It is important to keep in mind, however, that the Plan is a “living document.” As conditions change, projects are implemented, and priorities change, the Community Plan will be re-evaluated, revised, and updated so that it reflects the latest market conditions and community needs and opportunities.

Summary of Key Indicators and Trends

As the Community Plan was being developed, information about the city’s population, housing, economy, land use, and environment was collected and analyzed. While Hampton is strong and thriving in many ways, the Community Plan recognizes the need to address the opportunities and challenges presented by a maturing city. A number of key indicators and trends were determined to be critical to the achievement of the community’s goals. A brief summary of the most important indicators and trends is presented below. This information helps to define the opportunities and challenges of a mature city. These indicators and trends are described in greater detail under the “Existing Conditions” and “Anticipated Future Conditions” headings of the Community Plan.

- Hampton is over 90% built out. The city has a very limited supply of land available for new development.
- The city’s housing stock is aging. Much of the city’s housing is nearing the critical age of 30 years or more.
- Housing choices are not keeping up with buyer preferences in today’s market place (housing unit type, size, amenities, etc.).
- Housing choices are particularly limited in the higher value ranges.
- Some of the commercial centers and corridors in the city are aging.
- Key Population Trends: lower population growth rates with some areas experiencing slight declines; public school enrollment expected to be stable with a slight decline in 20-25 years; overall aging of the population;

and, a more racially and ethnically diverse population as compared to the region as a whole

Major Policies and Strategies

The Community Plan includes a number of policies and strategies that will advance the adopted vision and goals. These policies and strategies are summarized below. The policies are described in Sections III through VIII and the strategies are described in greater detail in Section IX.

Plan for Future Land Use: the updated land use plan will protect residential neighborhoods, encourage commercial investment in established centers and districts, promote revitalization in strategic areas of the city, and protect environmentally sensitive areas.

Plan for Transportation Improvements: the updated transportation plan recognizes the financial constraints on construction of new projects, promotes balance between automobile and non-automobile trips, and links transportation investments with proposed land use and development.

Focus on Strategic Areas of the City: the Community Plan recommends that the City focus planning and implementation efforts within selected strategic areas. The Community Plan also provides the city-wide policy direction that supports the strategic area plans.

As of May 2005, strategic area plans or “master plans” are being implemented for Downtown, Coliseum Central, and Buckroe. A plan is being prepared for the Kecoughtan Road corridor and plans are scheduled to be prepared for Phoebus and the North King Street corridor.

Fort Monroe has also been identified as a strategic area. The Fort was identified for closure by the 2005 Base Realignment and

Closure Commission (BRAC). The relocation of Army personnel currently located at Fort Monroe is expected to occur by 2011. In response to the expected closure of the Fort, the City has initiated the process of working with State and Federal authorities and the local community to prepare a re-use plan for the Fort Monroe property.

Fort Monroe has a very significant economic, historical, and cultural presence within the nearby community, the city, and the Hampton Roads region. The Fort is also a National Historic Landmark and is listed in the National Register of Historic Places. Identifying the Fort as one of the strategic investment areas in the Community Plan will support the City's efforts to ensure that the Fort remains a positive presence within the community.

Strategic neighborhoods, districts, and corridors serve as the "front door" for surrounding areas of the city. These areas play an important role in defining the overall image of the city and they perform a particularly important function in the economic vitality of the city. Focusing investments in these areas can result in benefits for the entire city.

As adopted and subsequently amended, Strategic Area Master Plans are integrated into Hampton's Community Plan in the form of an addendum. These action-oriented plans provide a higher level of guidance, and direction through more detailed recommendations and more specific implementation projects within a shorter time frame. The master plans are one of the tools initiated by the City for implementing the recommendations of the Community Plan."

Diversify Housing: the Community Plan contains a number of recommendations and policies that will help the city to diversify its

housing stock. These recommendations will encourage housing that meets the needs of the current market and that strikes a healthy balance of housing values.

Maintain and Enhance Community Appearance: the Community Plan places a high priority on maintaining and creating a sense of community in the city's neighborhoods, districts, and corridors. Major policies and strategies include updating the zoning ordinance, strengthened policies on property maintenance and community design, and master plans for strategic areas.

Build on Assets and Leverage New Investments: the Community Plan includes policies and strategies to build on existing assets such as educational, medical, cultural, and recreational facilities. Other assets include waterways and waterfronts, natural areas, and parks. Key public sector interventions and investments in community facilities, transportation, and schools can build on our existing assets while generating private sector investment and investor confidence.

Forge Effective Partnerships: the Community Plan recognizes that while our local government has limited resources, we are fortunate to have many strong civically minded neighborhoods, businesses, and community organizations. Plan policies and strategies support existing and encourage new partnerships among community and regional leaders, including the City of Hampton. Many major policies and strategies actually depend on effective partnerships to ensure successful implementation.

Use and Organization of the Plan

Hampton’s Community Plan is intended to be used by a wide variety of individuals and organizations that are interested in the future of the city. The members of the community and the City officials and staff that were involved in preparing the Plan hope that this will be a useful document that is easy to read and understand. The overall organization of the Plan and some key terms are described below.

The Vision and Goals and the Strategies sections of the Community Plan are described above. The other major sections of the Plan reflect traditions found in earlier plans, or they are recommendations or requirements of State planning legislation:

Land Use and Community Design: addresses the physical development of the land and buildings in the city and includes the future land use map.

Housing and Neighborhoods: evaluates the population and market factors that influence the city’s housing stock. This section includes policies on housing supply and housing quality, and policies to promote healthy residential neighborhoods.

Transportation: addresses the needs and future plans for the facilities and services that move the people and goods within and through the city, including roads and other methods of travel.

Community Facilities: describes the wide array of public facilities, including schools, managed by the City and other community organizations. Outlines anticipated trends that will influence future facility needs and recommends policies to meet these needs.

Environmental Stewardship: describes the natural areas and features that help to define Hampton’s and the region’s unique

sense of place. Outlines the programs that are in place to protect the environment and the trends that will influence these programs in the future. Recommends policies to promote the continued wise stewardship of the environment.

Economic Development: evaluates the local, regional, and in some cases global factors that influence the City’s efforts to promote a healthy and expanding local economy. Describes existing economic development programs and future trends. Recommends economic development policies to advance the community’s vision and goals.

Each of the above sections is organized in the following way:

- ◆ Overview – statement of purpose and objectives.
- ◆ Existing Conditions – detailed presentation of information that describes the topic.
- ◆ Existing Programs – where applicable, a detailed description of current programs and/or facilities.
- ◆ Anticipated Future Conditions – summary of important future trends.
- ◆ Policies – recommended policies applicable to the topic.

The Community Plan is intended to provide both specific directions in the form of strategies, and more general direction and guidance in the form of vision statements, goals, planning principles, and policies. Basic definitions for these terms are provided below:

Vision: a guiding image of success. A description of an ideal future with a grand purpose.

Goal: a general end towards which the community will direct its efforts.

Planning Principle or Policy: a specific statement of principle or of guiding actions that implies a clear commitment but is not mandatory. A direction that will lead to meeting adopted goals and objectives.

Strategy: an action, activity, or program that is carried out in response to an adopted policy to achieve a specific goal or objective.

Implementing the Plan

Hampton's Community Plan will be implemented through the actions of City staff, the Planning Commission, other City Boards and Commissions, and the City Council. Plan policies and recommendations will be carried out through the revision and adoption of the City's zoning ordinance, annual operating budget, and the capital improvements budget. The Plan will also be implemented through the many on-going actions of neighborhood, community, and business organizations, as well as the individual actions of home owners, business owners, and investors.

Long-range planning in Hampton does not end with the adoption of this document. It is important to continue with the steps necessary to bring about the vision of the Plan. The Plan is intended to be a living document that is changed and updated as local conditions change. In fact, State regulations require that the Plan be reviewed at least once every five years to determine the need for amendment.

Only through continuing to use, evaluate, and amend the Community Plan will Hampton reach towards the vision and goals identified by the many dedicated people who contributed to the development of the Plan.

II. Vision and Goals

OVERVIEW

The Hampton Community Plan is a tool for achieving the vision and goals that were identified as part of a community-based process. This process was undertaken as the first step in preparing the Plan. Hampton’s vision and goals serve as the basis for all of the policies, recommendations, and strategies contained in the Community Plan.

The over-all vision “To Make Hampton the Most Livable City in Virginia” has nine key elements:

- a. Customer Delight
- b. Resilience
- c. Healthy Business Climate
- d. Healthy Growth & Development of Children and Youth
- e. Healthy Neighborhoods
- f. Healthy Diverse Community
- g. Healthy Region
- h. Strong Schools
- i. Youth

These nine key elements are defined below along with the specific goals unique to each element.

Hampton’s Vision:
 “To Make Hampton the Most Livable City in Virginia.”

Customer Delight

Exceeding customer expectations provides a competitive edge for successful businesses and public agencies. Customer-driven, high quality service to the public is a key ingredient for successful economic development and many other neighborhood and community-based initiatives. For Hampton to achieve our vision, great customer service must be at the forefront of our efforts.

Vision: Hampton will provide unparalleled public education, neighborhood, city, and

community service that will exceed its customers’ expectations.

Goals:

CD 1	Service delivery is innovative and reflects the latest technology and state of the art business practices.
CD 2	Service providers maintain a high level of competence.
CD 3	Service providers and organizations are directly accountable to their customers.
CD 4	Services are user friendly and readily available to all potential customers.
CD 5	Service providers and customers share an expectation of success.

Resilience

In order to fully thrive as a coastal community, Hampton must embrace the water and treat it as an asset, instead of fighting against it when it causes flooding, storms, and other concerns. Embracing resilience means bolstering Hampton’s inherent strengths to reduce chronic stresses and recover more quickly from extreme weather events. To achieve our vision, Hampton must become a more resilient community.

Vision: Hampton will face the challenges of being a coastal community and build upon our assets and values to create a city where the water is not a deterrent but an attraction.

Goals:

RH 1	Hampton will address the challenge of sea level rise and resiliency in a holistic manner founded upon the best science and data available, our own set of community values, and an appreciation for the uniqueness of each place.
RH 2	Hampton will embrace the belief that a successful resiliency

	initiative will enhance quality of life for our citizens and create a more robust and vibrant economy and environment.
RH 3	Hampton’s resiliency initiatives shall be “nimble,” “adaptive,” and accountable.
RH 4	Hampton will adopt higher “resiliency standards” with respect to new public projects. Adaptation of existing infrastructure will be designed and implemented to improve resiliency rather than replicate the status quo.
RH 5	Enhancing our response to sea level rise and resiliency shall be addressed at multiple scales: regional, city-wide, neighborhood, and individual parcel.
RH 6	All elements of our community (local government, business, citizens, not-for-profits, faith-based, educational institutions etc.) will become keenly aware and highly educated with respect to the challenges we face and the contributions they can make to address sea level rise and other related risks.
RH 7	In order to reach our goal of becoming a resilient city, Hampton must embrace a new way of doing business by adopting the guiding principles articulated in the Resilient Hampton Phase I report.
RH 8	Hampton will assume a leadership role in making our region a shining example of how to adapt and prosper when faced with the challenges brought on by sea level rise and other impacts of global climate change.
RH 9	Hampton will develop and utilize an “evaluation tool” as a guide to assist in making the best possible decisions with respect to how community investments enhance

our resiliency and respond to our identified community values.

Healthy Business Climate

A strong business environment is the backbone of a community. Jobs and private investment fuel the local economy and also provide the resources that pay for many community services and quality of life projects. If Hampton is to achieve its vision of being the most livable city in Virginia, it must have a healthy business climate.

Vision: Hampton will be the community of choice for businesses seeking an environment that maintains, expands, and attracts investment.

Goals:

HB 1	Jobs - Hampton will be the community of choice for high wage jobs in targeted industry segments.
HB 2	Retail - Hampton will be a unique, regional retail and entertainment destination and the first retail choice for Hampton residents.
Goals (continued)	
HB 3	Tourism - Hampton will be the destination of choice for targeted travel industry market segments.
HB 4	Higher-Value Housing - Hampton will be a desirable community for people seeking a higher quality of life and will offer a distribution of housing competitive with regional averages.

Healthy Growth and Development of Children and Youth

To be successful in creating and sustaining a favorable quality of life, we must make sure that our youth grow up healthy, happy, well-educated, and committed to strengthening our

community. While the healthy development of youth is primarily dependent on their parents, the community has a role in preparing, educating, and supporting parents, and ensuring that children experience the assets they need for healthy development. The policy document “Foundation for the Future,” which addresses youth issues in the City of Hampton, is adopted by reference as part of Hampton’s Community Plan.

Vision: Hampton’s children and youth will thrive and succeed in a caring community.

Goals:

CY 1	Healthy Stable Families.
CY 2	Healthy Infants (Birth to Age 2).
CY 3	Healthy Young Children (Age 2-8).
CY 4	Healthy Children (Age 8-14).
CY 5	Healthy Teens (Age 14+).

Healthy Neighborhoods

Healthy neighborhoods are places where people enthusiastically invest their time, money and energy – places where people want to be. Hampton invests in neighborhoods because they support our image, quality of life, tax base, schools, youth, families, and our ability to attract business investment. The quality of our neighborhoods and the housing stock within them impacts almost every aspect of what we are and what we can be as a city.

Vision: Hampton neighborhoods: the best places to be.

Goals:

HN 1	Every Hampton neighborhood will be economically sustainable.
HN 2	Every Hampton neighborhood will be highly functional.
HN 3	Hampton neighborhoods will provide diverse choices.

Healthy Diverse Community

Hampton is a city rich with human diversity. Our people bring many diverse gifts from different races, cultures, religions, and backgrounds. As Hampton continues to grow toward our vision of being the most livable city in Virginia, our people must see our rich diversity as a unifying force for our future economic and social development.

Vision: Hampton will thrive as a diverse community which celebrates, supports, and encourages positive people-to-people relations as a foundation for community success.

Goals:

DC 1	The community perceives multicultural/multiracial relationships as being essential to the quality of life in Hampton.
Goals (continued)	
DC 2	People demonstrate their value and appreciation for diversity in their daily lives.
DC 3	Employers, service providers, and community leaders are culturally sensitive, fair, and just in education and neighborhood, community, and city services, including law enforcement and criminal justice.
DC 4	Multicultural/multiracial diversity is celebrated as one of the city’s best assets and a major competitive advantage.
DC 5	All areas of the city are safe and welcoming to all people.

Healthy Region

The people who live in Hampton work, shop, visit, and travel throughout the Hampton Roads region. This is true of the people from all of the cities, counties, and towns that make up this region. We greatly depend on each other. For Hampton to achieve its vision of being the most livable city in Virginia, we must do our part to ensure a healthy Hampton Roads region.

Vision: Hampton Roads will be a thriving, economically competitive region.

Goals:

HR 1	The communities of Hampton Roads will have a shared vision.
HR 2	The communities of Hampton Roads will effectively collaborate to accomplish the shared vision.

Strong Schools

The families who make Hampton their home depend upon a strong school system to provide exceptional learning experiences within quality school facilities. As a community, Hampton depends upon a strong school system to serve as a catalyst for economic growth and vitality as well as a strong sense of community within its neighborhoods. It is the vision of the city and the school system to provide unparalleled education to the young people who are attending Hampton City Schools and that these young people will ultimately decide to make Hampton their home.

Vision: Hampton City Schools, the first choice for academic and lifelong success by every single student.

Goals:

SS 1	Maximize every child’s learning.
SS 2	Create safe, secure, nurturing

	environments.
SS 3	Attract, train and retain exceptional staff.
SS 4	Develop parent and community ownership of our school system.
SS 5	Manage and maximize fiscal and physical resources effectively and efficiently.

Youth

In order for Hampton to become the kind of city we all want it to be, we must make sure that every young person has the opportunity to grow up in a caring community in which young people are viewed as partners and valuable community resources. Providing this kind of community environment allows our youth to feel empowered so they become integral contributors within a diverse community. As a result, the youth of Hampton will become well rounded, capable, caring, and productive citizens who will choose to invest their present and future into this community. The “Youth Component” of Hampton’s Community Plan is adopted by reference as part of this Plan.

Vision: Better Youth, Better Hampton, Better Future.

Goals:

Y 1	Caring Relationships within the Community.
Y 2	Youth Share Leadership.
Y 3	Youth Acquire Essential Life Skills.
Y 4	Every Young Person is Prepared for a Career.
Y 5	Places to Go and Things to Do for Youth.
Y 6	Getting Around.

Overarching Themes

The focus groups that led the community-based goal setting process also identified four themes

that further support the nine elements described above. It was agreed to include these “overarching themes” as a way to further define the vision and goals for the city.

Economic Sustainability – Protecting property values, diversifying the city’s housing stock, promoting redevelopment and economic development, protecting and managing natural resources, investing in infrastructure, and providing world-class community facilities, while ensuring sufficient local revenue sources are some of the issues identified as key to the long term viability of the local economy.

Community Partnerships & Engagement – The long-standing tradition to seek out partnerships and engage the community in shaping the future was recognized as a source of strength and an opportunity for continued success in the future.

Community Perception/Marketing/Image – Many community assets are not fully recognized in the marketplace and by the local media. Physical enhancements and effective marketing of community assets is needed to improve the city’s image.

Preparing Citizens for Future Success – One of the most important and fundamental resources in our community is our people. One key role of a community is to provide opportunities to prepare citizens for future success. This theme includes support to traditional education - K-12, colleges and universities, libraries and research institutions – as well as workforce development, life-long learning, and effective life skills to succeed in a diverse and ever-changing world.

III. Land Use and Community Design

OVERVIEW

Purpose

The Land Use and Community Design section of the Community Plan serves as an official policy guide for City decisions about physical development. It establishes a physical framework for future growth by identifying the City's major policies concerning the type and location of future development to meet the vision and goals of the Community Plan.

The Land Use and Community Design section is a tool for steering both public and private actions. This section of the Community Plan is primarily intended to serve City boards and commissions, City staff, current property owners, and potential investors in city property and facilities. In combination with other City policies and strategies, this section of the Plan creates predictability and provides confidence for existing land owners and potential investors concerning the future development of the city.

As noted above, the Land Use and Community Design section reflects the community's vision and goals as developed in the first phase of the Hampton Community Plan process. This section of the Community Plan is also based on an evaluation and analysis of a number of data sources, including existing land use, land use plans, and economic and demographic data and trends.

Land Use and Community Design recommendations are presented both in the maps and policies contained in this section of the Community Plan. These recommendations are focused on the long range development (10 to 20 years) of the community. This extended timeframe is an acknowledgement of the long term impact of land development decisions and the high economic and social costs that are often associated with bringing about changes in land use.

This section of the Plan is also general. It identifies the general parameters for the type and location of development as a guide for more specific planning efforts, decisions about proposed uses, and the application of land development regulations.

Land Use and Community Design recommendations provide a framework for the development of more detailed implementation plans for strategic districts and neighborhoods in the city such as Coliseum Central and Downtown.

The Land Use and Community Design section has a specific relationship to the City's Zoning Ordinance and other land development controls. These relationships promote City land use policies that are consistent and predictable. The Land Use and Community Design section identifies policies and indicates broad land use categories for general areas of the city while the Zoning Ordinance delineates exact boundaries of districts and specifies the detailed regulations which apply within those districts.

Land Use and Community Design Objectives

There are a number of general objectives or best practices that apply to the Land Use and Community Design section of the Community Plan. These objectives help to promote harmonious development and the achievement of other public interest objectives, such as community facility and environmental requirements. Together with the Community Plan's vision and goals, these objectives provide the basis for Land Use and Community Design policies.

**Land Use and Community Design
Objectives**

1. Promote the efficient use of land. Recognize land as a limited resource.
2. Leverage and promote the effective use of city services, assets, and amenities.
3. Promote compatibility and synergy among different land uses.
4. Be responsive to market and demographic trends and opportunities.
5. Protect community appearance, character, and design.
6. Recognize land use and transportation relationships.
7. Be responsive to the fiscal and other tax base implications of land use and community design.
8. Recognize environmental constraints and opportunities.
9. Protect real property values.
10. Promote multiple benefits in all scales of development
11. Implement resiliency standards
12. Promote projects that fit its surroundings and celebrate Hampton's culture and heritage.

EXISTING CONDITIONS

Structure of the City

Physical characteristics about the settlement pattern in Hampton and the Hampton Roads region provide the framework for the Land Use and Community Design section of the Community Plan. These characteristics are described below.

Hampton within the Hampton Roads Region – Hampton is one of several mid-sized cities that form the Hampton Roads region. The city is located near the geographic center of the region. Hampton Roads is a multi-centered region that is not dominated by one city or center of activity. The region is growing and becoming more dispersed. Hampton Roads is increasingly well-connected between the Southside and the Peninsula. Hampton’s economic, governmental, and cultural concerns are increasingly tied to the region.

Developed City – Hampton has experienced a significant amount of population growth and land development since the consolidation of Hampton, Elizabeth City County, and the town of Phoebus in 1952. The city is nearly fully developed. In-fill development, redevelopment, and revitalization of existing developed areas will be the main source of growth and change within Hampton.

City with Multiple Activity Centers – Hampton has evolved into a city with a number of unique activity centers with distinct and often complementary functions as opposed to one single center of activity. Examples of activity centers include Downtown, Hampton Roads Center, and Coliseum Central. These centers serve both local and regional functions.

City of Neighborhoods – Residential land is the dominant land use in the city. The city is made up of many neighborhoods providing a variety of residential settings and housing options.

Residential land makes up about 40% of the city’s land area and about 80% of the real estate tax base.

Defined by Neighborhoods, Districts, and Corridors – Hampton is a developed city with a fully evolved settlement pattern. This overall pattern of development is not likely to change significantly. The settlement pattern is defined by three types of developed areas. These areas are easily identified and they often serve as a basis for citizen ownership and sense of place. These areas also provide an appropriate scale for more detailed community planning.

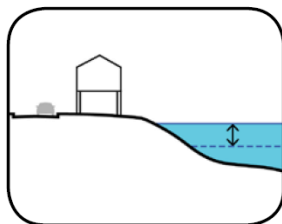
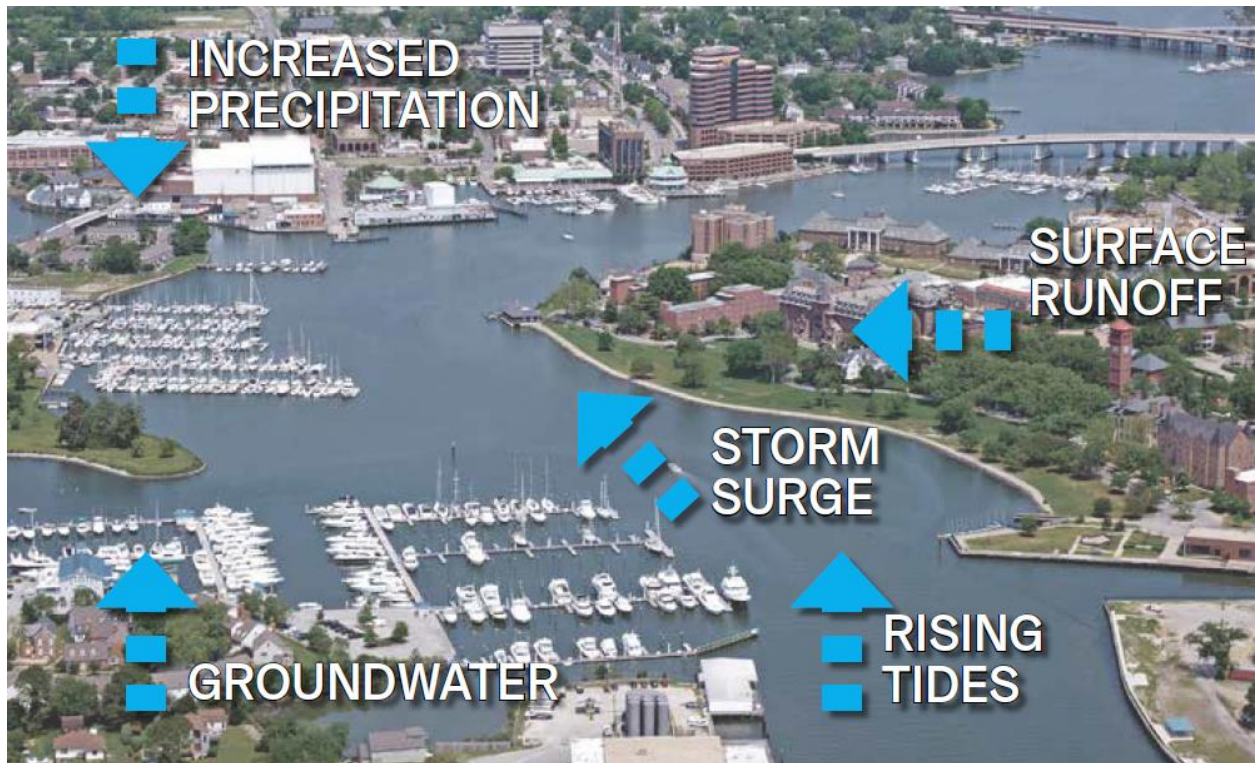
- ◆ **Neighborhoods** are areas of the city that are characterized by housing, parks, and public facilities. Boundaries are based on patterns of land subdivision, access, and perceptions about where one neighborhood stops and another begins.
- ◆ **Districts** are relatively large commercial areas, mixed use areas, and institutional and employment centers. Hampton districts include: *Buckroe, Coliseum Central, Copeland Industrial Park, Downtown Hampton, Hampton Roads Center, Langley Research and Development Park, and Phoebus.*
- ◆ **Corridors** are roadways with relatively high traffic volumes that may affect the type and character of adjacent development and that may also serve as visual corridors or gateways. Some of Hampton’s primary corridors include: *Kecoughtan Road, N. King Street, Pembroke Avenue, Mercury Boulevard, Big Bethel Road, Fox Hill Road, Armistead Avenue, and Todds Lane.*

Waterways – Hampton is a coastal community that is nearly surrounded by water. Water has had a strong influence on the city’s development. Important local water features include the Hampton Roads harbor, Chesapeake Bay, Salt Ponds Inlet and numerous creeks and lakes. Situated at the mouth of the James River

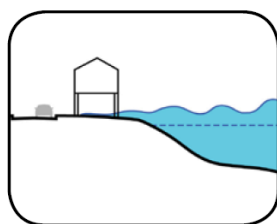
and Chesapeake Bay just before meeting the Atlantic Ocean, Hampton is also surrounded by multiple forces of water: storm surge, tidal action (which also affects local rivers and creeks), stormwater, and groundwater. Like other coastal areas, Hampton is exposed to hazards that include major storm events - such as hurricanes and nor'easters - with subsequent high winds, waves, and surges. High water levels can cause flooding as well as erosion, potentially leading to extensive damage and leaving areas more susceptible to threats from future events. Combinations of these forces of water have affected the city in different ways over time, but an increasing frequency of flood events has raised concern about what should be considered the "new normal."

With 8 of the 11 highest storm surges occurring in the last 20 years and more than a third of Hampton lying in the floodplain, many properties are prone to repetitive damage from such events.

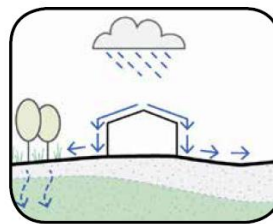
Although Hampton's experience is intertwined with these challenges, its waterways are its strongest asset. These waterways provide recreational and economic development opportunities. They are also a source of aesthetic beauty and community identity. Future growth and change in the city will continue to build on the value of city waterways.



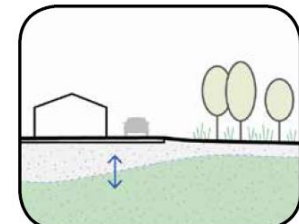
Tidal Action



Storm Surge



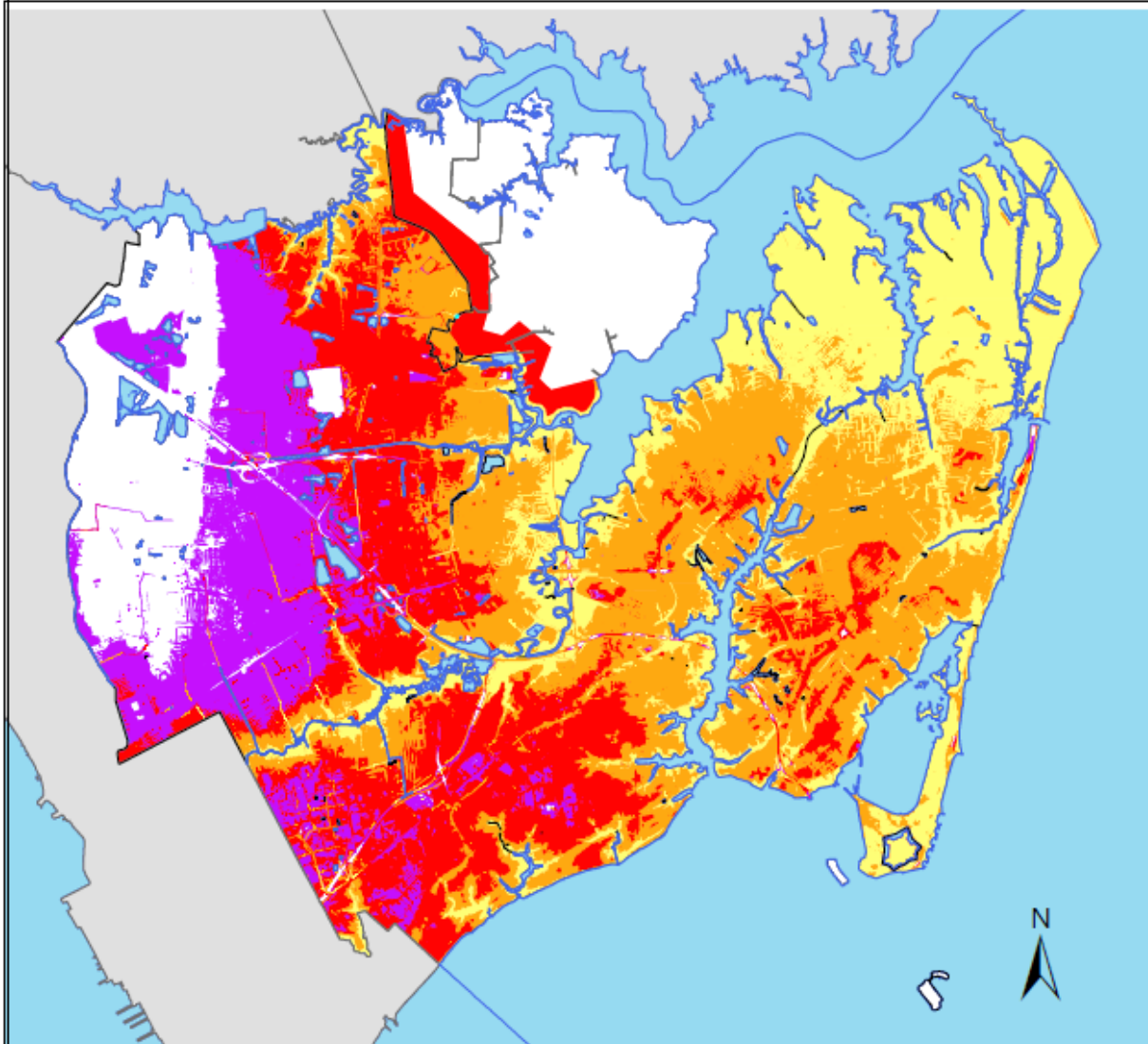
Stormwater





Groundwater

Forces of Water

Predicted Storm Surge



Features

-  Category 1 Hurricane
-  Category 2 Hurricane
-  Category 3 Hurricane
-  Category 4 Hurricane

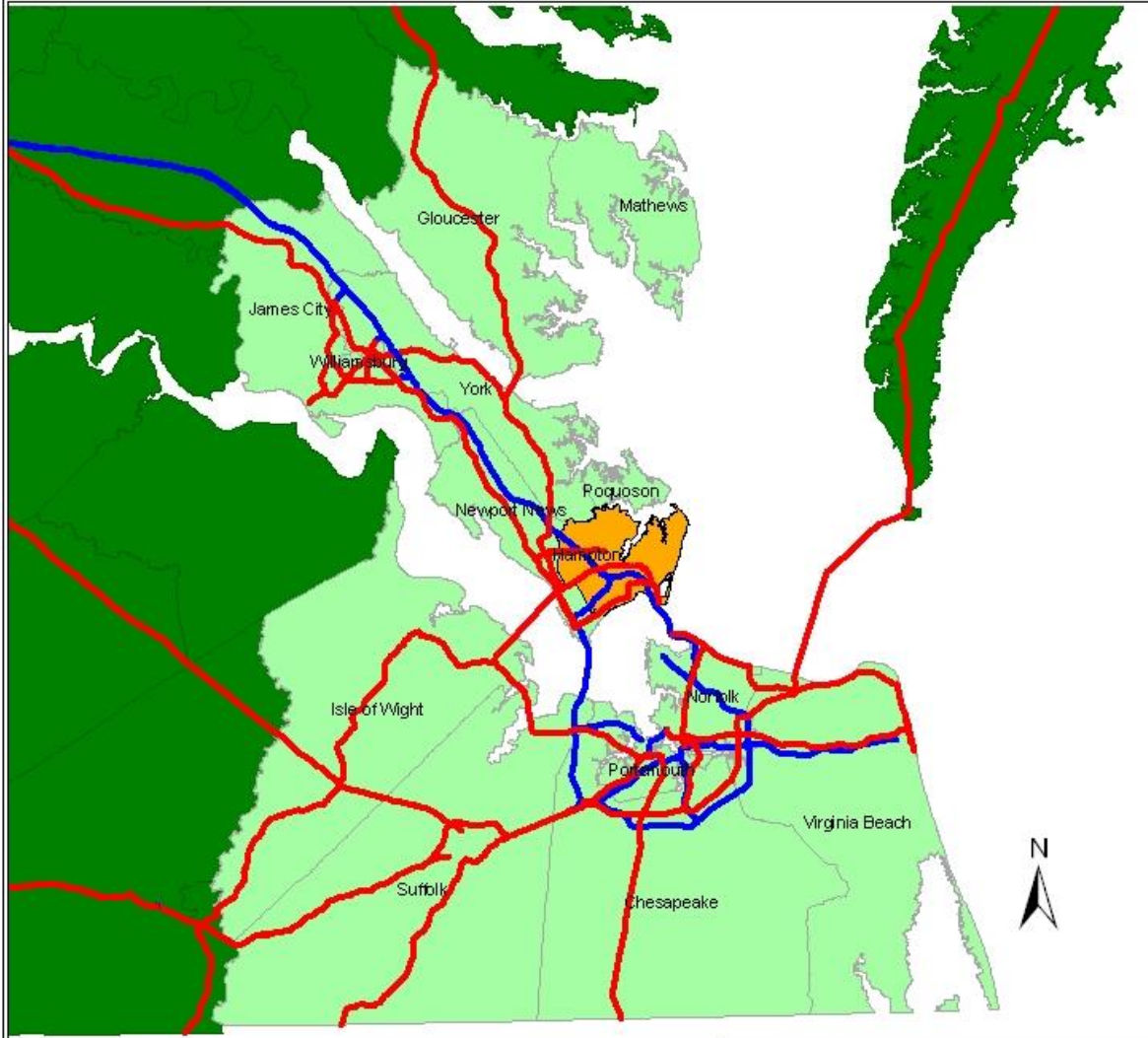
Hampton Community Plan
Environmental Stewardship

Data Sources:
City of Hampton Planning Department
City of Hampton, Geographic Information Services



City of Hampton
Planning Department
April 2018

Hampton Roads Region



Features

-  Interstate Highway
-  Primary Roads
-  Hampton
-  Hampton Roads Region

Hampton Community Plan Land Use Element

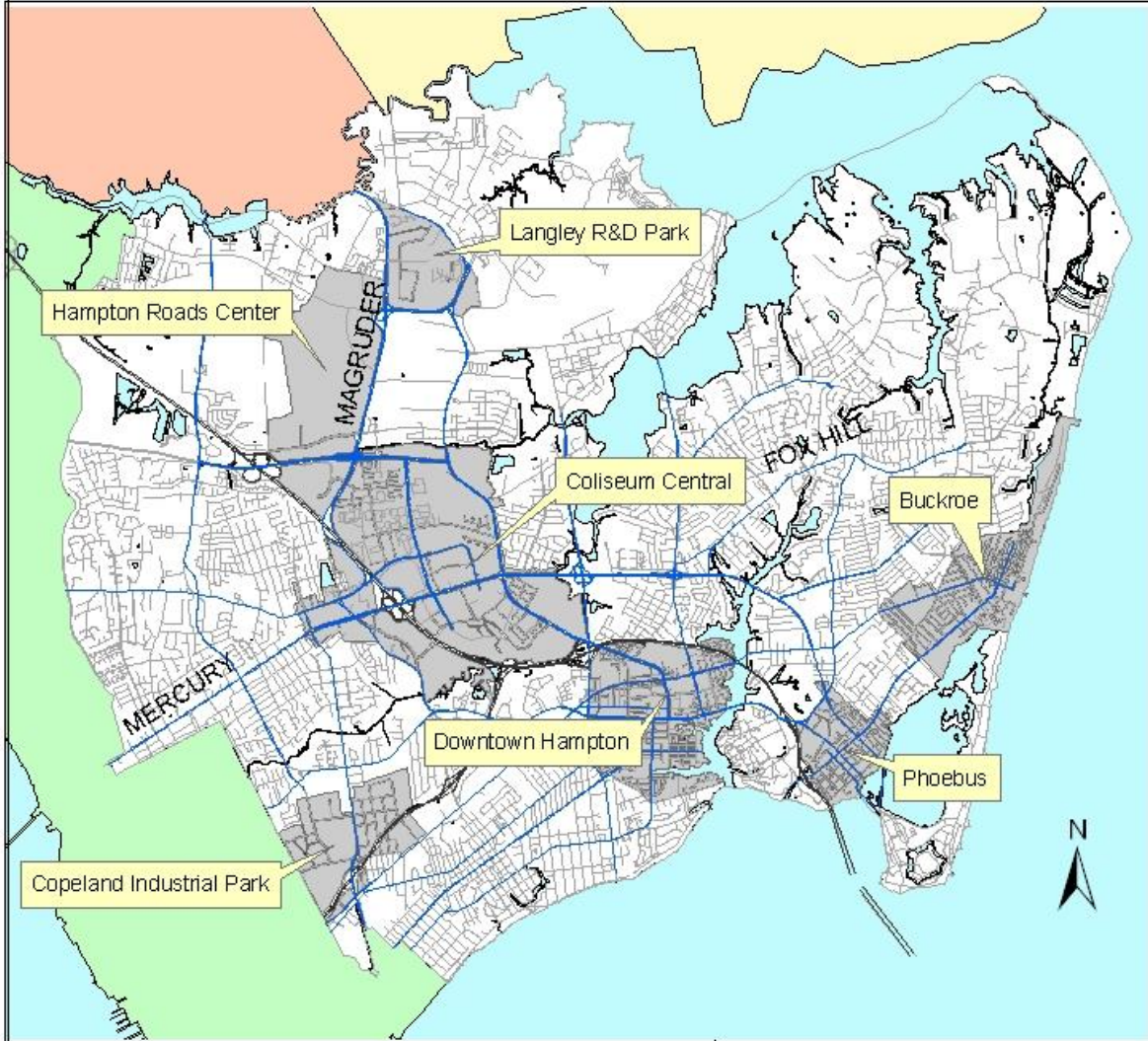
Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services





City of Hampton
Planning Department

February, 2006

Districts and Corridors



Features

-  District Boundaries
-  Corridors
-  Interstate Highways
-  Street Network

Hampton Community Plan Land Use Element

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services

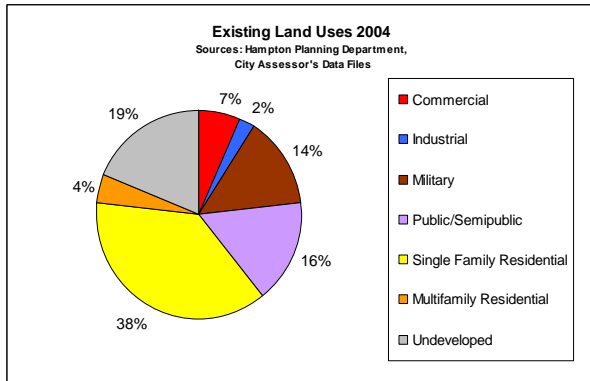


City of Hampton
Planning Department

February, 2006

Existing Land Uses

In 2004, 38% (10,936 acres) of the city’s developed land is dedicated to single family residential uses while 4% (1,277 acres) has been developed as multifamily.



Almost 16% (4,609 acres) is dedicated to public or semipublic uses. These uses include all public community facilities such as parks, schools, and government offices as well as a variety of private community service providers such as hospitals, churches, and cemeteries.

Fourteen percent (14%) of the city’s land is occupied by two military bases: Langley Air Force Base and Fort Monroe.

According to the City Assessor’s data files, 1,973 acres or 6.8% of the existing developed land is occupied by commercial buildings, including shops, offices, restaurants, and other commercial uses. Industrial uses such as manufacturing, distribution, and storage facilities occupy about 674 acres or 2.3%.

Table LUCD #1 City of Hampton Existing Land Uses in 2004			
Type	# of Parcels	Acres of Land	% of Acreage
Commercial	1508	1972.91	6.8

Industrial	312	673.79	2.3
Military*	23	4167.82	14.3
Multifamily	5075	1276.04	4.4
Residential			
Public/Semipublic	767	4608.65	15.8
Single Family Residential	37526	10935.97	37.6
Undeveloped	3975	5544.35	18.8
Totals	49186	29179.54	100.0

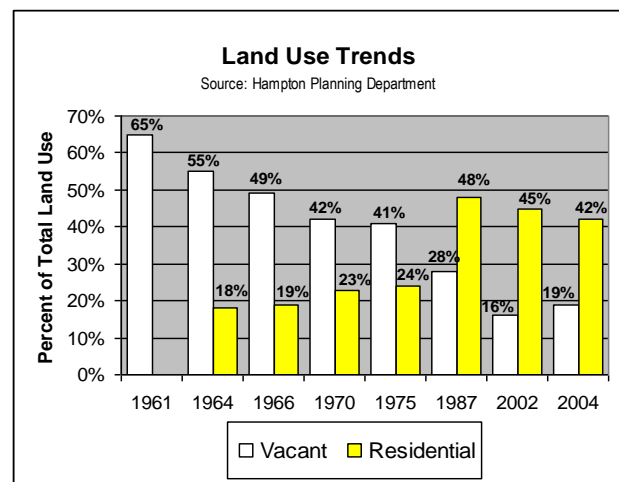
*Properties that belong only to local military bases.

Sources: City of Hampton 2004 Assessor’s data files; GIS Office shape-files; and Planning Department

The table above shows 5,544 acres (18.8%) of the city land as undeveloped. Undeveloped land includes properties currently used for agricultural purposes, platted but undeveloped land, and other vacant lots or properties where the improvements were assessed at a zero dollar value in 2004.

Development Potential

The City experienced a significant increase in land development from the 1960’s through the 1990’s. Much of this development involved the conversion of vacant or agricultural land to residential uses. However, by the year 2002, Hampton’s inventory of vacant undeveloped land was estimated to be about 19% compared to 65% in 1961.



Given environmental or other development constraints, not all vacant undeveloped land can

be developed. By January of 2004 it was estimated that only 9.6% (2,878 acres) of the remaining undeveloped land in Hampton is suitable for new development. About one half of the remaining developable properties (more than 1,400 acres) have been subdivided into parcels smaller than 5 acres.

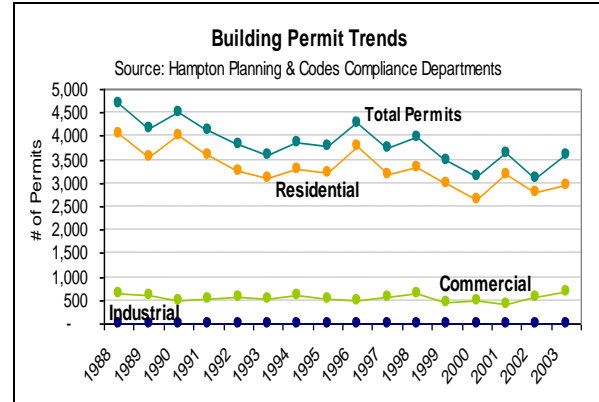
An estimate of how much land is still available for new development in the city is included in Table 2.

**Table LUCD #2
City of Hampton
Existing Developable Land**

Description	# of Parcels	% of Total Parcels	# of Acres	% of all Developable Land
Parcels under 0.5 acre	2026	72.05	391.43	13.60
Parcels 0.5 to 0.99 acre	299	10.63	206.18	7.16
Parcels 1 to 4.99 acres	379	13.48	815.97	28.35
Parcels 5 to 9.99 acres	64	2.28	418.58	14.54
Parcels 10 acres or more	44	1.56	1046.11	36.35
Totals	2812	100.00	2878.27	100.00

Sources: City of Hampton Planning Department
Development Potential Analysis

The scarcity of larger developable parcels could explain why building permit records since 1988 show a relatively higher, although declining, number of residential building permits as compared to commercial and industrial. (Industrial permits have totalled five or less permits per year over a 15 year period.)



Fort Monroe

In addition to the closing of Fort Monroe Army Base, the recent BRAC Commission revealed the importance of careful land use planning in the vicinity of military air bases. Due to the risks posed by aircraft crashes and the potential for conflicts between the community and the airbase over noise generated by the jets, it is important that residential land uses, as well as land uses that are highly sensitive to noise or that could lead to large numbers of people in an area with a high probability of jet crash, be kept from encroaching on the airbase as much as possible. The City of Hampton has worked closely with Langley Air Force Base to implement the Air Installation Compatible Use Zone (AICUZ) program in areas of the city close to the Base to ensure LAFB’s continued existence in the City. Langley is seeking funding for a Joint Land Use Study to be conducted with the City to resolve any current or future land use conflicts with the AICUZ program. The AICUZ program is described in detail in the Environmental Stewardship Chapter of this Plan. Langley is an important presence in the community and the City will continue to view its relationship with the Base as a priority.

Tax Exempt Uses

More than 10,000 acres (35%) of the land area in Hampton is exempt from local real estate taxes. Federal government property represents the largest category of tax-exempt land in Hampton.

It occupies over 4,364 acres (43% of all exempt land) which is mostly dedicated to the local military bases (4,168 acres) but also includes other facilities such as the Hampton National Cemetery and the Veteran’s Administration Hospital.

Some 3,338 acres (33%) are owned by the City of Hampton, which includes parks and other community facilities. Combined, local and federal government uses represent more than 76% of the tax exempt land in the city. Other significant exempt uses include public schools (8.5% or 865 acres), and religious and fraternal uses which represent 7.9% or 798 acres.

**Table LUCD #3
City of Hampton
Non Taxable Properties by Type**

Type of Exempt Use	# of Properties	Acres	%Acreage
Federal Government	40	4364.0	43.1
City of Hampton	562	3338.2	33.0
Hampton City Schools	120	865.6	8.5
Religious & Fraternal	449	798.0	7.9
State of Virginia	144	314.4	3.1
Other	1413	447.6	4.4
Total	2688	10127.8	100.0

Sources: City of Hampton 2003 Assessor’s data files; Planning Department

ANTICIPATED FUTURE CONDITIONS

A number of long-range trends affecting the city and the region help to define the City’s land use and community design policies. Additional detail on related trends can be found in the Economic Development and the Housing and Neighborhoods sections of the Community Plan.

Increased Emphasis on Redevelopment

Hampton’s low inventory of vacant, developable land will continue to have important implications for revenue growth, service requirements, and future community development strategies. It is expected that in-fill, redevelopment, and revitalization of existing development will be the main source of growth and change within the city.

Significant opportunities for redevelopment could be found on larger parcels (5 acres or more) with single owners that were developed more than 30 years ago.

An evaluation of the existing land uses and information collected from the City Assessor’s files led to identify some 90 parcels that fit such criteria. Initial findings, summarized on Table 4, suggest that almost 1,000 acres of land in Hampton could become candidates for redevelopment.

Table LUCD #4 City of Hampton Properties with Redevelopment Potential		
Existing Land Use	# of Properties	Total Acres
Commercial	29	364.90
Industrial	28	184.26
Multifamily Residential	30	298.50
Public/Semipublic	3	127.94
TOTAL	90	975.61

Sources: City of Hampton 2003 Assessors data files; Planning Department

To further explore and maximize the opportunities presented by these sites it is necessary to analyze market conditions, the character of adjacent properties, surrounding land uses, zoning tools, and other regulations that would encourage redevelopment.

The costs of redevelopment often require that sites be developed for high value, high density, and/or mixed-use developments. City participation in the redevelopment process may be desirable to ensure achievement of the long-term interests and goals of the community and the surrounding neighborhoods.

Public-Private Partnerships

The reduced availability of land for new development and the desire to maintain healthy neighborhoods and a healthy business climate support the need for an active role for the City in the land development process. Growth and change in the city will increasingly be the result of partnerships between the City, the private sector, and other public agencies and institutions.

Planning for Strategic Investment Areas

Strategic neighborhoods, districts, and corridors serve as the “front door” for surrounding areas of the city. These areas play an important role in defining the overall image of the city and they perform a particularly important function in the economic vitality of the city. Focusing investments in these areas can result in benefits for the entire city.

A planning process at the neighborhood, district, or corridor scale will identify and promote the desired function of these strategic areas and their character and role within the city and region. The planning process can effectively identify market opportunities, public gathering places, appropriate land uses and building forms, and important street and pedestrian connections to surrounding

neighborhoods. Plans for strategic investment areas help to leverage public investments to maximize the achievement of community objectives.

Supportive economic relationships and functional linkages should be maintained between neighborhoods, districts, and corridors. Attention to edges and borders and transition in scale and density also support land use and design compatibility.

Mixed-Use Developments

Real estate market trends indicate a growing demand for developments that are well designed, mixed-use, walkable, and higher-density. These types of developments are an important market opportunity for redevelopment, in-fill, and reinvestment within strategic neighborhoods, districts, and corridors.

High Values for Waterfront Land

Developable waterfront land will continue to be a limited and very valuable resource within the region and the city. Waterfront land provides opportunities for economic development, environmental protection, and public open space. Well planned development and redevelopment of waterfront land provides an important opportunity to advance community goals and objectives.

Expanding Opportunities for Housing

Hampton is a city of neighborhoods. Residential land is expected to remain the dominant land use in the city. The quality of the city's neighborhoods and the housing stock within them are key quality-of-life indicators. The ongoing aging of the city's housing stock and the growing demands for alternative housing types will continue to be important trends influencing land use and community design policies.

Industrial- to Knowledge-Based Economy

As noted in the Economic Development section of the Community Plan, the U. S. economy is in the midst of a major structural transformation as it moves from the industrial base of the "old economy" to the knowledge-based "new economy." Where the industrial economy favors locations with abundant resources (raw materials, cheap land, and readily available power), the new economy favors locations with abundant knowledge resources (academic institutions, research and development activities, and a skilled workforce). This economic trend will continue to affect land use and development within the city and will need to be reflected in the Land Use and Community Design policies of the Community Plan.

The Built Environment and Its Effect on Physical Activity

This concept is still being studied by research organizations. However, in general, the literature focuses mainly on the following ideas:

- ◆ The relationship of land use decisions to air quality and respiratory health; the ways that various land use decisions affect community water quality, sanitation, and the incidence of disease outbreaks.
- ◆ The built environment (including all man-made physical components of human settlements such as buildings, streets, open spaces, and infrastructure) in terms of whether it promotes or discourages physical activity – does the built environment, for example, promote walking and/or bicycling?
- ◆ The link between obesity and low density development (suburban development often discourages walking). The hypothesis that land use characteristics (e.g., grid street patterns, high density housing, and mixed uses) would encourage more walking and other types of nonmotorized travel. The

correlation of design features and aesthetic characteristics of neighborhoods with physical activity.

- ◆ The choices communities make about the built environment that improve mobility and the quality of life for their elderly and disabled residents.
- ◆ If individuals perceive their environment to be unsafe, they will be less inclined to risk exposure to harm by walking or cycling, or will only do so out of necessity. The main human caused sources of perception are crime and vehicular traffic while the main perceived environmental sources of risk are roadway design (wide, heavily trafficked streets with limited or no accommodations for pedestrians and cyclists) and infrastructure conditions (broken and uneven sidewalks).

Sea Level Rise and Recurrent Flooding

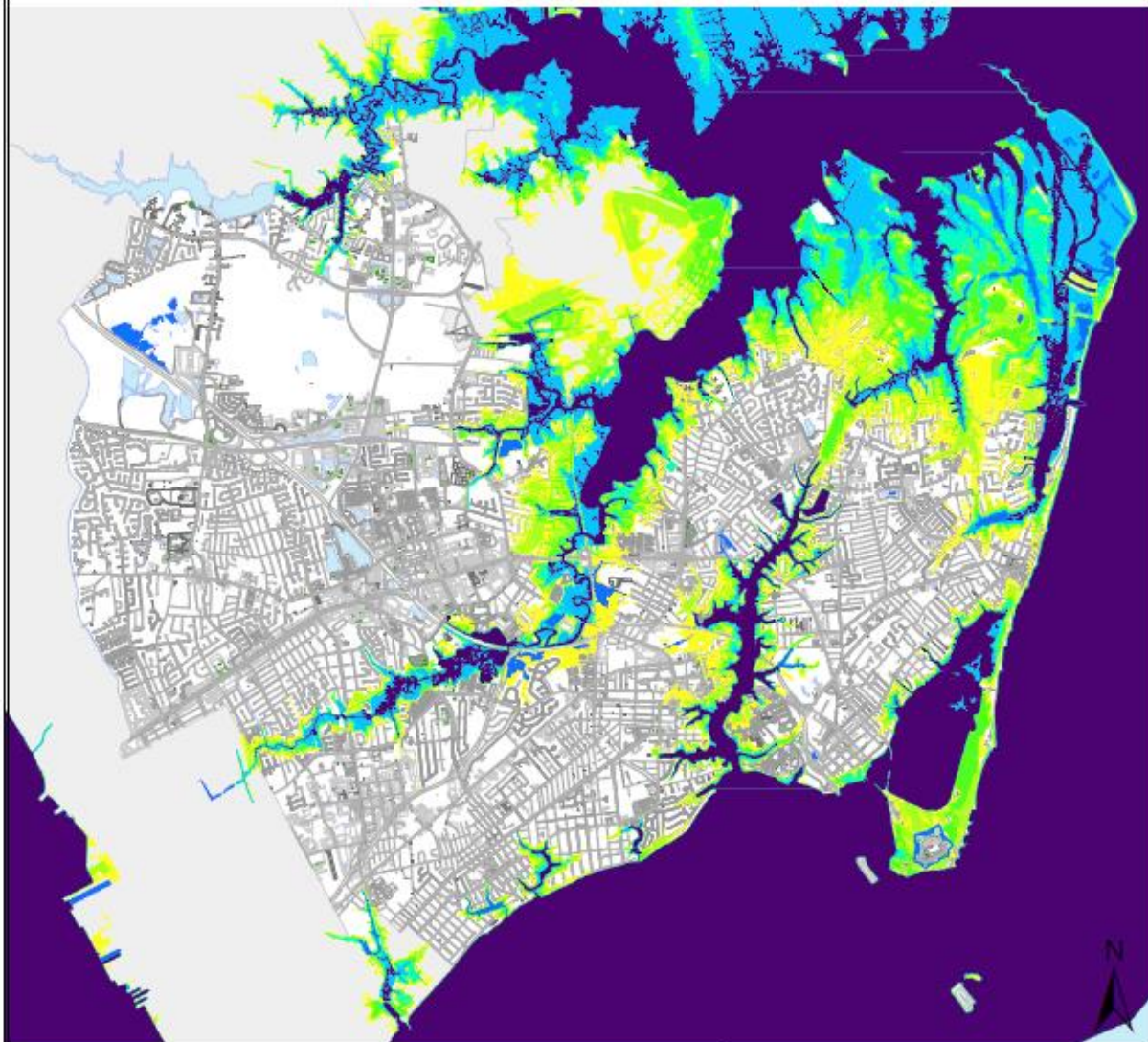
While there is not yet consensus as to the severity and extent of sea level rise impacts, there is general consensus that sea levels are rising as a part of climate change. The frequency and intensity of storms is also expected to increase. Furthermore, Hampton Roads is widely recognized as one of the most vulnerable regions for potential impacts from climate change.

- ◆ Eight of Hampton’s eleven highest storm surges since 1933 occurred between 1998 and 2015.
- ◆ Across the water, Sewell’s Point in Norfolk has documented a relative sea level rise increase of 1.45 feet over the past 100 years.

Additionally, Hampton may be experiencing an even greater relative sea level rise as parts of the city also experience subsidence, or sinking of the land. If the sea level is rising and the land is sinking, the effects of either are amplified.

Hampton experiences multiple forces of water that together create problems with flooding and infiltration that will be exacerbated by sea level rise. Tidal action, stormwater, groundwater, and storm surge impact different parts of the city to varying extents, and so future conditions may also look different. However, these effects are not limited to humans and our built environment. There are also likely to be impacts to ecosystems across our varied natural environment: aquatic, wetland, upland, coastal edge, etc. Hampton must be prepared to address these issues.

Land Impacts from Projected Sea Level Rise



Features

-  0ft sea level rise
-  1ft sea level rise
-  2ft sea level rise
-  3ft sea level rise
-  4ft sea level rise
-  5ft sea level rise
-  6ft sea level rise

Hampton Community Plan Land Use & Community Design

Data Sources:
City of Hampton Planning Department
City of Hampton, Geographic Information Services
National Oceanic and Atmospheric Administration



City of Hampton
Planning and Zoning
Division
June 2018

LAND USE & COMMUNITY DESIGN POLICIES

Land Use Categories

Land use categories are used to identify the desired primary use for existing and future areas for development. Because Hampton is primarily a built-out city, proposed land uses are generally consistent with existing uses, and land use boundaries usually follow property lines. As noted above, however, the land use plan is not the same as the zoning map. For each land use category there will be at least one zoning designation and sometimes more.

Several of the land use categories may include sub-categories which are included here to provide further guidance and consistency among neighborhood, corridor, and district master plans, as well as zoning district designations where more specific land use recommendations and regulations could be made.

At the city-wide scale, only general categories will be identified and color-coded in the land use plan map. One significant exception is the residential land use. Since residential is the single largest land use for the entire city, there is more than one predominant land use sub-category where land use policies can effectively be identified at the city-wide scale. Therefore, residential land uses will appear broken down into four major categories: rural, low, medium, and high density residential. Given their significant size and particular nature, military uses will also appear as a separate category in the land use plan map.

The following is a comprehensive although general description of primary land uses.

1. Rural Density Residential – This designation is given to larger tracts of land where residential densities are restricted due to environmental features or to preserve

the character of pre-existing development. Cluster development and limited mixed uses (i.e. marina or restaurant) may be appropriate for some waterfront sites. Recommended residential development densities are less than 3.5 units per acre.

- 2. Low Density Residential** – This category encompasses most single family residential subdivisions in Hampton. Low density residential development includes areas with a recommended density range from 3.5 units to less than 9 units per acre.
- 3. Medium Density Residential** – This category includes older neighborhoods and residential areas around districts that are dominated by single family units on relatively small lots. Such may also include small scale multi-family structures. The recommended medium residential development density ranges from 9 units to less than 15 units per acre.
- 4. High Density Residential** – This category includes Hampton's large scale multi-family apartment and condominium developments. The high recommended residential development density is 15 or more units per acre.
- 5. Public/Semi-public** – This category includes existing and future areas appropriate for government buildings, public or private institutional uses, and community facilities.

5.1. Government: Local, state, and federal agencies' administrative functions with the exception of military uses. These areas accommodate a variety of non-recreational public uses and facilities that are government owned. These facilities include municipal offices, circuit courts, offices of state and federal agencies, and other related facilities.

5.2. Institutional: Quasi-public facilities including but not limited to: universities, private schools, churches, fraternal, nursing and convalescent care facilities, cemeteries, and hospitals.

5.3. Community Facilities: Service related facilities including but not limited to: safety, indoor & outdoor recreational, educational, cultural, communications, public services, and infrastructure.

5.4. Urban Form: Areas that contribute to create buffers, setbacks, street medians, and plazas.

6. **Military** – This category includes military bases and other related facilities.

7. **Commercial** – This category includes mercantile uses serving neighborhood, community, and regional areas, including retail, food, lodging, personal services, and offices.

7.1. Office: Development areas which accommodate all offices including professional and medical services.

7.2. Neighborhood Commercial: Small scale neighborhood-serving retail and limited office uses. Horizontal and vertical mixing of neighborhood commercial and residential uses is encouraged in this land use designation.

7.3. Community Commercial: Medium to large scale wholesale, retail, lodging, offices, and service establishments located along major corridors that may function independent of adjoining development and/or require individual access to public rights-of-way.

7.4. Regional Commercial: Large-scale destination retail, wholesale, tourist

attractions, lodging, and service establishments with a coordinated design, including shared parking areas and points of access to public rights-of-way. These areas include large auto-oriented commercial uses with direct access and visibility from or to the interstate highway.

8. **Business/Industrial** – This category includes existing and future areas appropriate for employment centers, business parks, research and development, and manufacturing.

Under this designation, the development of two or more compatible land uses within the same parcel, building structure, or block are encouraged to promote innovation and achievement of economic development goals.

8.1. Research and Development: Development areas that promote economic growth and business development, including office, research, trade, education, occupation, information, and technology services.

8.2. Light Industrial: Development areas devoted to research, manufacturing, storage and distribution businesses that involve minimal nuisance production processes and may or may not require large properties to build their operational facilities.

8.3. Heavy Industrial: Generally land intensive-type uses, including manufacturing, assembly, processing, distribution and storage businesses operations that involve significant nuisance processes (waste, noise, odor, traffic, emissions, etc.).

9. **Open Space**: This category includes areas of 10 acres or more, where future development is limited due to the presence

of natural features or development easements. Open space includes large wetlands and other natural areas where development is limited by local, State, and Federal regulations. This category also includes protected and enhanced natural areas that may be appropriate for educational and recreational uses.

- 10. **Mixed-Use:** This category encourages development of two or more compatible land uses and densities as the primary uses within one parcel, building structure, or the same block. Mixed uses considered potentially compatible are those that allow options for: Live/Work, Retail/Office, Residential/Retail, Tourist Attractions/Community Facilities and Light Industrial/Residential.

Land Use Plan

The proposed Land Use Plan for the city of Hampton increases the percentage of land recommended to be appropriate for residential uses to 50% of the city’s land area which is equivalent to some 14,700 acres. The range of residential densities has been expanded to provide a more accurate description of existing housing densities. This land use policy, reflected on the Land Use Plan Map, promotes Healthy Neighborhoods and Economic Sustainability by providing for a wider variety and mix of housing types and densities. It also promotes low-density, high-value housing in sensitive environmental areas.

Table LUCD #5 City of Hampton Proposed Land Use Distribution			
Land Use Plan	# of Parcels	Acres of Land	% of Total Acreage
Business/Industrial	601	2,185.98	7.5
Commercial	973	700.15	2.4
Mixed-Use	1,645	1,695.63	5.8
Rural Density Residential	1,221	2,960.57	10.1

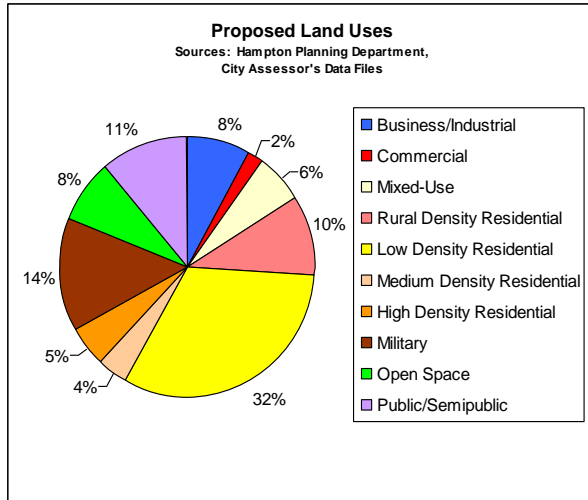
Low Density Residential	33,233	9,312.15	31.9
Medium Density Residential	5,791	1,107.14	3.8
High Density Residential	5,083	1,319.72	4.5
Military	26	4,177.47	14.3
Open Space	182	2,401.55	8.2
Public/Semi-public	592	3,319.18	11.4
Total	49,347	29,179.54	100.0

Source: City of Hampton Planning Department

Close to 6% of the city’s land has been identified to be suitable for mixed-use. This designation allows for a more efficient use of developable land in selected locations by expanding opportunities for compatible residential, commercial, and other uses in the same location, increasing the amount of land dedicated to each of those individual uses.

The Plan calls for almost 1,700 acres of mixed-use to promote the creation of true mixed-use districts – particularly in the City’s strategic investment area districts: Coliseum Central, Downtown, Phoebus, N. King Street, Kecoughtan Road, and Buckroe. This policy is intended to support a Healthy Business Climate, Healthy Neighborhoods, and Economic Sustainability by promoting a balance of residential, commercial, and public uses.

In addition, 814 acres (3%) of the city’s land continues to be exclusively reserved to commercial uses. This designation promotes a Healthy Business Climate and Economic Sustainability by encouraging commercial development within existing districts, retail centers, and commercial corridors. It also promotes Healthy Neighborhoods by discouraging incompatible land uses.



Approximately 2,100 acres (7.5%) are recommended to be used for business and industrial uses. This land use category, along with commercial and mixed-use, promotes a Healthy Business Climate and Economic Sustainability by recognizing the movement from a manufacturing to a knowledge-based economy. It provides for a wider range of employment uses and protects designated areas for creation of high-wage jobs.

Military uses represent more than 14% or 4,177 acres. This land use distinction is made to recognize the unique land use and economic implications for Hampton of these large Federal facilities: Fort Monroe, Langley Air Force Base, and the NASA Langley Research Center.

Approximately 2,401 acres (8%) of the city’s land has been designated Open Space. This land use designation recognizes that environmentally sensitive areas such as wetlands and marsh lands pose significant limitations for new development. These areas also add value and improve the quality of life in existing neighborhoods and districts – thus promoting Healthy Neighborhoods, Healthy Region, and a Healthy Business Climate.

There are 3,319 acres (11.4%) recommended to be used for public and semi-public uses. This designation promotes Healthy Neighborhoods,

Healthy Families, Image, and Community Partnerships by recognizing both public and private service providers within the community. It also promotes Economic Sustainability by encouraging multi-use/multi-purpose public facilities and a more efficient use of public land.

Land Use and Community Design Policies

The following policies serve as a guide for the City of Hampton for decisions about:

- ◆ Development Proposals
- ◆ Changes in Land Use
- ◆ Capital Improvement Projects (Community Facilities, Roads, etc.)
- ◆ More Detailed Implementation Plans (Master Plans, etc.)

The policies are organized by the scale for which they are the most applicable. City-wide policies generally apply to all areas of the city while the remaining policies are more appropriate for decision making and planning at the neighborhood, district, or corridor level.

City-Wide Policies

LU-CD Policy 1: Play an active role in the land development process.

LU-CD Policy 2: Leverage the impact of city resources by focusing on strategic investment areas (see Strategic Investment Areas Map).

LU-CD Policy 3: Encourage and maintain a diverse mix of housing types and values.

LU-CD Policy 4: Evaluate land use proposals from a regional, city-wide, and neighborhood perspective.

LU-CD Policy 5: Promote increased compatibility, interdependence, and support among the city’s neighborhoods, districts, and corridors.

LU-CD Policy 6: Support the City's economic development priorities: high wage jobs in targeted industry segments; regional retail and entertainment destination; first retail choice for Hampton residents; tourism destination; and, higher value housing.

LU-CD Policy 7: Safeguard the integrity of existing residential neighborhoods.

LU-CD Policy 8: Support opportunities for the development and expansion of educational, cultural, medical, research, and military activities that are consistent with the City's vision and goals.

LU-CD Policy 9: Promote the appropriate use and reuse of waterfront land. Encourage appropriate design of new developments in relation to the water.

LU-CD Policy 10: Encourage compact, high density/mixed-use development where appropriate to create walkable communities and promote increased physical activity.

LU-CD Policy 11: Promote high quality design and site planning that is compatible with surrounding development.

LU-CD Policy 12: Encourage building design and site planning that enhances community interaction and personal safety.

LU-CD Policy 13: Encourage public and private upkeep, preservation, and adaptive reuse of buildings and other resources that have been determined to have historic value to the community.

LU-CD Policy 14: Promote the use of community centers, libraries, City schools, parks, and other community facilities as gathering places. Ensure that they are inviting and safe places that can provide a variety of services during daytime and evening hours.

LU-CD Policy 15: Maintain an aesthetically pleasing street network that helps frame and define the community while meeting the needs of pedestrians, bicyclists, and motorists.

LU-CD Policy 16: Promote public access, both physical and visual, to the water. Promote boating access, water uses, and dredging for recreational and commercial use of waterways.

LU-CD Policy 17: Preserve and enhance the identity and scenic qualities of city corridors and gateways.

LU-CD Policy 18: Promote the important role of trees, quality landscaping, and public open spaces in defining the image of the city. Encourage connections between open spaces and community facilities.

LU-CD Policy 19: Promote the important role of city waterways and water-related features (such as wetlands, shorelines, manmade water features) in defining the image of the city.

LU-CD Policy 20: Promote and maintain public art and cultural facilities. Ensure compatibility with the character and identity of surrounding neighborhoods.

LU-CD Policy 21: Design public buildings and other infrastructure (utility structures, signs, parking lots, etc.) to meet high quality urban design standards.

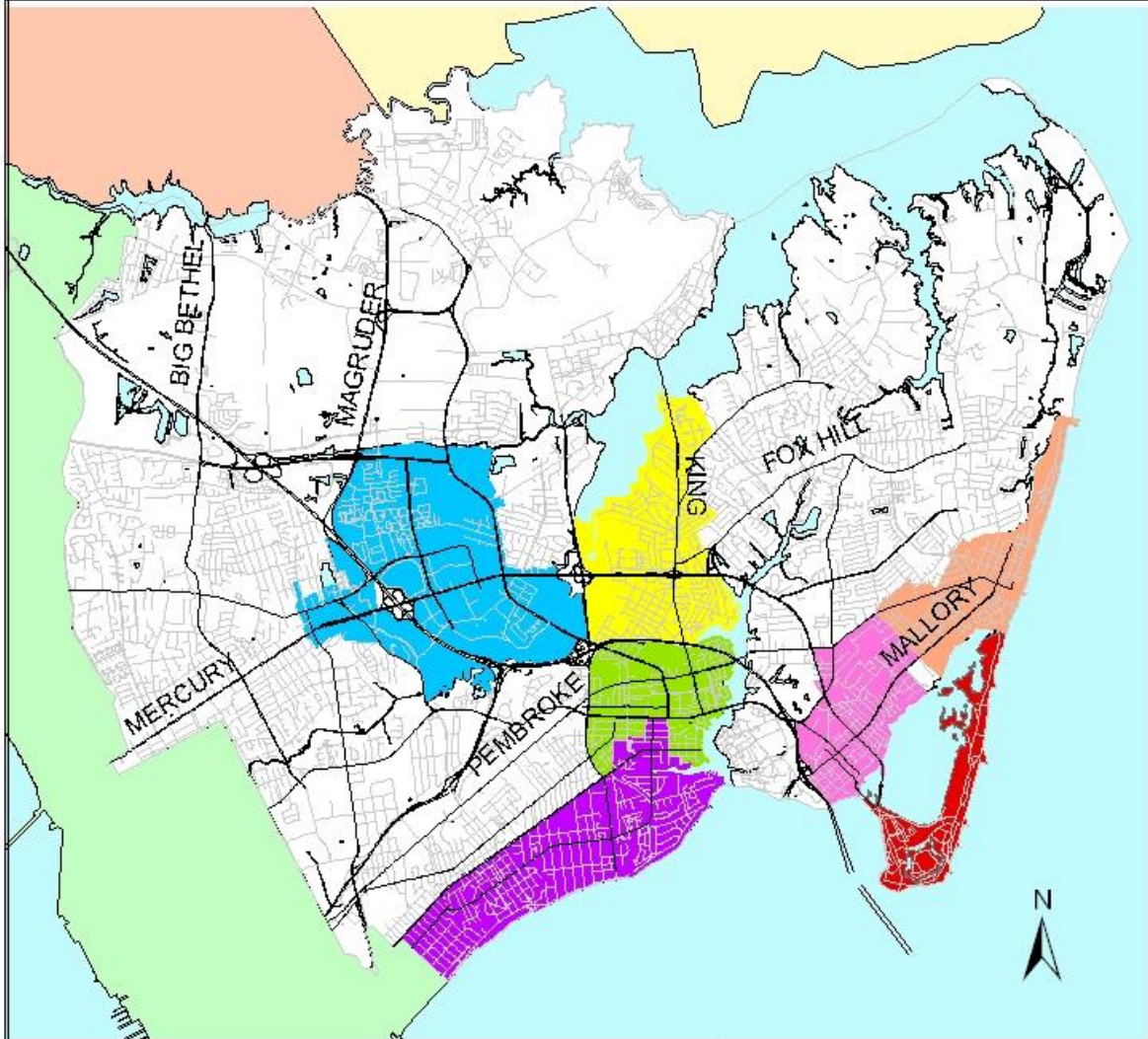
Neighborhood Policies

LU-CD Policy 22: Follow a neighborhood planning process to identify neighborhood improvement issues that are unique to individual neighborhoods.

LU-CD Policy 23: Promote family, school, and community interaction at the neighborhood level.

LU-CD Policy 24: Promote neighborhood safety.

Strategic Investment Areas



Features

- Downtown Hampton
- Coliseum Central
- Buckroe
- Kecoughtan Corridor
- North King Corridor
- Phoebus
- Fort Monroe
- Street Network

**Hampton Community Plan
Land Use Element**

Data Sources:
City of Hampton Planning Department
City of Hampton, Geographic Information Services



City of Hampton
Planning Department

February, 2006

LU-CD Policy 25: Promote community involvement in planning and implementation of neighborhood improvement initiatives such as neighborhood watch, streetscape beautification, and infill development.

LU-CD Policy 26: Promote access to educational, social, civic, recreational, and employment opportunities particularly for youth and seniors.

LU-CD Policy 27: Preserve and enhance the character of historic residential neighborhoods by encouraging new or remodeled structures to be compatible (prevailing scale, form, and materials) with the neighborhood and adjacent structures.

LU-CD Policy 28: Treat residential streets as both public rights-of-way and neighborhood amenities. Provide sidewalks, street trees, and other amenities that favor pedestrians.

LU-CD Policy 29: Encourage high quality new developments that are compatible with surrounding neighborhoods.

(See the Housing and Neighborhoods section of the Community Plan for additional policies.)

District Policies

Districts
Buckroe/Salt Ponds
Coliseum Central
Copeland Industrial Park
Downtown Hampton
Hampton Roads Center
Langley Research and Development Park
Phoebus

LU-CD Policy 30: Follow a master planning process for districts to identify and address land use and community design issues that are unique to individual districts.

LU-CD Policy 31: Encourage a mix of land uses that is appropriate for each district. Promote the efficient use of land and high quality urban design.

LU-CD Policy 32: Encourage the upgrading and revitalization of districts in a manner that is consistent with the character and scale of the district and is compatible with the character of surrounding neighborhoods.

LU-CD Policy 33: Enhance and set the standard for the appearance of districts with the maintenance, repair, and upgrading of City infrastructure and facilities. Set the standard for appearance and maintenance with City infrastructure and facilities.

LU-CD Policy 34: Provide for certain types of research and development and manufacturing uses relatively free from offense within Langley Research and Development Park, including certain support commercial uses intended to provide services to the park, limited to land at the park entrances.

Corridor Policies

LU-CD Policy 35: Follow a planning process for corridors to identify and address land use and community design issues that are unique to the individual corridor.

LU-CD Policy 36: Encourage corridor-oriented commercial development within specified areas to strengthen the viability of commercial uses and to protect residential uses and adjacent neighborhoods. Areas specified for corridor-oriented commercial include business corridors and commercial nodes within residential corridors.

Business Corridors - are dominated by commercial and/or industrial land uses. Business Corridors in Hampton are noted in the table below:

Business Corridors	
1.	<i>Aberdeen Road (City limits to Briarfield Road)</i>
2.	<i>Armistead Avenue (Hampton Roads Center Parkway to Semple Farm Road)</i>
3.	<i>Armistead Avenue (Settlers Landing Road to Mercury Boulevard)</i>
4.	<i>Big Bethel Road (Aluminum Avenue to Briarfield Road)</i>
5.	<i>Coliseum Drive</i>
6.	<i>Commander Shepard Boulevard (Armistead Avenue to Brick Kiln Creek)</i>
7.	<i>King Street (Hampton River to I-64)</i>
8.	<i>Mallory Street (I-64 to Mercury Boulevard)</i>
9.	<i>Magruder Boulevard (with targeted commercial nodes at Hardy Cash Drive, Floyd Thompson Blvd., and Commander Shepard Blvd./Semple Farm Road)</i>
10.	<i>West Mercury Boulevard (City limits to King Street)</i>
11.	<i>West Pembroke Avenue (City limits to King Street)</i>
12.	<i>Settlers Landing Road (Armistead Avenue to I-64)</i>
13.	<i>Todds Lane/Cunningham Dr. (Aberdeen Road to West Mercury Boulevard)</i>
14.	<i>Wythe Creek Road</i>

Residential Corridors with Commercial Nodes - have a mix of residential and commercial uses; they include the city’s oldest commercial corridors. These corridors may be characterized by individual commercial buildings and sites that are marginal or no longer viable in today’s market. New and expanded commercial uses are encouraged to concentrate within established commercial nodes. Residential Corridors with Commercial Nodes in Hampton are noted in the table below:

Residential Corridors with Commercial Nodes	
1.	<i>Aberdeen Road (Briarfield Road to Todds Lane)</i>
2.	<i>Armistead Avenue (Settlers Landing Road to Sunset Creek)</i>
3.	<i>Armistead Avenue (West Mercury Blvd. to Hampton Roads Center Parkway)</i>
4.	<i>Big Bethel Road (City limits to Briarfield Road)</i>
5.	<i>Briarfield Road/Queen Street/Settlers Landing Road (City limits to Armistead Avenue)</i>
6.	<i>Commander Shepard Boulevard (Brick Kiln Creek to Big Bethel Road)</i>
7.	<i>County Street</i>
8.	<i>Hampton Roads Center Parkway</i>
9.	<i>Fox Hill Road</i>
10.	<i>Kecoughtan Road</i>
11.	<i>King Street (I-64 to SW Branch of Back River)</i>
12.	<i>Lasalle Avenue</i>
13.	<i>Mallory Street (East Pembroke Avenue to Richmond Drive)</i>
14.	<i>East Mercury Boulevard (King Street to Mill Creek)</i>
15.	<i>East Pembroke Avenue (King Street to First Street)</i>
16.	<i>Power Plant Parkway</i>
17.	<i>Todds Lane (City limits to Aberdeen Road)</i>
18.	<i>Woodland Road</i>

LU-CD Policy 36: Protect adjacent neighborhoods and promote compatible land uses within the city’s residential corridors. Compatible uses include medium and low density residential. Other potentially compatible uses include: high density residential and public/semi-public uses (churches, community facilities, schools, etc.).

Residential Corridors - corridors are dominated by single family residential uses. Residential Corridors in Hampton are noted in the table below:

<i>Residential Corridors</i>
1. <i>Andrews Boulevard</i>
2. <i>Little Back River Road</i>
3. <i>Mallory Street (East Mercury Blvd. to East Pembroke Ave.)</i>
4. <i>Shell Road</i>
5. <i>Victoria Boulevard</i>

Resilience Policies

LU-CD Policy 37: Allocate the appropriate space for water and water storage to help reduce risk to property.

LU-CD Policy 38: Recognize the water is an asset to be reinforced in land use decisions.

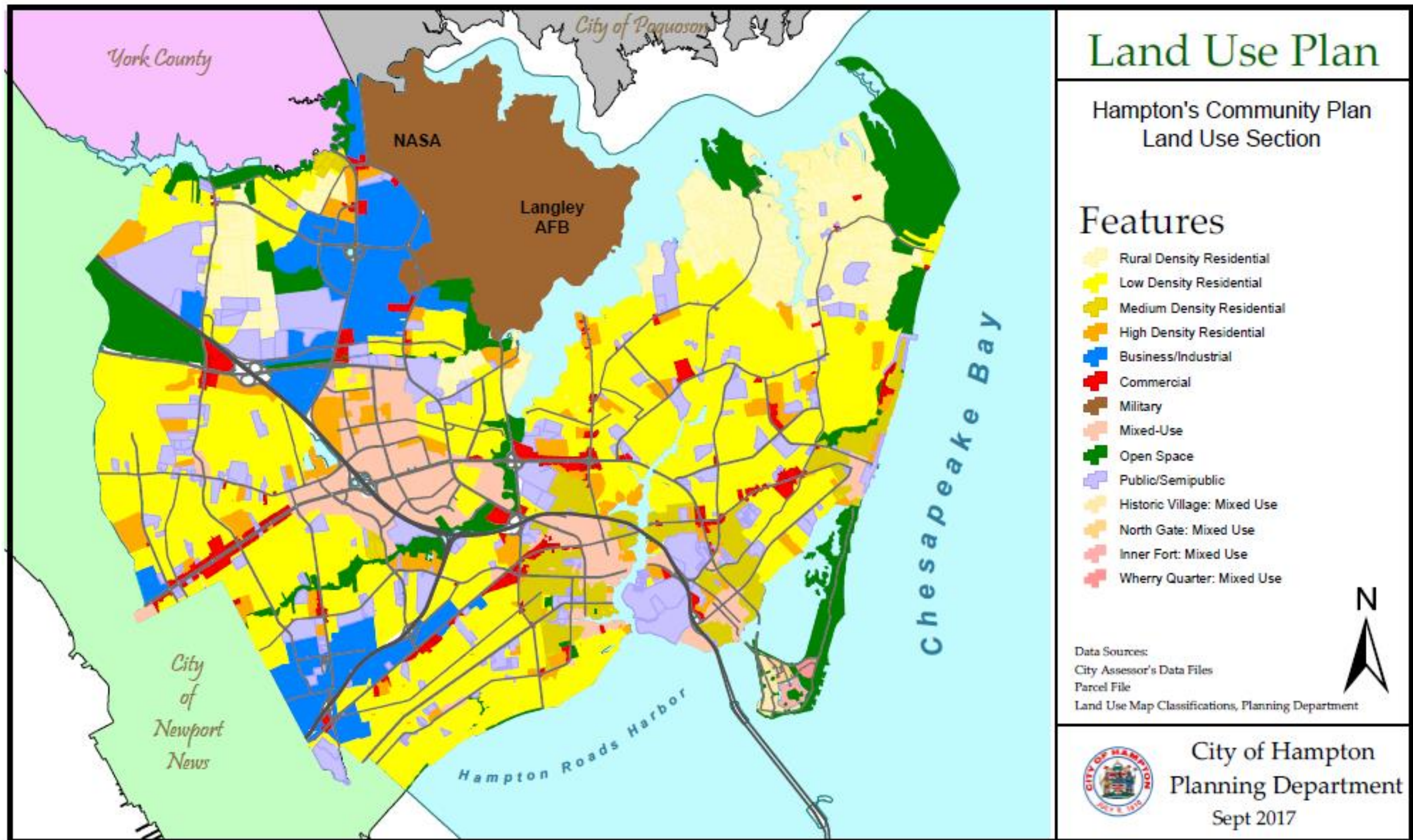
LU-CD Policy 39: Prioritize protecting natural systems and restore or recreate natural systems where they have been compromised.

LU-CD Policy 40: Promote best management practices and development projects that provide multiple benefits.

LU-CD Policy 42: Appreciate Hampton’s culture of water and promote access to the water.

LU-CD Policy 43: Be nimble and able to adapt to future anticipated conditions.

LU-CD Policy 44: Align land use and land development codes and ordinances to support Hampton’s resiliency goals.



IV. Housing and Neighborhoods

OVERVIEW

Purpose

Housing and neighborhoods are closely related. Housing quality is a major factor in determining the health and stability of neighborhoods. The perceived quality of a neighborhood is also a major factor in determining housing value. Many of Hampton’s neighborhoods are stable with increasing property values. Other neighborhoods are beginning to show signs of decline and are likely to continue on that trend unless steps are taken to encourage investment in housing and neighborhood services and amenities.

The high percentage of residential land use in the city (45%)¹ and the high percentage of the city real estate tax base that is residential land and improvements (78%)² are indicators of the importance of housing and neighborhoods to the overall well being of the city. Housing also represents the single most important financial investment for most residents.

The make-up of the city’s housing stock can also be an important factor in determining long term income levels within the city. These income levels have a major influence on retail sales trends. Tax revenue from retail sales is also a significant source of funding for local government services.

Housing and neighborhoods are closely related to many other critical issues in the city that are addressed in other sections of the Community Plan. The demand for housing, for example, is ultimately driven by growth in the region’s economy and the jobs that provide incomes for

¹ Source: City Assessor’s data files and parcel data from 2003; includes both developable and undevelopable land in Hampton.

² Estimate based on City Council approved FY04 budget and the City Assessor’s FY04 Annual Report.

area residents. Housing and neighborhood quality are closely related to policies affecting land use and community design such as compatibility between residential and commercial land uses. Neighborhood and housing can also be affected by transportation plans and policies addressing access and traffic congestion.

The quality of community facilities is also an important factor in housing and neighborhood quality. Perceptions about the quality of schools are often the most important reason for choosing to live in a particular neighborhood. Finally, high-quality housing and stable, safe neighborhoods help promote healthy families - especially children and youth.

The Housing and Neighborhoods section of the Community Plan describes the basic characteristics of Hampton’s neighborhoods and housing. It also identifies critical issues affecting housing and neighborhoods both now and in the future. This section of the Plan also identifies policies for addressing these critical issues.

Housing and Neighborhoods Objectives

There are a number of general objectives or best practices that apply to the Housing and Neighborhoods Section of the Community Plan, as identified in the table below:

Housing and Neighborhoods Objectives	
1.	Preserve existing high-quality housing and encourage higher quality in new housing development.
2.	Increase the value and marketability of the city’s existing housing stock.
3.	Promote strong partnerships to improve neighborhoods and housing quality.
4.	Minimize the affects of blighted property on adjacent properties and surrounding neighborhoods.
5.	Promote increased safety and the perception of safety in neighborhoods.

**Housing and Neighborhoods Objectives
(continued)**

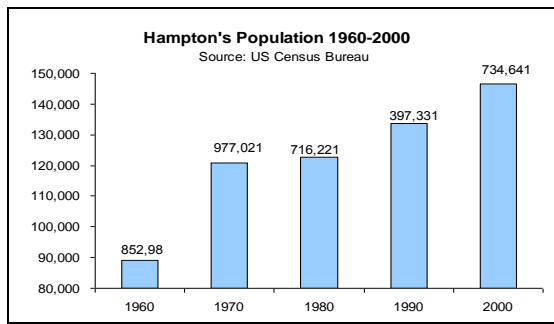
6. Support the development of healthy and compatible neighborhood commercial uses.
7. Support transportation improvements that promote healthy neighborhoods and housing quality.
8. Promote a high level of property maintenance by both public and private property owners.
9. Promote a diverse mix of housing values, types, and choices to meet the needs of different income groups, ages, and household types and sizes.
10. Promote equal access to housing without regard to race, religion, national origin, sex, or physical handicap.
11. Promote an equitable distribution of housing values at the regional level.
12. Provide community facilities and services to support healthy neighborhoods and housing quality.
13. Allocate program resources based on pre-determined measures of program effectiveness.

EXISTING CONDITIONS

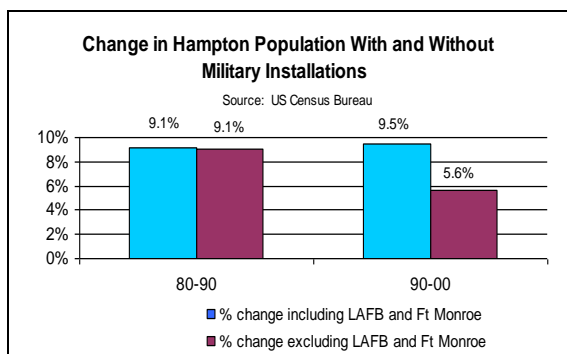
Population Growth

The number of people living in Hampton has grown significantly since the consolidation in 1952 of Hampton, Elizabeth City County, and the town of Phoebus.

From 1960 to 2000, the population grew from 89,258 to 146,437 – an increase of 57,179 people or 64%. This growth was caused mostly by migration – people purchasing new homes and moving into the city.



The population growth in the most recent decade (1990 to 2000) is notable for two reasons: the growth rate of the non-military population was less than that of the previous decade and the growth was limited to the developing portions of the city. The older areas of the city lost population during the previous decade.



The future population growth rate in the city is likely to be less than in previous decades. Some areas of the city will see stable population (no growth) while others may continue to see modest levels of decline in population.

Table HN #1 Population Projections			
Jurisdiction	1970	2000	2030
Hampton	120,779	146,437	166,500
Peninsula	333,140	489,877	658,300
Hampton Roads	1,108,393	1,575,348	2,038,900

Source: Hampton Roads Planning District Commission, 2004.

Household Composition

Growth in family households continued in the 1990's (2%) but at a lower rate than in the 1970's (7.05%) and the 1980's (10.45%). Hampton's growth in family households in the 1990's was less than the region and State. The number of Hampton family households with children has been decreasing since the 1970's. The percentage of family households in Hampton headed by single parents was higher than the region and State.

Hampton's school enrollment is projected to decrease between 2000 and 2010. Projected public school enrollment for 2007-08 is 21,448 compared to 23,077 students enrolled in school year 2001-02.³

Hampton's population is becoming older, on average, as is the population of the U. S. The percent of elderly population will continue to increase in Hampton but at a lower rate than the region and State.

Housing Size and Type

Nationally, the average house is getting progressively larger even as household sizes decline. According to the 2000 Census, 39% of Hampton's housing units have two or less bedrooms; 3% more than the Hampton Roads region as a whole. Forty-two percent (42%) of the city's housing stock has three bedrooms,

³ Historic data on Hampton City Schools' enrollment and projected enrollment data provided by School administration is included in more detail in the Community Facilities section of this Plan.

which is comparable with the rest of the region. On the other hand, 19% of the units have four or more bedrooms, as compared to 24% in the Hampton Roads region.

TABLE HN #2 NUMBER OF BEDROOMS PER HOUSING UNIT IN 2000		
# Bedrooms	Hampton	HR Region
2 or less	39%	36%
3	42%	41%
4 or more	19%	24%
Source: US Census Bureau, 2000		

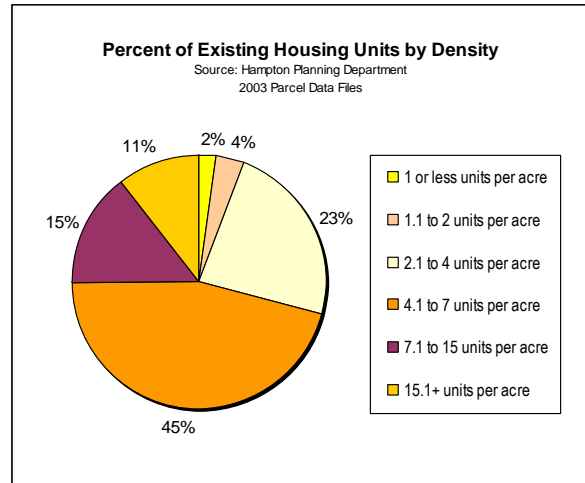
Hampton’s housing stock is comprised mostly of traditional single-family homes.

Table HN #3 Housing Units by Type in Hampton	
Type	Percent of Housing Stock
Single Family, Detached	64%
Single Family, Attached	7%
Multi-family	27%
Other	2%
Source: US Census Bureau, 2000	

Hampton has a significant number of medium density residential neighborhoods. In 2002, about 61% of all residential development in the city was between 4 and 15 units per acre with lot sizes ranging from 4,000 to 10,000 square feet. Most of those lots have been developed as single-family detached residential units. Eleven percent of the total residential development has a density higher than 15 units per acre (mostly multifamily developments).

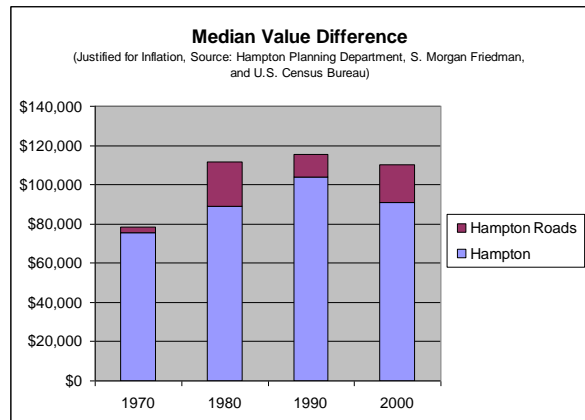
There are 980 parcels currently used for residential use that are larger than one acre. Only 190 of those parcels are larger than five acres, which total 1,776 acres or 11% of all developed residential land and 2% of the existing units. In general, all larger properties that remain as rural-residential homes are

located in the north-east and north-west sections of the city.

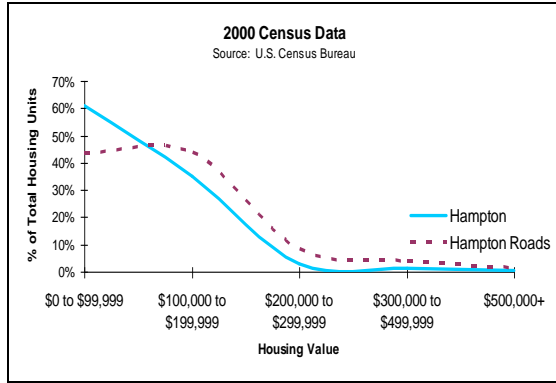


Housing Values

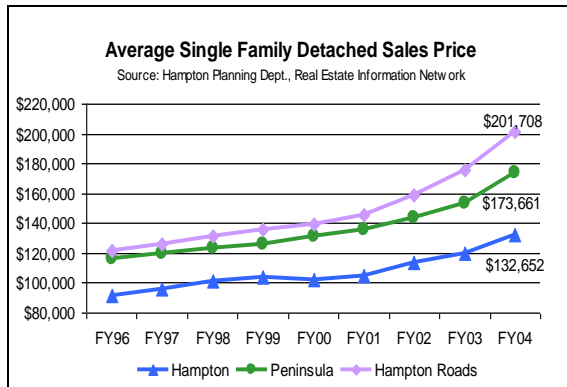
Since 1970, significant changes have occurred in the make-up of Hampton’s housing as compared to the Hampton Roads region.



Hampton’s median housing value has lost significant ground compared to the region in each of the last three decades. The next graph shows how Hampton’s housing values are skewed toward the low to moderate end.



Increases in residential property values remained below regional averages over the last five years.



Housing Tenure (Home Ownership)

The percentage of owner occupied housing units in Hampton is comparable to the Hampton Roads region.

The city’s rental housing stock includes single family homes, apartment complexes, small townhouses, and large Victorian-style homes that have been divided into apartments. A recent survey of selected rental properties within the city indicates a relatively tight market for rental units. Occupancy rates at most complexes ranged from 98 to 100 percent. Typically, a healthy rental market would have occupancies of roughly 95 percent. The following table shows the unit sizes, rental rates, and occupancy rates.⁴

⁴ A complete version of this table which includes number of units per project, floor plans, rent per

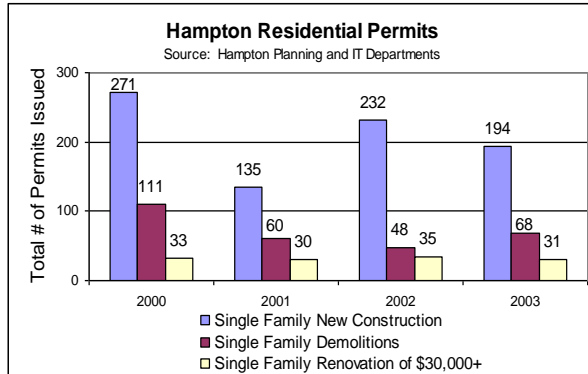
Age of Housing

TABLE HN #4 SELECTED RENTAL APARTMENT COMPLEXES CITY OF HAMPTON			
Project	Unit Size SF	Rental Rates	% Occupied
Addison at Hampton	489-1,010	\$560-\$920	98%
Armistead Townhomes	800-1,100	\$470- \$600	100%
Bridgeport	1,00-1,200	\$634- \$730	100%
Brigewater on the Lake	775-1,250	\$635-\$1,040	99%
Coliseum Gardens	525- 595	\$525- \$550	98%
Cunningham	1,100-1,140	\$685- \$690	100%
Derby Run	1,000-1,300	\$575- \$660	99%
Executive Suites	400-950	\$350- \$600	100%
Gateway Townhomes	1,000	\$650- \$725	100%
Hampton Center	689-1,475	\$587-\$1,067	98%
John Abbitt	750	\$335	100%
Kecoughtan Court	335- 410	\$330- \$465	89%
Kensington Square	660-1,440	\$620-\$1,080	98%
King Street Commons	780-1,064	\$445-\$550	97%
Lakeshore	703-1,300	\$490-\$815	99%
LaSalle Gardens	600-850	\$360-\$400	98%
Mill Creek Landing	1,216-1,334	\$810- 1,030	100%
Pinewood	800-1,100	\$550- \$695	100%
Sacramento Townhomes	936-1,655	\$625- \$860	100%
Signature Place	642-1,270	\$630 \$970	n/a
Tide Mill Farms	595-875	\$450- \$565	100%
Township in Hampton Woods	500- 1,150	\$569 \$919	98%
West Co. Townhouses	860-1,100	\$860-\$1,100	99%

Source: Rental Agent Survey, Bay Area Economics, 2002

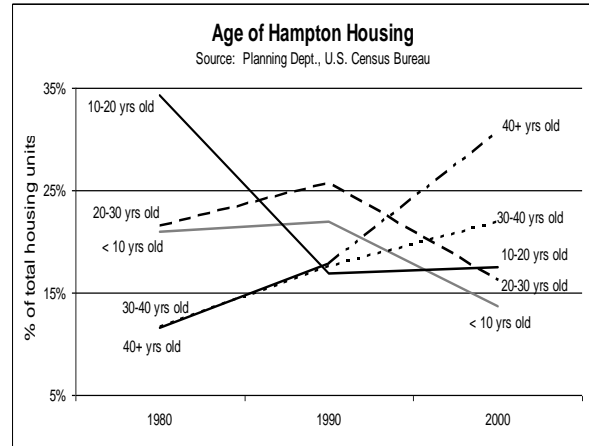
SF, and amenities can be found under Appendix Table A-21 in “Housing Market Analysis for Downtown Neighborhoods” conducted by Bay Area Economics in 2002.

The decade of the 1990's saw the construction of fewer new housing units within the city. More recent data also shows a gradual decline in the level of total and residential building permits over a four year period. These activity levels are consistent with other population trends.

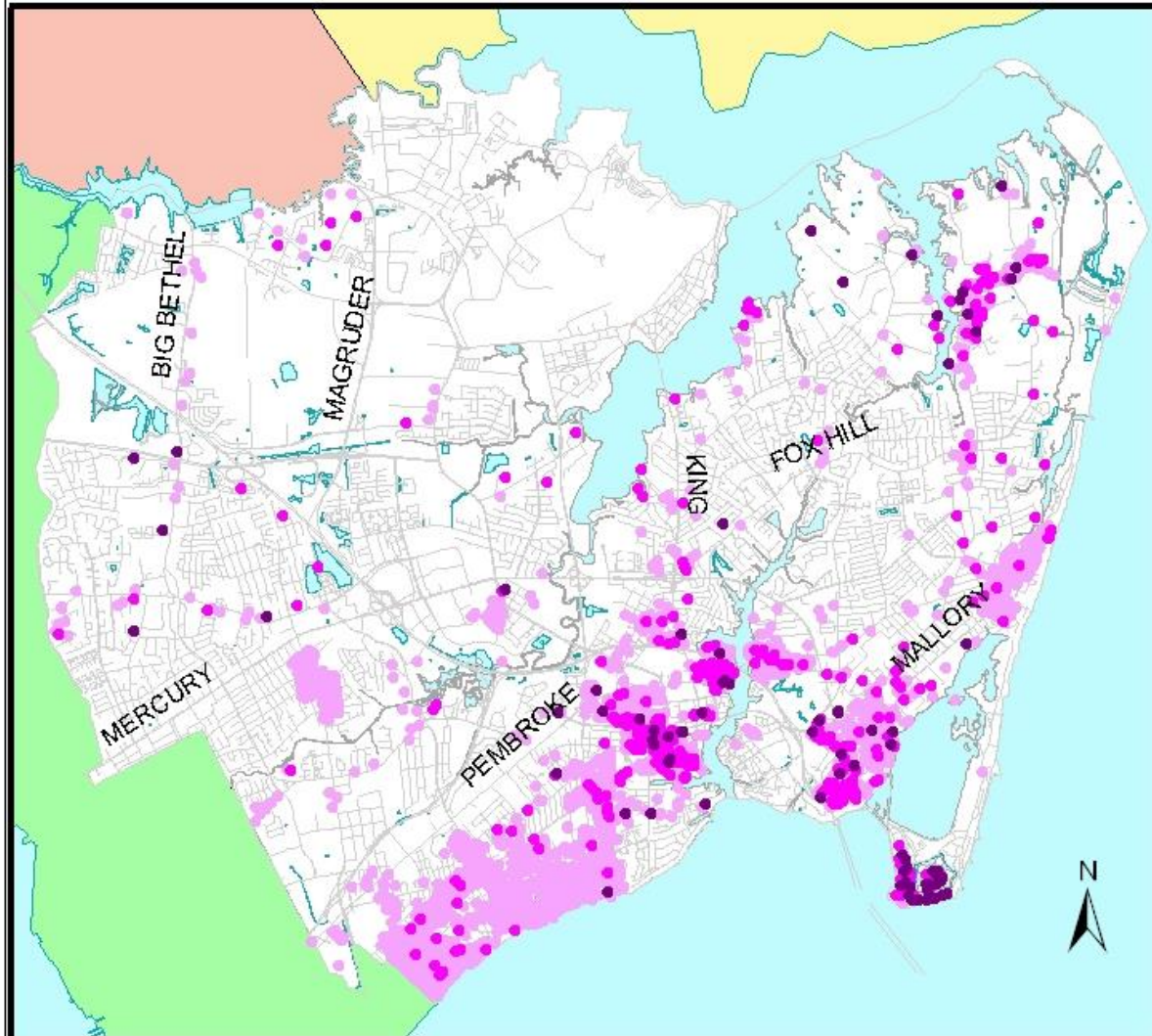


The reduced availability of land for new development will cause this trend to continue and will result in an ongoing aging of the city's housing stock. This will reverse an earlier trend of newer housing stock within the city.

Census data for the year 2000 shows that 52.6% of the city's housing units were 30 or more years old in that year. The percentage of units 30 or more years old in 1980 was 23%.



Older Housing and Neighborhoods



Features

- 1607 - 1880 Colony - Civil War
- 1881 - 1900 Reconstruction
- 1900 - 1938 Pre WWII
- Street Network

Note: A more detailed breakdown of architectural styles and historic periods for selected properties can be found in the Historic Resources Survey of Hampton, Virginia, conducted by MAAR Associates in September, 2003.

**Hampton Community Plan
Housing Element**

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services
Historic Survey, MAAR Associates, 2003



City of Hampton
Planning Department
February, 2006

Publicly Assisted Housing

The Hampton Redevelopment and Housing Authority (HRHA) administers the public housing and the Section 8 Housing Voucher programs in the city.

HRHA owns and manages 542 public housing units; 521 are contained in public housing developments and 21 are dispersed throughout the city. HRHA manages a Transitional Living Center in a 12 bedroom house for the mentally challenged. Queen’s Court, a property owned and managed by HRHA, also dedicates 10 units to mentally challenged persons.

As of March 2004, HRHA has authorized 2,478 Section 8 vouchers. HRHA has implemented two homeowner plans. Those plans call for the acquisition of scattered site units, to be rehabilitated and sold to low income households.

Table HN #5 Hampton Roads Publicly Assisted Housing Resources			
Jurisdiction	Households per Locality	# of Publicly Assisted Housing Units	% of Households in Publicly Assisted Housing
Chesapeake	69,900	6,321	9.04
Franklin	3,384	675	19.95
Gloucester	13,127	96	0.73
Hampton	53,887	5,778*	10.72
Isle of Wight	11,319	358	3.16
James City	19,003	663	3.49
Newport News	69,686	11,832	16.98
Norfolk	86,210	13,433	15.58
Poquoson	4,166	72	1.73
Portsmouth	38,170	6,070	15.90
Suffolk	23,283	943	4.05
Surry	2,619	1,219	46.54
Virginia Beach	154,455	8,269	5.35
Williamsburg	3,619	284	7.85
York	20,000	562	2.81
Region	572,828	56,575	9.88

* Note: total # includes housing assistance from HRHA and other entities.
Source: Community Development Department – Newport News Redevelopment and Housing Authority, May 2002.

Priority is given to current public housing Section 8 residents and applicants. Households purchasing the units receive homeowner counseling and technical support services. The homes are financed by public and private lenders.

Housing Affordability

The Department of Housing and Urban Development (HUD) uses percent of Median Family Income (MFI) as an indicator of housing affordability. In 2000, Hampton Roads’ Median Family Income was estimated at \$49,300. Table 6 shows how those definitions are applied to different income levels based on the regional median family income.

Table HN #6 Regional Housing Affordability		
MFI Level (HUD Class)	Percent of MFI	Annual Household Income
Very Low	Under 30%	Less than \$14,800.00
Low	30% to 50%	\$14,800.00 to \$24,650.00
Moderate	50% to 80%	\$24,650.00 to \$39,450.00
Medium/High	Above 80%	\$39,450.00 or more

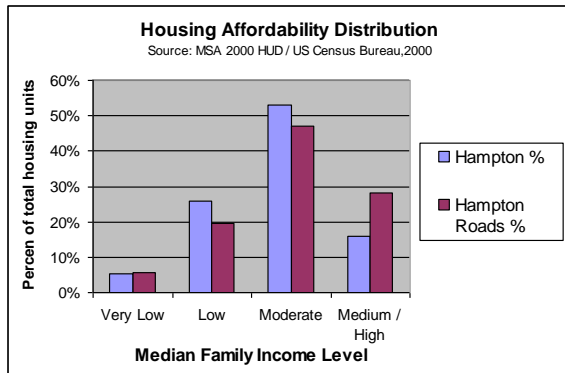
Sources: Department of Housing and Urban Development, 2004 Housing Affordability Strategy
2000 US Census Bureau

Affordable is defined by HUD as “annual owner costs less than or equal to 30% of annual gross income.” Assuming a 7.9% interest rate and national averages for utility costs, taxes, and hazard and mortgage insurance, multiplying income 2.9 times represents the value of a home a household could afford to purchase. HUD’s classifications are used to analyze the overall housing distribution both at the local and regional levels.

Table HN #7 Housing Prices Affordable to HUD Class	
MFI Level (HUD Class)	Housing Price Ranges
Very Low	Less than \$42,920.00
Low	Form \$42,920.00 to \$71,485.00
Moderate	From \$71,485.00 to \$114,405.00
Medium/High	\$114,405.00 or more

Sources: Department of Housing and Urban Development, 2004 Housing Affordability Strategy
2000 US Census Bureau

Compared to the Hampton Roads region, the city of Hampton has a similar number of housing units affordable to very low income households which is slightly above 5% of the total housing stock.

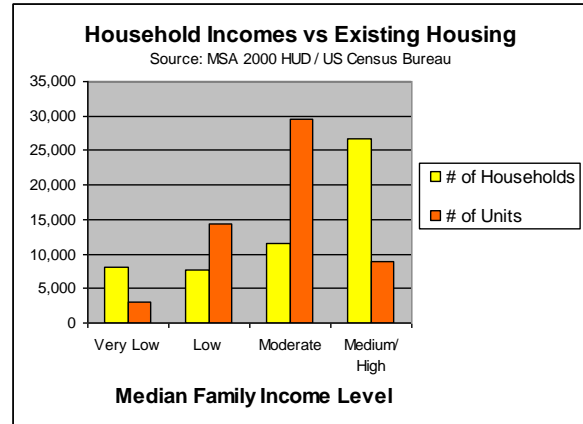


According to 2000 Census data, the supply of both single family and multi-family housing for low income households in Hampton is almost 26% of the total housing units, compared to 19% in the region. Hampton’s percentage of affordable housing to moderate income families is also 6% higher than the regional average.

In contrast, Hampton is more than 12% less than the regional average in providing housing to households above 80% of the regional median income.

Income data reveals significant differences between the types of housing that Hampton residents can afford and what is currently available to meet their needs. It is clear that while there is an over supply of housing

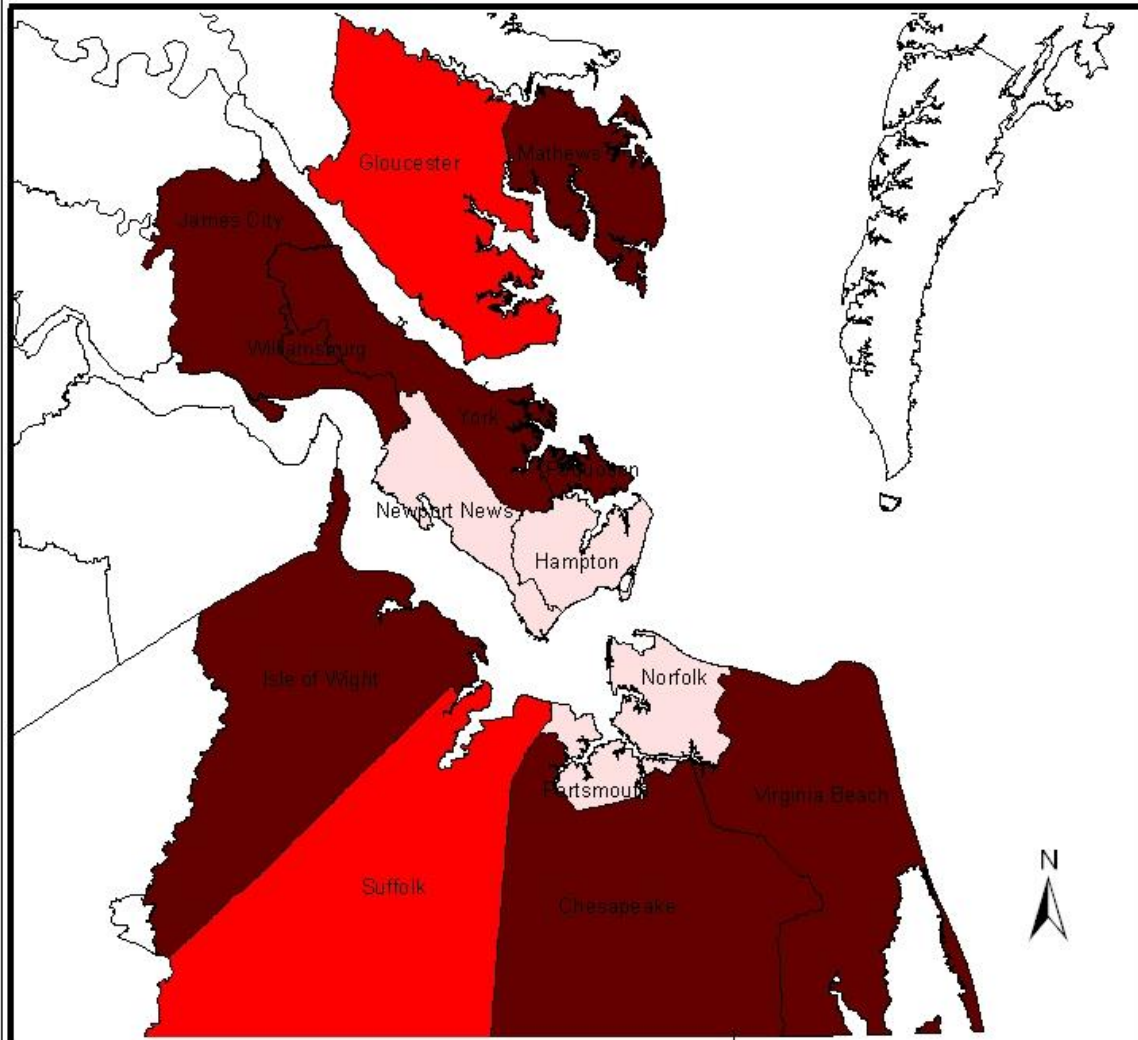
affordable to low and moderate income households, there is still an unmet demand at both ends of the household income spectrum.



The supply of housing in Hampton for medium and higher income families is not only one of the lowest in Hampton Roads, but also stands considerably below the needs of current Hampton residents. A comparison of household incomes and housing values in Hampton indicates that a significant number of households (more than 22,500) have the income to afford higher quality housing.

Hampton’s demand for affordable housing for very low income households is not significantly higher than other communities in the region. The city’s supply of housing for very low income households is among the highest percentages among jurisdictions in Hampton Roads (see Supply of Low and Moderate Income Housing by Jurisdiction Map). As shown in the table above, a comparison of household income and existing housing also shows that an unmet need for affordable housing units remains at the very low income level.

Supply of Medium and High Income Housing by Jurisdiction*



Features

- Less than region
- Equal to region
- Above the region

* Based on Hampton Roads' average distribution of affordable housing to different income levels.

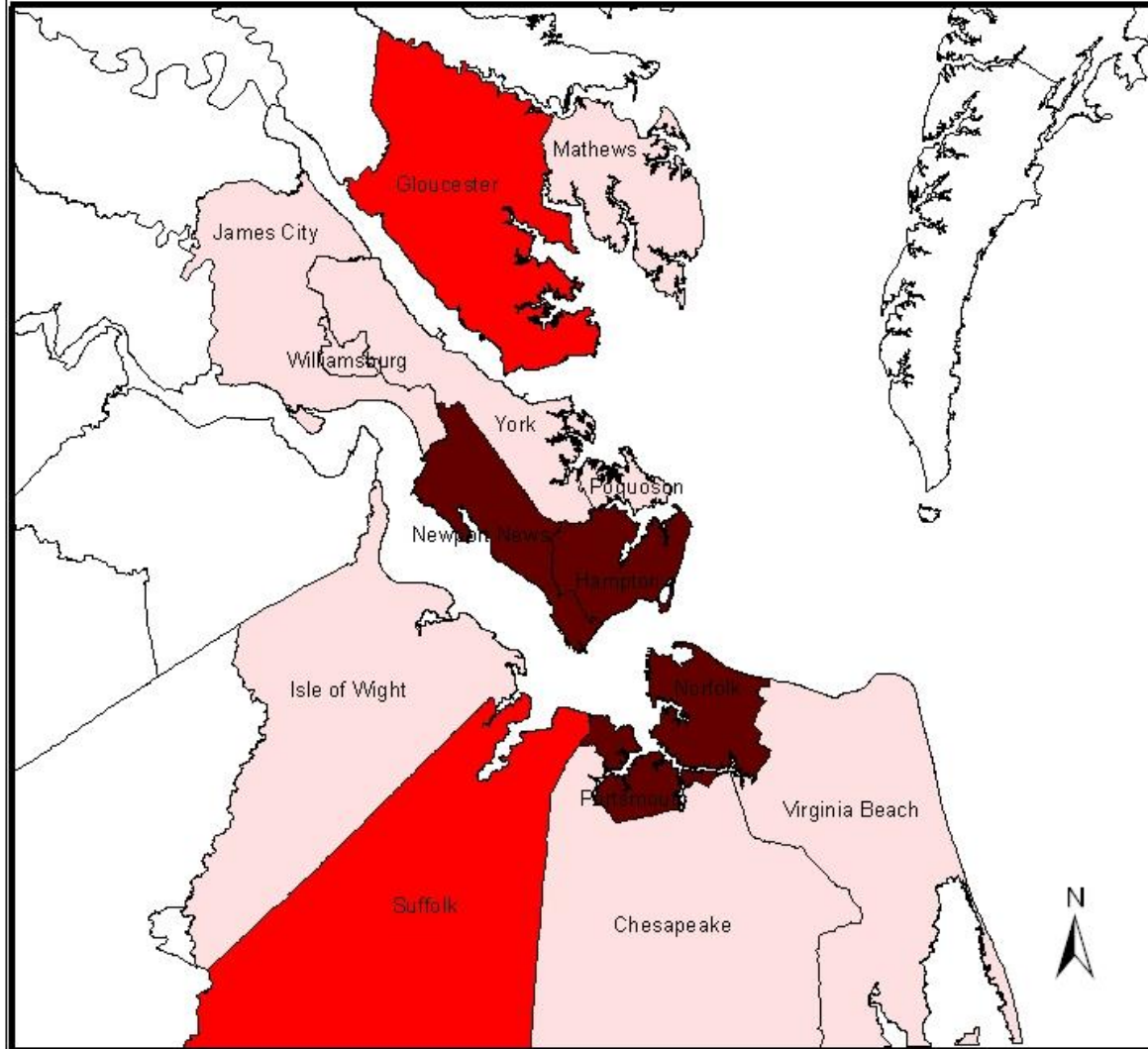
Hampton Community Plan
Housing Element

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services
ESRI Geographic Data
HUD, CHAS data, 2000.



City of Hampton
Planning Department
February, 2006

Supply of Low and Moderate Income Housing By Jurisdiction*



Features

- Below regional average
- Equal to regional average
- Above regional average

* Based on Hampton Roads' average distribution of affordable housing to different income levels.

**Hampton Community Plan
Housing Element**

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services
ESRI Geographic Data
HUD, CHAS data, 2000.



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February, 2006

EXISTING PROGRAMS

Existing housing and neighborhood programs in Hampton are a coordinated effort involving agencies and organizations at the local, regional, State, and Federal government levels. Hampton's Consolidated Plan for Housing and Community Development is a good source of information for housing and neighborhood programs. This Plan is prepared by the City's Neighborhood Office and submitted annually to the U. S. Department of Housing and Urban Development for the City to be eligible for funding from the Community Development Block Grant (CDBG) and Housing Opportunities Made Equal (HOME) Investment Partnership programs.

The CDBG program puts special emphasis on improving housing stock, increasing homeownership, and promoting neighborhood revitalization in low and moderate income neighborhoods. The Consolidated Plan recognizes the close relationship of social and economic issues to successfully revitalize neighborhoods. A comprehensive approach to address these issues includes economic and community development programs, anti-poverty strategies, public housing, and programs to diversify the housing stock.

The approximate average annual amount of funding available to Hampton through the CDBG program is 1.2 million. These funds are combined with other grant funds as well as significant sources of local capital and operating funds to implement a variety of housing and neighborhood programs.

The following are brief summaries of Hampton's major housing and neighborhood program areas:

Neighborhood Office - Neighborhood Initiative

The design for Hampton's Neighborhood Initiative was approved by City Council in 1994. The City's Neighborhood Office coordinates the implementation of this initiative. The mission of the initiative is to bring all of the resources of the community together in a partnership to provide for healthier neighborhoods within the city.

A significant component of the Neighborhood Initiative has been to increase awareness, promote citizen participation, strengthen neighborhood organizations, and develop strategic partnerships with public and private institutions such as schools and local businesses. Specific program areas include:

- ◆ **Building Capacity** – programs such as Neighborhood College build the capacity of residents and neighborhood organizations to play a more effective role in improving neighborhoods.
- ◆ **Neighborhood Youth Advisory Board (NYAB) and Innovations for Schools, Youth, Neighborhoods, and Communities (In-SYNC) Partnerships** are tools to promote neighborhood-based partnerships that maximize and mobilize family and community resources to promote strong schools and youth development. A youth advisory board is formed from high school and college students that live in the neighborhood. In-SYNC partnerships assist individuals and organizations to synchronize the services they provide to schools, youth, neighborhoods, and communities.
- ◆ **Neighborhood Marketing and Promotions** – activities such as Neighborhood Month and neighborhood publications and conferences increase awareness and participation in neighborhood improvement.

- ◆ **Neighborhood Planning Activities** – staff works with the community to prepare implementation plans that address specific neighborhood problems and opportunities.
- ◆ **Providing Resources and Developing Partnerships** – staff leverages City resources by developing partnerships with both public and private agencies that share a common goal of improving neighborhoods.
- ◆ **Property Acquisition and Blight Abatement** – staff works with other City agencies to identify and find resources for the acquisition of blighted properties.

Hampton Redevelopment and Housing Authority

The Hampton Redevelopment and Housing Authority (HRHA) was created by City Council in 1958. HRHA is a development and real estate management organization with a mission to “support the strategic initiatives of the City of Hampton by promoting opportunities that revitalize communities, enhance the quality of life, and provide a link to housing and self-sufficiency.”

HRHA provides a variety of housing programs and services which are focused primarily on low/moderate income residents and special needs populations. Major program areas are briefly summarized below:

- ◆ **Housing Services** – provides opportunities to low-to-moderate income residents and other program participants to maintain and achieve self-sufficiency and independence. Programs include housing counseling and homebuyer assistance.
- ◆ **Housing Assistance** – provides rental housing for low/moderate income residents and special needs populations through HRHA’s ownership and maintenance of

public housing developments and provision of rental assistance for private housing (Section 8 Rental Assistance Program).

- ◆ **Housing Development** – revitalizes and stabilizes residential neighborhoods. Programs include: homeowner rehabilitation grants and loans and strategic property acquisition, rehabilitation, and demolition.
- ◆ **Redevelopment Projects** – redevelops older commercial and residential properties. Recent projects include Crowne Point and Bailey Park which converted aging, poorly maintained apartment complexes into quality single family developments and apartments for the elderly.

Property Maintenance

The City carries out code inspections and enforcement activities to protect the public’s health, safety, and welfare. These activities increase private property maintenance, improve housing quality, and promote healthy neighborhoods. The City codes that provide the foundation for these activities are:

- ◆ Housing Improvement Program (Chapter 9, Article V); Hampton City Code;
- ◆ Property Maintenance Code (Chapter 9, Article II); Hampton City Code;
- ◆ Rental Dwelling Ordinance (Chapter 9, Article VIII); Hampton City Code;
- ◆ Zoning Ordinance (Appendix A); and
- ◆ Miscellaneous Property Offenses – Inoperable Vehicles, Accumulation of Weeds and Debris, Graffiti, Mobile Toter, House Number, and Drug Blight (Chapter 24, Articles I, II, III and Chapter 34, Article IV); Hampton City Code.

The major property maintenance inspections and enforcement activities include:

- ◆ **Periodic Housing Condition Surveys** – City staff conducts exterior condition surveys of Hampton’s housing stock. The Housing Improvement Program identifies definitions and criteria for classifying housing units as: no deterioration, minor deterioration, major deterioration, and sub-standard. Survey results are used to track housing conditions and to provide a basis for targeting codes inspections and enforcement activities.
- ◆ **Codes Compliance Inspections & Enforcement** – Each of the ten neighborhood districts in Hampton is assigned a codes compliance inspector. These inspectors are responsible for inspections and enforcement of the code requirements listed above. Inspectors perform proactive inspections in their assigned areas. In addition, they rely on the housing surveys, coordination with City staff, and communication with neighbors and neighborhood organizations to target their codes compliance activities. Violations are corrected through voluntary compliance, code enforcement, or the use of outside contractors by the City (e.g. for grass cutting or vehicle towing). Vacant, unsafe structures are brought into compliance or demolished at the owner’s expense or acquired by the City and demolished using capital or CDBG funds.
- ◆ **Occupancy Inspection of Targeted Rental Properties** – Hampton has a rental dwelling ordinance to allow for the periodic inspection of occupied rental housing units. The purpose of this program is to improve the quality of rental housing and the health of surrounding neighborhoods through codes compliance and increased property maintenance. Pilot rental inspection districts include the Pasture Point and Olde Hampton neighborhoods.

Tax Abatement Program

The City of Hampton offers tax abatement for rehabilitation of houses that are more than 25 years old. To qualify for this abatement, the result must be an increase of the assessed value by at least 40 percent with the square footage of the unit not increasing by more than 15 percent. If the rehabilitation qualifies, the increase in property taxes resulting from the improvements is abated for a period of ten years.

Implementation Plans

City of Hampton staff, in partnership with residents, neighborhood, and business organizations, prepare implementation plans for specific areas within the city. These plans often include strategies and implementation actions that address neighborhood improvement and housing quality. Other implementation plans include housing revitalization plans (Hampton Housing Venture) and redevelopment and conservation plans prepared under the State’s housing authority laws (Code of Virginia, Title 36). These plans allow for the development of strategies that have a high level of community involvement and that are specific to the unique qualities and challenges of particular areas within the city.

Historic Rehabilitation Tax Credits

Since 1997, the State of Virginia has had a rehabilitation tax credit program that can be used in conjunction with the Federal historic preservation tax credit to encourage rehabilitation of historic houses. The Virginia rehabilitation tax credits are dollar-for-dollar reductions in income tax liability for taxpayers who rehabilitate historic buildings. Credits are available from both the Federal government and the State. The program is administered by the Virginia Department of Historic Resources.

ANTICIPATED FUTURE CONDITIONS**Housing Mix**

Recent data indicates a limited mix of housing choices in Hampton when considering such factors as housing value, age, and size. These trends affect the ability of a diverse group of residents to find housing within the city. Hampton's housing mix is dominated by:

- ◆ Units in the lower to middle value ranges;
- ◆ Relatively smaller units in square footage and number of rooms; and
- ◆ Aging units, with many units built prior to the 1980's.

Growing demand in the regional market for a variety of housing options will support a more diverse mix of housing within the city.

Vacant Developable Land

As noted in the *Land Use and Community Design* section of the *Community Plan*, Hampton has a limited supply of vacant developable land. This trend will have a number of affects on housing and neighborhoods:

- ◆ Increased emphasis on in-fill development (development within existing neighborhoods and districts) for supplying new housing;
- ◆ Increased emphasis on community revitalization and redevelopment to improve housing and neighborhood quality; and
- ◆ Potential for conversion of non-residential land uses to housing and for new developments that mix residential and commercial uses.

Property Maintenance & Codes Compliance

The trend towards an aging housing stock and limited developable land will increase the importance of property maintenance and codes compliance as a means to promote healthy neighborhoods and quality housing.

Renovation and Reinvestment in Existing Housing

The trend towards an aging housing stock and limited developable land will also increase the importance of renovation and reinvestment as a means to promote healthy neighborhoods and quality housing.

Local Preservation Districts

The city currently has a number of State and nationally recognized historic properties and districts. An updated survey of historic structures in the city was completed in September of 2003. The survey includes recommendations for additional State, national, and local recognition for historic preservation. Potential new areas for historic preservation include Pasture Point, Phoebus, and Olde Wythe. Hampton also has local code provisions to promote housing preservation initiatives that are not tied to historic preservation guidelines.

Additional efforts to preserve historic and non-historic but older districts and structures will complement other public and private investments in healthy neighborhoods and high quality housing.

Community Facilities and Neighborhood Assets

As the housing in Hampton ages over time, so will the community facilities and other physical assets that support healthy neighborhoods. While these facilities and assets are often unique to particular neighborhoods, some typical examples include: schools, parks and other open spaces, storm drainage, water and sewer

utilities, and libraries. Continued public investment in these facilities will promote attractive and viable neighborhoods and encourage private property maintenance and investment.

Neighborhood Retail

Changing trends at the national level in retail markets and shopping habits have had some important affects on neighborhoods and housing quality. Many new retailers are located in larger buildings in more centralized locations that serve larger trade areas. These trends have left some neighborhoods without the convenient availability of goods and services and have sometimes left behind marginal retail uses that detract from the neighborhood. This older and often less viable retail is mostly located along roadway corridors that may serve as the “front door” for surrounding neighborhoods. Examples in Hampton include the North King Street and Kecoughtan Road corridors.

Neighborhood Safety

Aging housing stock, reduced property maintenance and investment, and conversion from homeownership to rental properties increases the potential for crime and the perception for reduced neighborhood safety. With the high value that residents place on safety, continued investment in public safety will promote healthy neighborhoods and housing quality.

Housing Market Potential

Housing market studies conducted for the City of Hampton in 2003-04 identified the following areas for potential households for market-rate housing in Hampton:

- ◆ Households living in the city and moving to another residence within the city each year represent 10 to 15 percent of the market for new housing in Hampton.

- ◆ The regional draw area includes households with the potential to move to Hampton from other Hampton Roads jurisdictions. Households moving from elsewhere in the region comprise almost 44% of total in-migration.
- ◆ The national draw area covers all households with the potential to move to Hampton from elsewhere in the United States.

Specific housing demands for strategic investment areas in the city identify the type of households with the potential to move to Hampton as well as the type of housing units that fit their needs and preferences.

Table 8 shows the overall distribution of household types with the potential to reside in three strategic investment areas in Hampton: Downtown, Coliseum Central, and Buckroe.

Table HN #8 Market Potential to Reside in City of Hampton, Virginia, by Household Type			
Household Type	Downtown	Coliseum Central	Buckroe
Empty-Nesters & Retirees	35%	28%	43%
Traditional and Non-Traditional Families	11%	25%	35%
Younger Singles & Couples	54%	47%	22%
Total	100%	100%	100%

Source: Zimmerman/Volk Associates, Inc. 2004.

Emerging trends show that traditional and non-traditional families are likely to account for less than a third of the households with the potential to move to the city of Hampton in the upcoming years.

About two-thirds of the emerging housing markets in all districts included above are

empty-nesters, retirees, younger singles, and couples without children. That poses a significant challenge for Hampton where 65% of our existing housing stock is single family detached homes. It is anticipated that changes in household composition will have a significant influence on the type of residential units that are needed to meet the new market demands.

As the market diversifies, innovative ways to tailor products to these markets have emerged in the housing industry. For example, in the past, multi-family housing in Hampton was associated almost exclusively with apartments for rent and/or low income households. The multi-family housing market is now much more diverse in terms of ownership, income levels, configuration, amenities, architectural styles, and adjacent non-residential uses. Good examples of emerging non-traditional housing types are:

- ◆ Courtyard Apartment Buildings: urban, pedestrian-oriented buildings equivalent to garden apartments;
- ◆ Mansion Apartments: small-scale apartment buildings with a street façade resembling a large detached house; and
- ◆ Loft Apartments: either adaptive re-use of older warehouse and manufacturing buildings or a new-construction building type inspired by those buildings.

All of the multi-family types described above can be accommodated in residential-only or mixed-use buildings. Such types offer great

flexibility, making their construction possible in areas where traditional single-family residential uses would not be feasible.

Table HN #9 illustrates the variety of housing units identified to satisfy demands of emerging markets in Hampton.

Table HN #9 Emerging Housing Units by Type City of Hampton, Virginia		
Housing Tenure	Housing Type	
Multi-family for-rent	Lofts, Courtyard Apartments, Mansion Apartments, Lease-holder, Mixed-Use Buildings, Retirement Homes.	
Multi-family for-sale	Loft/Apartments, Condo/Co-op Ownership, Mixed-Use Buildings.	
Single-family attached for-sale	Townhouses, Rowhouses, Duplexes, Live-work, Fee-Simple Ownership.	
Single-family detached for sale	Low range	Cottage, Zero-Lot-Line House
	Medium range	Village House, Neighborhood House
	High range	Edge Houses, Mansions
Source: Zimmerman/Volk Associates, Inc. 2004.		

The optimum mix of housing units for new residential development in three strategic investment areas is included in Table HN #10. Housing preferences and income levels of households moving from or within local, regional, and national draw areas have also been considered by Zimmerman/Volk to estimate the adequate housing mix.

Table HN #10 Market Potential For New Housing Units City of Hampton, Virginia			
Housing Type	Downtown	Coliseum Central	Buckroe
Multi-family for-rent	30.4%	43.0%	26.7%
Multi-family for-sale	10.5%	15.1%	16.9%
Single-family attached for-sale	8.3%	11.3%	15.9%
Low Range Single-family detached	22.1%	20.4%	13.8%
Medium Range Single-family detached	18.8%	10.2%	16.4%
High Range Single-family detached	9.9%	N/A	10.3%
Total	100%	100%	100%
Source: Zimmerman/Volk Associates, Inc. 2004.			

HOUSING AND NEIGHBORHOOD POLICIES

Housing Supply

HN Policy 1: Support targeted community redevelopment as part of a comprehensive approach to promote healthy neighborhoods and housing quality.

HN Policy 2: Targeted efforts to improve the city's housing distribution in the City's strategic investment areas and adjacent neighborhoods.

HN Policy 3: Focus housing supply strategies on the emerging markets identified in the City's housing market studies.

HN Policy 4: Support zoning requirements and other strategies that allow for increased housing mix and density in appropriate locations.

HN Policy 5: Encourage mixed use projects as a means of increasing the housing supply while promoting diversity and the revitalization of neighborhoods and districts.

HN Policy 6: Promote infill housing and ensure that the design and quality of infill housing enhances the value of surrounding structures and the neighborhood.

HN Policy 7: Encourage the development of higher value housing. Focus higher value housing strategies within the City's strategic investment areas and on waterfront and water-view sites that are appropriate for single and multi-family residential uses.

Housing Quality

HN Policy 8: Support housing and neighborhood marketing initiatives to create positive impressions of Hampton's neighborhoods for current and future residents and investors.

HN Policy 9: Continue to enforce the International Property Maintenance Code and applicable City codes to promote healthy neighborhoods and housing conservation.

HN Policy 10: Continue to support programs that address deteriorating, substandard, and unsafe residential structures and properties.

HN Policy 11: Expand the use of historic and other housing preservation techniques as a strategy to promote healthy neighborhoods and higher quality housing.

HN Policy 12: Continue to support home owner rehabilitation grant and loan programs to promote healthy neighborhoods and high quality housing.

Neighborhoods

HN Policy 13: Continue to support public education and marketing programs to promote the involvement of residents and organizations in the preservation and revitalization of neighborhoods.

HN Policy 14: Continue to support the role of residents, neighborhood organizations, business groups, and other organizations in the process of preparing neighborhood, district, and corridor plans.

HN Policy 15: Continue to provide high quality community services and facilities in Hampton's neighborhoods.

HN Policy 16: Encourage community involvement in the maintenance and enhancement of public and private properties and adjacent rights-of-way in residential neighborhoods.

HN Policy 17: Develop partnerships to improve the perception of safety in places where youth and other members of the community gather and socialize.

HN Policy 18: Promote the construction of resilient housing and neighborhoods, and focus on the unique needs of each community.

Housing Affordability

HN Policy 19: Continue to support the housing services and housing assistance programs of the Hampton Redevelopment and Housing Authority (HRHA) and other agencies to improve the supply and condition of housing for residents in the very low income bracket.

HN Policy 20: Work in cooperation with local governments and regional agencies to promote a regional fair share approach to providing affordable housing at a variety of income levels.

HN Policy 21: Support housing programs at the local and regional level that encourage mixed income neighborhoods and discourage the isolation of very low and low income households.

Fair Housing

HN Policy 22: Implement policies and strategies to incrementally reduce the number of publically assisted housing units in the city so that Hampton does not exceed its regional fair share distribution of publically assisted housing units in the city.

HN Policy 23: Implement policies and strategies to promote the dispersion of publically assisted housing units within the city.

HN Policy 24: Continue to support programs and agencies that seek to eliminate housing discrimination.

Special Housing Needs

HN Policy 25: Support housing opportunities for individuals and groups with special needs including seniors, youth, and persons with disabilities.

HN Policy 26: Support housing that incorporates facilities and services to meet the health care, transit, or social service needs of households with special needs, including seniors and persons with disabilities.

HN Policy 27: Support the provision of emergency shelter, transitional housing, and related services to address homelessness at both the local and regional levels.

Note: HN Policy 21 and HN Policy 22 adopted by City Council Sept. 11, 2013 (CPA 020-2013)

V. Transportation

OVERVIEW

Purpose

The Transportation section of the Community Plan identifies policies, projects, and program improvements to guide the management and development of Hampton’s network of transportation facilities and services. This network is intended to accommodate the movement of people and goods using all methods of transportation – from walking to air travel. The Plan includes recommendations to address existing priority deficiencies, future demands generated by anticipated development within the city, as well as regional transportation trends. The Plan takes a comprehensive and long term perspective on Hampton’s local, regional, national, and international travel demands. As such, the Plan is not intended to provide detailed recommendations regarding the design, construction, or operation of specific transportation facilities and services.

Hampton’s transportation system is designed to balance a number of sometimes competing interests including safety, level of service, construction and operating cost, community character, environmental impacts, system capacity, operating efficiency, and convenience. Each element of the transportation system is complementary to the others and serves the community as an integrated network. The plan for transportation must also be integrated with the other elements of the Community Plan, including plans for land use and community design, housing and neighborhoods, community facilities, and environmental stewardship.

Transportation is one of the most critical services within the community. Changes in transportation facilities and services can have an immediate and often long-lasting impact on personal welfare and safety as well as opportunities for business development and productivity. Issues related to transportation

are increasingly important factors in the quality of life of Hampton residents and visitors:

- ◆ Hampton residents depend on transportation facilities and services for access to employment, education, recreation, and shopping.
- ◆ Experiences with traffic congestion and safety concerns are daily occurrences for many residents.
- ◆ Emissions from motor vehicles are a significant factor in the region’s air quality.
- ◆ Traffic impacts and access have direct impacts on neighborhood quality and business success.

Transportation is particularly critical in Hampton and the Hampton Roads region due to the emphasis on tourism, military employment, and port operations. The region has a spread-out, multi-centered development pattern. Without a single dominant employment or activity center, the region requires convenient connections between cities and centers of activity and employment. The region is also home to numerous bridges and tunnels. These facilities are needed to span the waterways that serve important recreational, commercial, and military functions.

Transportation issues and opportunities in Hampton are greatly influenced by transportation planning at the regional level. A regional approach to some transportation issues is needed to avoid local solutions that shift the problem elsewhere within the region or that produce other unintended consequences. Some of the issues that are addressed at the regional level include planning for interstate highways, tunnels, and transit alternatives; managing air quality from transportation sources; and evacuation planning for hurricanes and other emergencies. Federal regulations require that urbanized areas with a population of 200,000 or more have a regional transportation planning

process governed by a Metropolitan Planning Organization (MPO). The Hampton Roads Planning District Commission (HRPDC) serves as the MPO for the region.

Other regional transportation organizations include the Transportation District Commission of Hampton Roads, the Virginia Port Authority, the Norfolk Airport Authority, and the Peninsula Airport Commission.

Transportation Planning Objectives

There are a number of general objectives or best practices that apply to the development of transportation plans. These objectives are listed in the table below.

Transportation Planning Objectives
1. Encourage transportation choices for city residents and visitors.
2. Promote integration among transportation methods.
3. Be flexible in response to changing future conditions including population characteristics, economic conditions, and technology.
4. Integrate the transportation plan with other elements of the Community Plan.
5. Use transportation improvements to support economic development and to implement master plans for strategic investment areas.
6. Recognize the regional, national, and international nature of transportation services and facilities.
7. Promote transportation facilities and services that are attractive, efficient, and environmentally sound.

8. Balance the needs of residents, employers, employees, and visitors for safety, convenience, and efficiency in a variety of transportation methods.
9. Minimize the impact of the transportation system on residential neighborhoods.
10. Promote a high level of safety for motorists, pedestrians, and bicyclists on the city’s road network.
11. Promote mobility for people with special needs: young people, seniors, people with low incomes, and people with disabilities.
12. In addition to adding system capacity, manage travel demand whenever appropriate.
13. Recognize the potential for transportation corridors to also function as public open spaces (i.e. linear greenways).
14. Promote aesthetically pleasing transportation corridors that are well-designed and landscaped.
15. Maintain the existing transportation system and promote efficient system management.
16. Promote transit-ready development.

EXISTING CONDITIONS

Road and Highway System

Regional – The Hampton Roads Beltway (Interstates 64 and 664) is the nucleus of the regional road network, which services the core regional cities (Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk, and Virginia Beach) and provides key connections to the remaining localities. The Beltway begins and ends at the I-64/I-664 split in Hampton (“The Crossroads”). The Beltway is fed from the

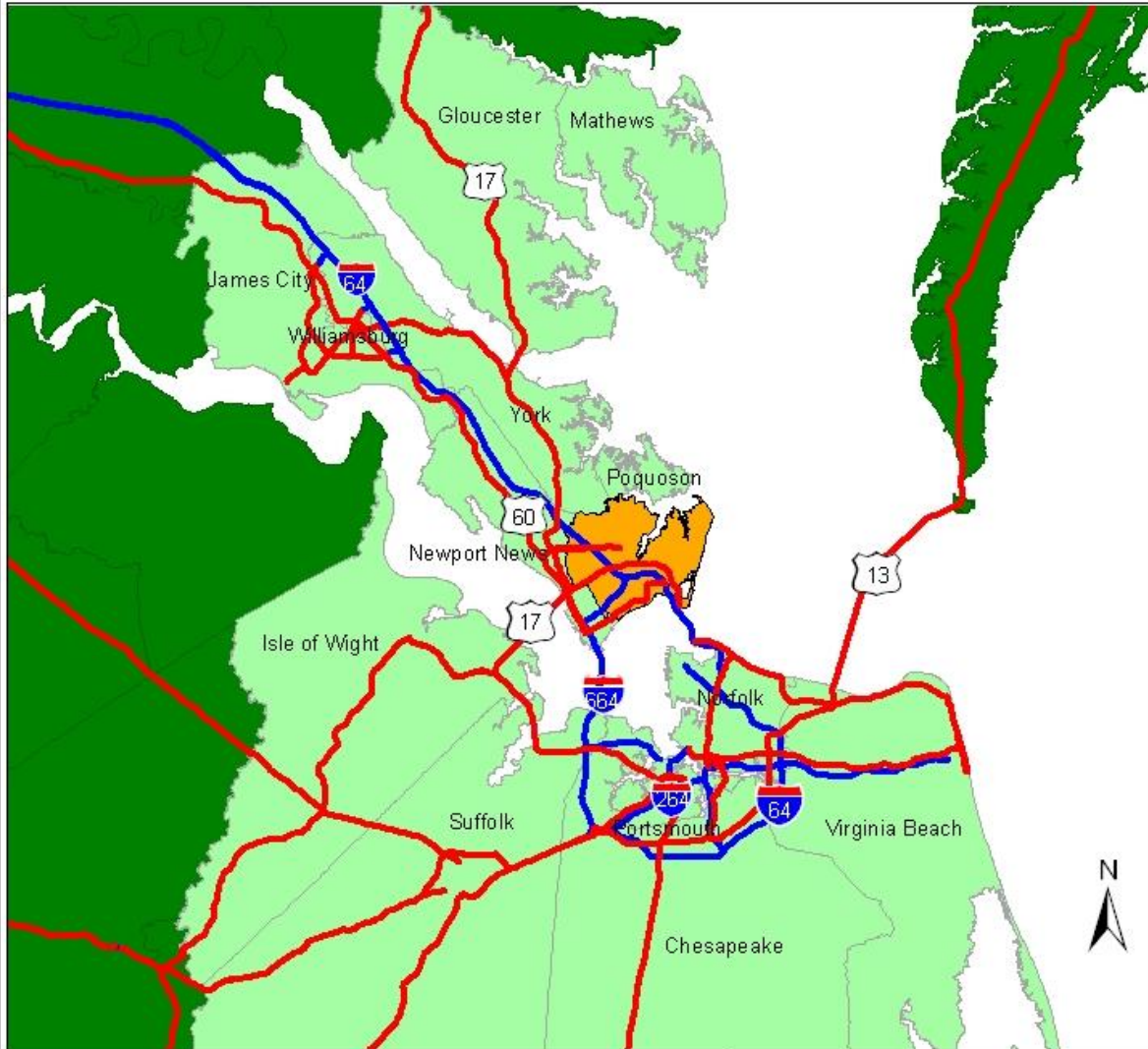
west by I-64 on the Peninsula, providing key linkages to the Cities of Newport News, Poquoson and Williamsburg, and James City and York Counties; and fed by US Routes 17, 58, and 460 on the Southside (Chesapeake, Norfolk, Portsmouth, Suffolk, and Virginia Beach), providing links to Isle of Wight and Southampton Counties. Routes 58 and 460 and I-64 provide alternative linkages between the Hampton Roads region and I-95, the main north-south connector for the eastern seaboard. As the main artery of moving traffic in and out of Hampton, the health and efficiency of Interstate 64 is vital. The Interstate provides critical access to the north, including linkages to Newport News, Williamsburg, and the I-95 corridor in Richmond, as well as connections to the Southside and North Carolina.

For the purpose of this document, existing construction and proposed, funded projects are considered part of the existing road network. These projects include the Mercury Boulevard interchange modification and road widening from I-664 to ¼ mile east of the Hampton Roads

Center Parkway, and the proposed road widening of I-64 from 4 to 8 lanes from Bland Boulevard to Route 199 in Williamsburg.

As mentioned above, the Beltway is the centerpiece of the regional transportation network, providing crucial access between the Peninsula and the Southside. Interstate 64 via the Hampton Roads Bridge Tunnel (HRBT) links Hampton directly to Norfolk and Virginia Beach, and I-664 via the Monitor-Merrimac Bridge Tunnel (MMBT) links Hampton to Suffolk, Chesapeake, and Routes 58 and 460, as well as highway connections to the Outer Banks of North Carolina. In addition, Mercury Boulevard (Rt. 258) leads to the James River Bridge which links Hampton to Isle of Wight County and Smithfield. Although the impact is unknown at this time, the Third Crossing Project (proposed interstate connection between I-664, southwest of the Monitor/Merrimac Tunnel, and Hampton Boulevard in Norfolk) will likely influence the City's transportation network (see Regional Road System Map).

Regional Road System



Features

-  Interstate Highway
-  Primary Roads
-  Hampton
-  Hampton Roads Region

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



City of Hampton
 Planning Department

February, 2006

City-wide – The axis of the City’s transportation network from north to south is Interstate 64 and east to west is Mercury Boulevard (State Rt. 258). These roads provide the primary routes into and out of the city, providing connections to neighboring localities, and comprise the backbone of the city’s internal transportation framework. Other major inter-city road connections include the Hampton Roads Center (HRC) Parkway, Magruder Boulevard, and Pembroke Avenue. The HRC Parkway is a limited access highway that runs east to west, from N. Armistead Avenue to Jefferson Avenue, a major north/south arterial in Newport News. Magruder Boulevard, a limited access highway, is a main north/south connection between I-64 and York County. Pembroke Avenue is a major east/west arterial, extending from Buckroe Beach to downtown Newport News. North Armistead Avenue, another north/south arterial, connects Downtown Hampton to Langley Air Force Base, National Aeronautics and Space Administration (NASA), and Wythe Creek Road, which is the main connection from Hampton to the City of Poquoson. Other main north/south arterials include Big Bethel Road, LaSalle Avenue, N. King Street, and Mallory Street. Other major east/west arterials include Todds Lane, Fox Hill Road, Victoria Boulevard, Kecoughtan Road, and Settlers Landing Road/Queen Street/Briarfield Road. This road network is the basis for the entire transportation system. The economy’s vitality and the quality of life depend on an efficient network of functional and visually appealing roads.

The current city road network base map is comprised of existing roads, current road projects, and proposed projects currently funded (as indicated in the City’s CIP Plan, Virginia Urban System 6-Year Plan, and the 2026 Regional Transportation Plan). Current projects under construction and funded projects are reflected as existing, functional roads within the network (see Current City Road Network Map).

The overall road network is comprised of various types and sizes of roads based upon their designated function. Each road is classified according to the role it plays in moving traffic within the city’s network.

- ◆ **Interstate Highways** – are designed to provide access and efficient traffic flow to/from and through the city. In urban settings they provide connections between other localities; interchange accesses are generally located a minimum of one mile apart. They serve to meet the needs of long distance travelers, having typically four to eight lanes divided, 200’± rights-of-way, and have limited access.
- ◆ **Limited Access Highways** – are shorter roadway segments built to interstate standards. Both freeways and expressways have limited access points for vehicular traffic. They typically bypass urban centers to separate major through traffic from local traffic. Built to interstate standards, they consist of four to six lanes divided, 200’± rights-of-way, and have limited access.
- ◆ **Principal Arterials** – serve the main centers of activity, providing access to the interstate system and expressways. Generally the highest traffic volume corridors, they carry most of the trips entering and leaving the urban area as well as through movements and intra-area travel connecting central business districts, employment centers, and outlying residential areas. Typically, four to six or more lanes divided, they have 120’-180’ rights-of-way; sidewalks, bike lanes, and curb and gutters are optional.
- ◆ **Minor Arterials** – interconnect with and augment the principal arterial and collector systems. Such interconnections distribute traffic to smaller geographic areas. Trip lengths are moderate and traffic mobility is lower. They typically have four traffic lanes with optional medians, 80’ – 100’ rights-of-

way, sidewalk, and curb and gutter on both sides.

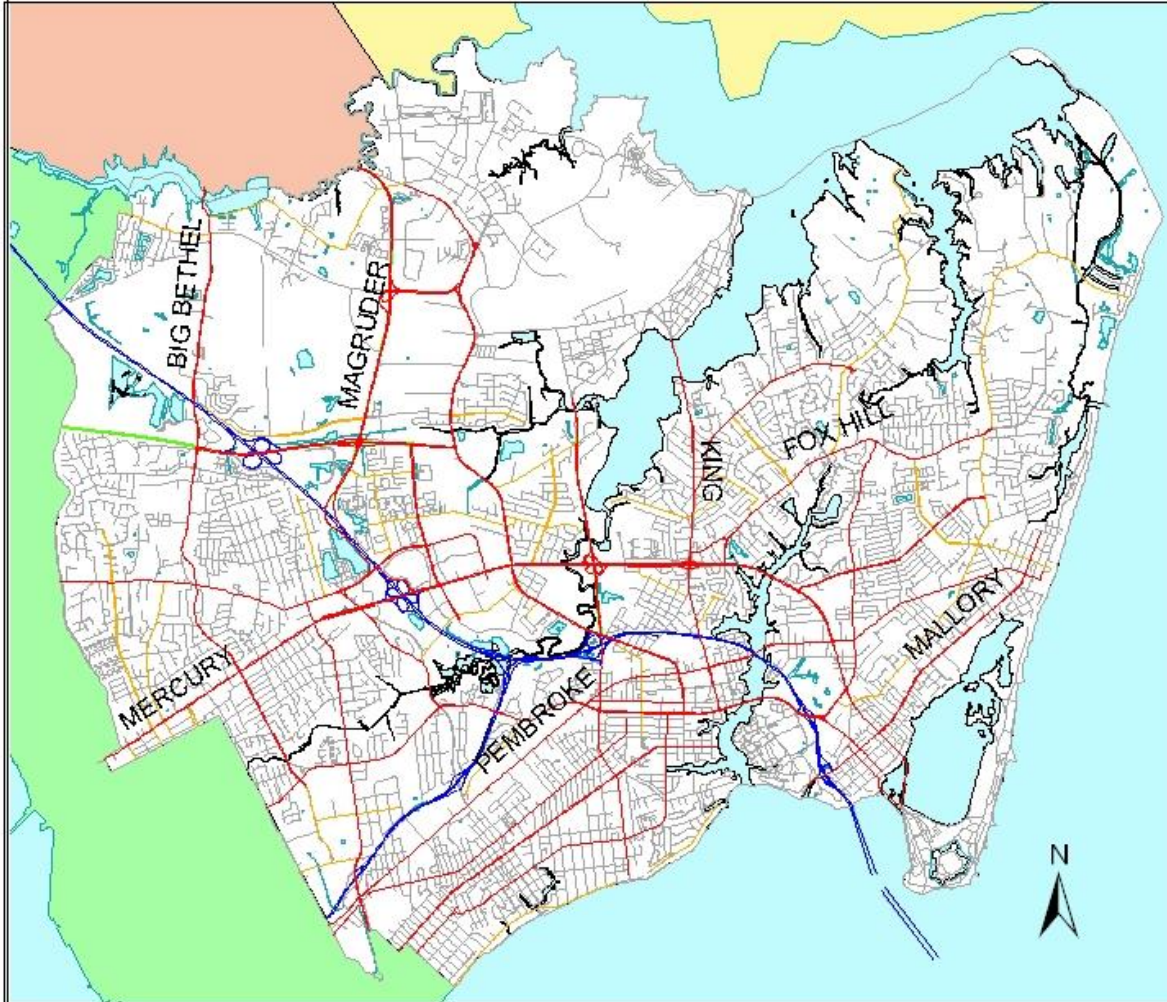
- ◆ **Collectors** – provide access to/from the arterial system and traffic circulation within residential neighborhoods and business, commercial, and industrial districts. They collect traffic from local streets in neighborhoods and districts, leading to the arterial system. In central business districts and other similar developments, the collector system may include the entire street grid. Typically these roads have two to four traffic lanes, undivided, 60' – 70' rights-of-way, sidewalk, curb and gutter on both sides; on-street parking is optional.

- ◆ **Local Streets** – comprises all facilities not in one of the other systems. They primarily provide direct access to adjacent property and connections to higher systems, ideally

collector roads. They offer the lowest level of mobility and usually do not contain bus routes. Typically these streets have two traffic lanes with sidewalks, curb and gutter, and on-street parking on both sides with 30' - 50' rights-of-way.

Individual components of the road network form the desired street system. In such a system, a hierarchy of streets is formed. Local streets move traffic to collector streets; collector streets move traffic to arterial streets; and arterial streets move traffic to expressways. The relative spacing of each street type depends on the intensity of development to be efficiently served.

Current City Road Network



Features

-  Interstate
-  Limited Access Highway
-  Arterial
-  Collector
-  Local

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton Public Works Department
 HRPDC Transportation Data
 City of Hampton, Geographic Information Services



City of Hampton
 Planning Department
 February, 2006

Rail System

Passenger Rail – There are two passenger train stations in the Hampton Roads Region, one in the city of Williamsburg and the other in Newport News. The nearest facility to the City of Hampton is the one in Newport News located near the intersection of Warwick and Mercury Boulevards. Passenger services are provided by the National Railroad Passenger Corporation, known as AMTRAK. Daily schedules provide connecting services to Richmond and Washington, DC, and from there to different destinations nationwide.

Freight – Cargo is transported in and out of Hampton by motor carriers and rail. CSX Transportation, Incorporated provides freight rail service connecting with the Newport News Marine Terminal. Hampton's existing rail line runs east/west, parallel to the West Pembroke Avenue corridor, extending from the rail yard in Downtown Newport News to North King Street, including a spur that provides convenient access to Copeland Industrial Park.

Ports and Waterways

Ports – The Port of Hampton Roads consists of three marine terminals: 1) Norfolk International Terminal (NIT), 2) Portsmouth Marine Terminal (PMT), and 3) Newport News Marine Terminal (NNMT). These terminals are owned and managed by the Virginia Port Authority, and are operated by Virginia International Terminals, Inc. (Additional information on the Port of Hampton Roads can be found in the Economic Development section.)

NNMT is the closest marine terminal to the City of Hampton. NNMT is accessible by both interstate (I-664) and the CSX rail line. Hampton also connects to NIT and PMT through the I-

64/I-664 Beltway (see Freight Transportation Map).

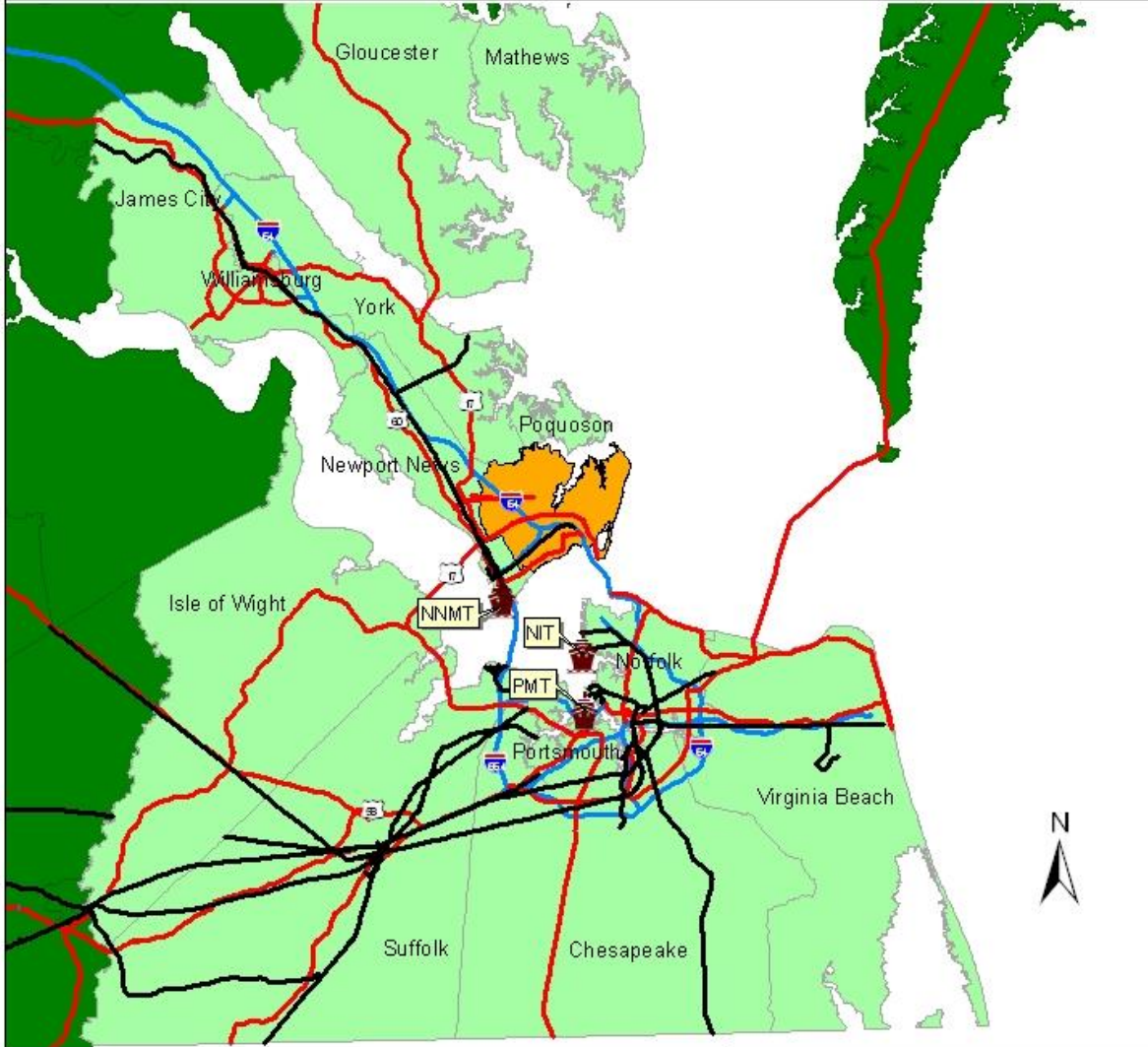
Ferry – Vehicular ferry service in the region is provided by the Jamestown-Scotland Ferry on the James River, which connects the upper side of the Peninsula with Surry County and other Southside Virginia localities. The Elizabeth River Ferry is a pedestrian ferry system of three 150-passenger paddle-wheel ferry boats. The Ferry travels Downtown Portsmouth and Downtown Norfolk. The Ferry operates every 30 minutes, with 15-minute service at peak times on weekends. The Ferry is wheelchair accessible and allows boarding passengers to walk on with their bicycles.

Waterways – There is an extensive network of navigable waterways within the Hampton Roads region. Hampton's primary navigable waterways for commercial vessels are the Hampton River and the Back River. Hampton River and Sunset Creek handle a mixture of water traffic including commercial fishing vessels, barges and recreational craft. Commercial operations served by the Hampton River include the petroleum industry, concrete industry, and commercial fishing industry. In addition, a navigable channel is maintained leading to Mill Creek to accommodate the commercial fishing fleet based in Phoebus.

Airports

There are two airports serving the Hampton Roads region: Norfolk International and Newport News-Williamsburg International. These airports are accessible to Hampton by vehicle, located within a 30 minute drive. Taxi-cab, car rental, and private automobile are the primary means by which Hampton residents and visitors can access both airports (see Passenger Transportation Map).

Freight Transportation



Features

-  Regional Ports
-  Rail Line Network
-  Interstate Highway
-  Primary Roads
-  Hampton
-  Hampton Roads Region

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 Geographic Information Services
 ESRI Geographic Data
 HRPDC
 IMSR report, 2001



City of Hampton
 Planning Department
 February, 2006

Public Transit

Intercity Buses – Hampton Roads Transit (HRT) offers daily bus service throughout the Southside and the Peninsula, including Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk, and Virginia Beach. In addition, HRT offers daily service that connects the Southside and the Peninsula. Twenty HRT routes run through the north side of Hampton Roads on daily schedules, while 34 routes serve the needs of the Southside.

HRT has a fleet of over 350 buses, para-transit vehicles, trolleys, and non-revenue vehicles. This figure is expected to grow to over 500 by 2010. The HRT Regional Bus Plan adopted in 2002 projected 404,389 additional transit trips per year.

HRT also partners with Hampton City Schools to provide transportation services to all middle and high school students. Special bus service is available to students with unique needs. Fourteen regular bus routes operate within or connect to the City of Hampton.

HRT has three main transportation centers in Hampton, Newport News and Norfolk, a trolley station in Virginia Beach, one para-transit operation center in Norfolk, and two maintenance centers one each in Hampton and Norfolk.

HRT's Hampton Transportation Center is located at the corner of North King Street and West Pembroke Avenue. This Center also operates as a Greyhound bus boarding station. It provides direct and connecting services on daily schedules to Richmond, Washington, DC, and the rest of the country. Other Greyhound stops in the region are in Downtown Norfolk, Fort Eustis, and Williamsburg (see Passenger Transportation Map). The HRT Headquarters, Administration, Operations, and Maintenance Center is also located in Hampton at 3400 Victoria Boulevard.

HRT Regional Transit Services – Existing regular bus routes within Hampton City limits service educational, employment, and retail centers, such as Newmarket/Net Center, Phoebus, Downtown, the Coliseum Central area, including Sentara CarePlex Hospital, Thomas Nelson Community College, and Hampton University/Veterans Administration Hospital. Bus routes also connect educational, employment, and retail centers in other jurisdictions, such as Fort Eustis, Downtown Newport News, including Newport News Shipbuilding, Riverside Hospital, the Denbigh area, and transfer points in Norfolk, which link to the rest of the Southside routes. Other alternative regional transit services include:

- ◆ **Express Bus Service** - HRT HOV Express Buses provide direct transportation on weekdays to and from Naval Station Norfolk using the HOV lanes. HOV Express Bus service is available from several Park & Ride lots and parking is free.
- ◆ **Carpool and Vanpool** - This service allows greater neighborhood and business transit access by encouraging commuters with similar patterns to ride together. Leasing or using personal vans when the number of riders exceeds the limit of a personal vehicle allow deviating from main routes to pick up and drop off riders at locations more convenient for riders. This service is managed through Southeastern Virginia's Transportation Resource (TRAFFIX) in Hampton, Newport News, Chesapeake, and Virginia Beach.
- ◆ **Intercity Commuter Shuttle Services** - This service is designed to utilize "coach" style buses to transport commuters and tourists to major destinations. These buses are equipped for cell phones and computers and overhead storage. This service is

planned to be offered between Williamsburg and downtown Norfolk.

- ◆ **Handi-ride/Paratransit** – In the cities of Hampton and Newport News, HRT provides lift equipped van service commonly known as Handi-Ride. This service is operated through a local company, "Mini-Bus," operating 365 days a year. Service is provided during the same hours of operation as the regularly scheduled HRT buses. Handi-Ride service is available to certified passengers within 3/4 of a mile of regularly scheduled bus routes.

Bikeways

Hampton has 14 bike routes throughout the city which total 117 miles. The bikeway system includes 4 miles of bike lanes along the road, 13 miles of wide shoulders, and 90 miles of signed shared roadways (see Bike Facilities Map).

In 1995 the City of Hampton adopted a program, funded by the Federal Transportation Enhancement Program sponsored by the Intermodal Surface Transportation Efficiency Act (ISTEA) to place bike route identification signs along the City's designated bike routes. Based on a system developed by the Peninsula Bicycling Association, the Spratley Middle School Cycling Club, and City staff, signs were placed on existing or new sign poles for the purpose of identifying bike route numbers and to alert motorists.

Hampton's City-Wide Bicycle Routes program was adopted by City Council on 11/12/1995. The program recommends that bike lanes along roads that are identified as bike routes be striped or constructed as funding becomes

available or roads are improved. The Bicycle Routes Program includes a detailed map that identifies 14 primary and 2 alternative bike routes. The final report was adopted by reference as a supplement to the Transportation section of the Community Plan. The Hampton City Code addresses bicycle safety and rights-of-way for bicycling.

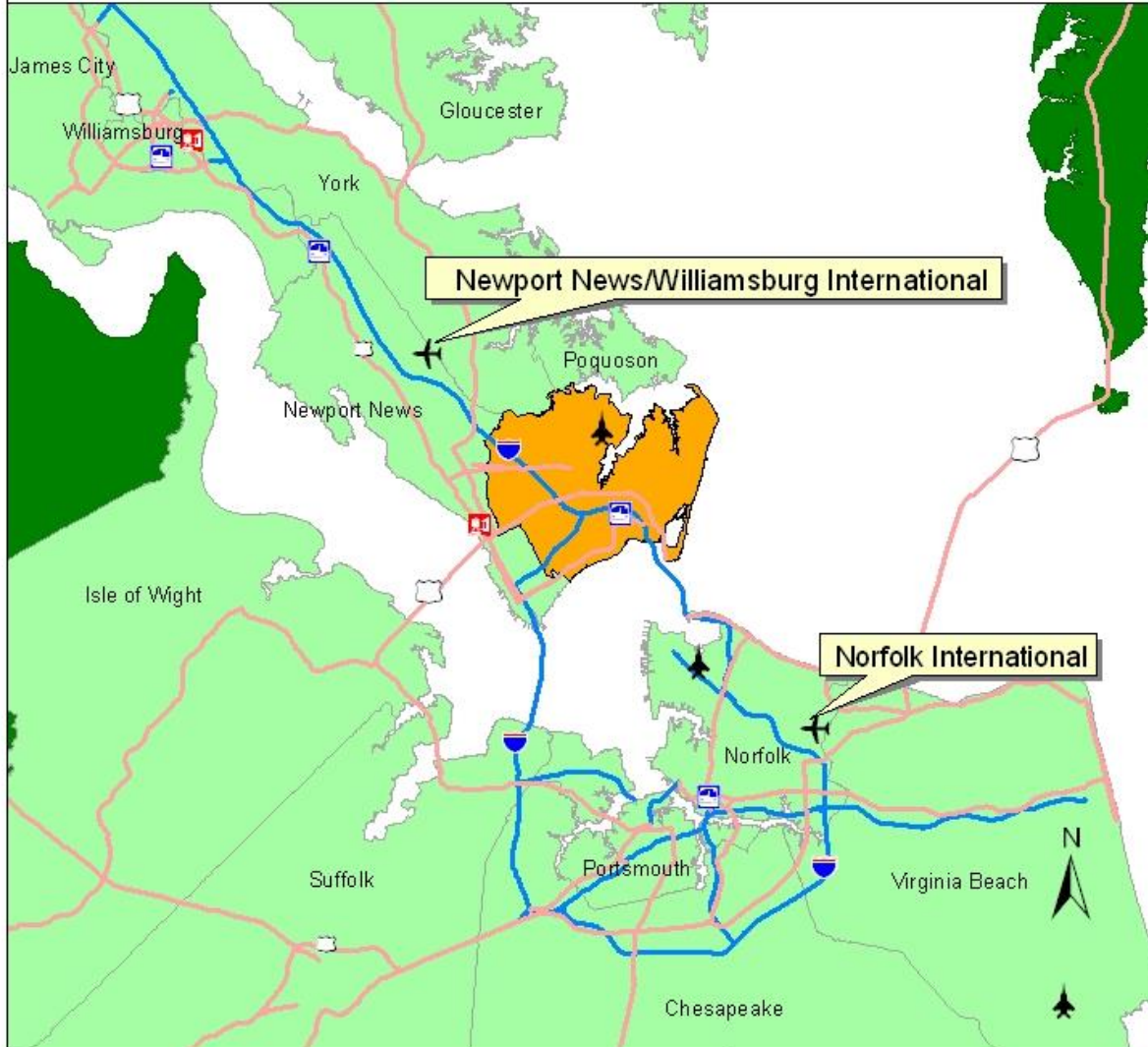
On a regional level, Hampton is currently working with the Hampton Roads Planning District Commission (HRPDC), Newport News, and York County to develop possible linkages across jurisdictional boundaries.

Sidewalks

The Land Use and Community Design section of the Community Plan recommends continued implementation of pedestrian improvements in districts such as Coliseum Central, Downtown, Phoebus, and Buckroe. In addition to these general recommendations, neighborhood, district, and corridor plans address specific needs and opportunities to expand facilities for pedestrians. The Youth Component of the Community Plan recognizes the need for sidewalk networks that connect neighborhoods and schools. Periodic updates of these plans will continue to be the primary planning documents for addressing these needs.

Sidewalks in residential areas are typically provided by private developers as required by the City's subdivision ordinance (Section 35-74). This requirement helps to ensure that the pedestrian needs generated by new developments are addressed.

Passenger Transportation



Features

-  Amtrak Train Station
-  Intercity Bus Station
-  Commercial Airport
-  Military Airport
-  Interstate Highway
-  Primary Roads
-  Hampton
-  Hampton Roads Region

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 City of Hampton, Bike Routes Inventory
 ESRI Geographic Data
 VDOT Hampton Roads District Plan, 2003



City of Hampton
 Planning Department
 February, 2006

Existing Bike Facilities



Features

-  Bike Lane Along Road
-  Signed Shared Road
-  Wide Shoulder
-  Schools
-  Parks
-  Street Network

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 VDOT Hampton Roads District Plan, 2008



City of Hampton
 Planning Department
 February, 2006

Existing Regional Programs and Organizations

Federal regulations require that the regional transportation planning process result in, “. . . plans and programs that consider all modes of transportation and support metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods” (23 Code of Federal Regulations 450.300 and 49 Code of Federal regulations 450.300).

The Metropolitan Planning Organization (MPO) in the Hampton Roads region is the Hampton Roads Planning District Commission (HRPDC). The HRPDC voting membership consists of the elected or appointed representatives of the region’s local governments and representatives from other regional and state agencies:

Chesapeake	Hampton
Newport News	Norfolk
Poquoson	Portsmouth
Suffolk	Virginia Beach
Williamsburg	Gloucester County
Isle of Wight County	James City County
York County	Hampton Roads Transit
Williamsburg Area Transport	Virginia Department of Transportation
Hampton Roads Planning District Commission	

Non-voting members of the Commission include representatives of the Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration. The major transportation plans and programs administered by the HRPDC include:

Regional Long Range Transportation Plan - This Plan identifies future needs in the regional transportation system and proposes relevant

projects and programs designed to meet these needs. The Plan has a twenty year planning horizon that is updated every three years. Recommendations are based on the available funding over this time period.

Transportation Improvement Program - The Transportation Improvement Program (TIP) is a priority list of capital improvement projects developed for the transportation system in the region. The TIP lists all projects for which Federal funds are anticipated, along with non-Federally funded projects that are regionally significant. The TIP is multi-modal; it includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects. The TIP also includes projects that are funded from the Federal government through the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality (CMAQ) Program. The MPO is responsible for allocating these funds to cities and counties in the region. Projects that improve road conditions and methods of travel are potential candidates for RSTP funds. Projects that improve traffic flow and air quality are potential candidates for CMAQ funds.

Congestion Management System - Federal regulations require the region to have a Congestion Management System (CMS). The goal of the CMS is to reduce roadway congestion and improve traffic safety in our communities through improving technology, expanding roadways, and increasing vehicle occupancy. The CMS program identifies, develops, evaluates, and implements transportation strategies to reduce traffic congestion and enhance mobility. The following activities are undertaken by the region as part of the CMS program:

- ◆ Updating traffic counts and future traffic projections;
- ◆ Updating the current level of service and determining future conditions;

- ◆ Identifying impacts of the most congested locations on other corridors, intersections, or the transportation system; and
- ◆ Analyzing crash data and depicting high crash locations for the interstate systems and intersections along the CMS roadway network.

Intermodal Management System - The Hampton Roads Intermodal Management System (IMS) Plan includes the connections and movements of goods and people over air, land, and sea, involving all forms of transportation. The IMS Plan includes:

- ◆ Inventory of Intermodal System facilities and conflict points;
- ◆ International, Domestic, and Regional freight movement; and
- ◆ Preliminary Intermodal Deficiency Plan for Freight and Passenger Movement.

Intelligent Transportation System - A system of advanced technologies, known as the Intelligent Transportation System (ITS), provides a relatively low-cost solution for reducing traffic congestion and increasing the safety and efficiency of local roadways. ITS techniques include video traffic cameras, variable highway message signs, coordinated traffic signals, on-line communications, automated toll booths, and accelerated response to vehicle accidents and breakdowns.

ANTICIPATED FUTURE CONDITIONS

Trends that will affect the future development of transportation in Hampton and the region are noted below:

Development Constraints and Opportunities

The Land Use and Community Design section of the Community Plan identifies development and redevelopment features that affect transportation patterns. With an estimated 2,900 acres (9.6% of the city’s land area) of vacant land suitable for new development, future growth is more likely to occur as a result of redevelopment and reinvestment in areas with an established road network. Focusing key transportation improvements within strategic investment areas will strengthen the economic viability of these areas and promote the continued economic development of the city as a whole.

Hampton also has important connections to the rest of the Hampton Roads region. The City is located near the geographic center of the region. Hampton Roads is a multi-centered region that is not dominated by one city or center of activity such as a single “downtown.” The region is experiencing primarily suburban growth and becoming more dispersed.

According to the US Census, the average commuting time for Hampton residents increased to 21.8 minutes in 2000 from 19.0 minutes in 1990. Automobile trips with a single occupant continue to be the dominant means of travel within the region (see Figure #1).

Development constraints and opportunities will affect transportation planning in the following ways:

- ◆ Limited opportunities for establishing new transportation corridors due to the extent of

existing developed areas and environmental constraints.

- ◆ Growing local reliance on an effective regional transportation network.
- ◆ Greater need to focus transportation investments within strategic city districts, neighborhoods, and corridors as a critical ingredient in revitalizing these areas.
- ◆ Increasing value of mixed land uses and higher density development within some city districts. These districts, such as Downtown, Coliseum Central, and Buckroe, and their surrounding neighborhoods are potential candidates for creating transit- and pedestrian-oriented environments and reducing travel demand.

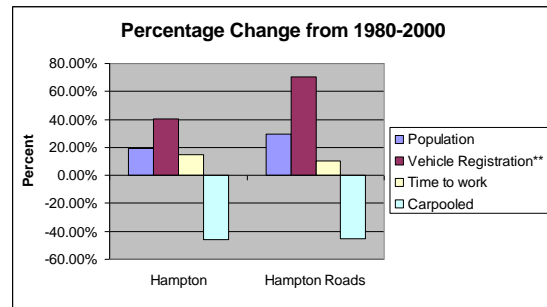


Figure #1

Increasing Household Expenditures for Transportation

According to national statistics, transportation costs are the second highest cost in the average American household. Transportation ranks just below housing as a percentage of total average household expenditures. About 19% of household expenditures go to transportation – primarily to own and operate personal vehicles. This is nearly twice the rate of household expenditures for transportation in 1935 (10%). Figure #2 shows the annual congestion costs per capita. The trend reflects the growing importance of transportation planning and

transportation choices as the cost to the average household increases.

Growth in Travel Demand

A major national and regional transportation trend is the increasing amount of travel that the average person experiences. Growth in travel on our road network continues to far outpace growth rates in population and employment. On average, people are making more trips, longer trips, and with fewer people per vehicle. Figure #1 shows the percent change in the number of vehicles relative to population growth and increased travel time to work. The graph also illustrates the decline in ride sharing habits. Reflecting the percent change in vehicle miles traveled over the past 20 years, Figure #3 indicates the number of miles traveled is outpacing the actual lane miles, resulting in an increase in traffic congestion.

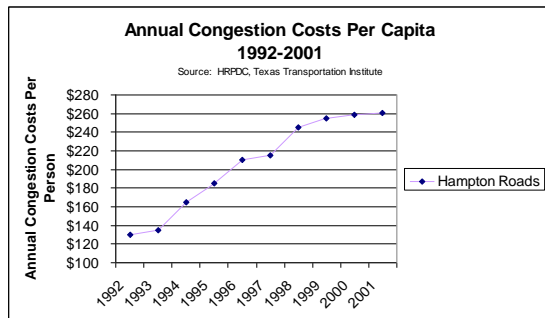


Figure #2

The trend is the demand for transportation services and facilities is out-pacing population and employment growth. A decrease in regional population growth would not necessarily reduce travel demand due to the increasing number of vehicles per home and the increased number of trips per driver.

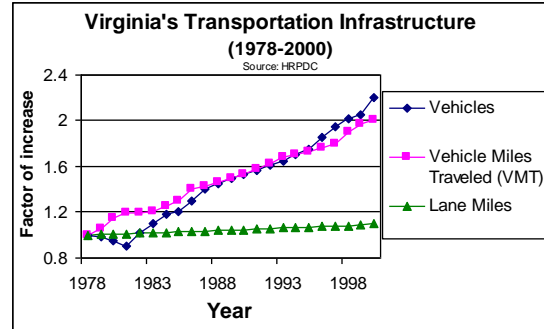


Figure #3

Transportation Funding Constraints

The Hampton Roads Planning District Commission has documented a significant funding shortage to address existing and future transportation needs within the region. According to the HRPDC:

- ◆ \$26 billion in unmet transportation needs was identified in the region’s 2026 Long Range Transportation Plan.
- ◆ No adjustments to State taxes and user fees for transportation have occurred since 1946.
- ◆ The motor fuels (gas) tax, which is the primary transportation revenue source, is growing at less than 3% per year.
- ◆ Virginia ranks 41st among the fifty states in the gas tax rate (1st being the highest).

Figure #4 reflects the decreasing trend in the State gas tax funding over the past 15 years and, in relation, Figure #5 shows the projected increase in unfunded project costs.

The trend is that limited State and Federal funding for transportation places additional pressure on local transportation budgets and increases the amount of traffic on local streets.

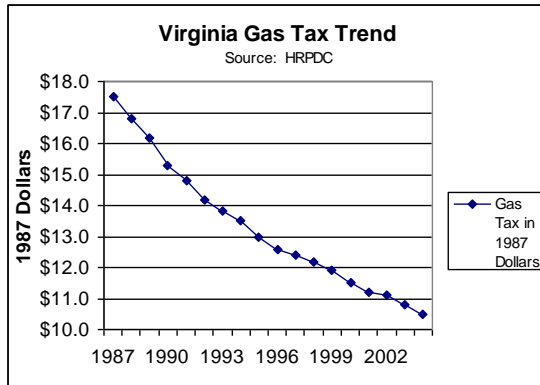


Figure #4

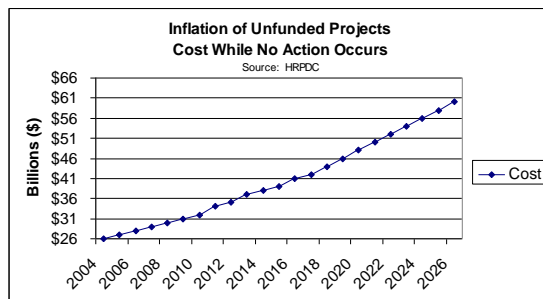


Figure #5

Increasing Focus on Efficiency and Demand Management

Traffic congestion in growing urban areas is expected to be an ongoing national problem that will not be completely eliminated by adding roadway capacity. Strategies must address traffic system maintenance, including existing system efficiency, travel demand management, and providing alternative transportation modes, as well as adding system capacity.

The trend reflects there will be an increased reliance on transportation strategies that promote the efficient use of existing facilities, seek to manage travel demand, and promote alternative modes of transportation.

Changing Demands for Street Design, Form, and Aesthetics

There is a need to restore walking as a viable mode of transportation for short trips within the city. Many city streets do not have sidewalks;

some sidewalks are either in poor condition or have gaps in providing continuous paths. Sidewalks are necessary to improve pedestrian safety, serve school children, connect major destinations or other modes of transportation, as well as support economic development and viable neighborhoods. Many streets also lack positive aesthetics and providing a “sense of place.” Creating a special place, where people want to be, streets must be walkable and safe and should include an attractive streetscape and points of interests, such as fountains, monuments, public art, etc.

Current street standards do not accommodate the creation of streets and blocks that support mixed land uses and higher density developments. Suburban style street standards do not provide for other modes of travel and are particularly unsafe and uncomfortable for pedestrians. The design, character, form, and quality of streets are changing with the implementation of various small area plans within the city. Revised street design standards are desired within the strategic corridors and districts in order to accommodate this change in philosophy. Revised street standards should include landscaping, lighting, street furniture, and gateways. Such standards should also address cost effectiveness and maintenance.

Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)

SAFETEA-LU is a \$286.4 billion transportation bill signed into law in August 2005. For the first time ever there will be dedicated Federal funding for Safe Routes to Schools (SR2S). The goal of this program is to improve the health of kids and the community by making walking and bicycling to school safer, easier, and more enjoyable. The initiative examines conditions around schools and facilities, the planning, development, and implementation of projects, and activities that improve safety and reduce fuel consumption and air pollution in the vicinity of schools.

2015 State Legislation on Transportation Planning and Funding

House Bill 2 (HB2) is a new State law that requires the implementation of a process for scoring and prioritizing projects as part of the evaluation of candidate projects for State funding. The purpose of HB2 is to promote a more accountable and transparent process for allocating limited State funds. The priority setting process links funding decisions to pre-determined State-wide planning goals. These goals are identified in the State's transportation plan.

The priority setting process includes the following factors for scoring projects:

- Congestion Mitigation
- Economic Development
- Accessibility
- Safety
- Environmental Quality
- Land Use Coordination

One of the key State-wide planning goals is to maximize the benefit of transportation investments by using these investments to promote economic development at the local level and by promoting greater coordination between transportation and land use planning. The concept of "Urban Development Areas" (UDAs) is one of the major tools created by the State to achieve this goal.

UDAs are established by section 15.2-2233.1 of the Code of Virginia. An urban development area is defined as an area that is "(i) appropriate for higher density development due to its proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area and (ii) to the extent feasible, to be used for redevelopment or infill development."

Further, UDAs incorporate principles of traditional neighborhood design, such as pedestrian-friendly road design, interconnection

of new local streets with existing local streets and roads, connectivity of road and pedestrian networks, and mixed-use neighborhoods, including mixed housing types.

The Strategic Investment Areas identified by the City in 2006 and adopted as part of the Hampton Community Plan (2006 as amended) have development principles consistent with the legislated definition of Urban Development Areas. The areas include: Downtown Hampton, Coliseum Central, Buckroe, Phoebus, Kecoughtan Corridor, and North King Street Corridor. Fort Monroe has been designated as a seventh Urban Development Area. While master planning efforts are still underway for Fort Monroe, planning goals and design standards closely align with the development principles of UDAs. These strategic areas meet the intent of the Code of Virginia, section 15.2-2233.1. As areas important to the image and economic vitality of the city, there is increased focus and scrutiny on development and transportation projects that lead to improved mobility outcomes in all modes of travel including transit, bicycles, and pedestrians.

Projects located in Urban Development Areas and projects outside of UDAs that support UDAs are eligible for transportation funding by satisfying a screening process established by House Bill 2. These transportation projects should especially consider multi-modal transportation solutions, the "last-mile" access issue, bicycle and pedestrian circulation, and improved connections to local multi-modal and regional transportation options.

Designating the City's strategic investment or "master plan" areas and Fort Monroe as UDAs under the State framework will improve the City's ability to compete for State transportation funding while also further advancing the City's economic and quality of life goals.

In addition to Urban Development Areas, the statewide transportation plan, VTrans2040, identifies two more categories of transportation

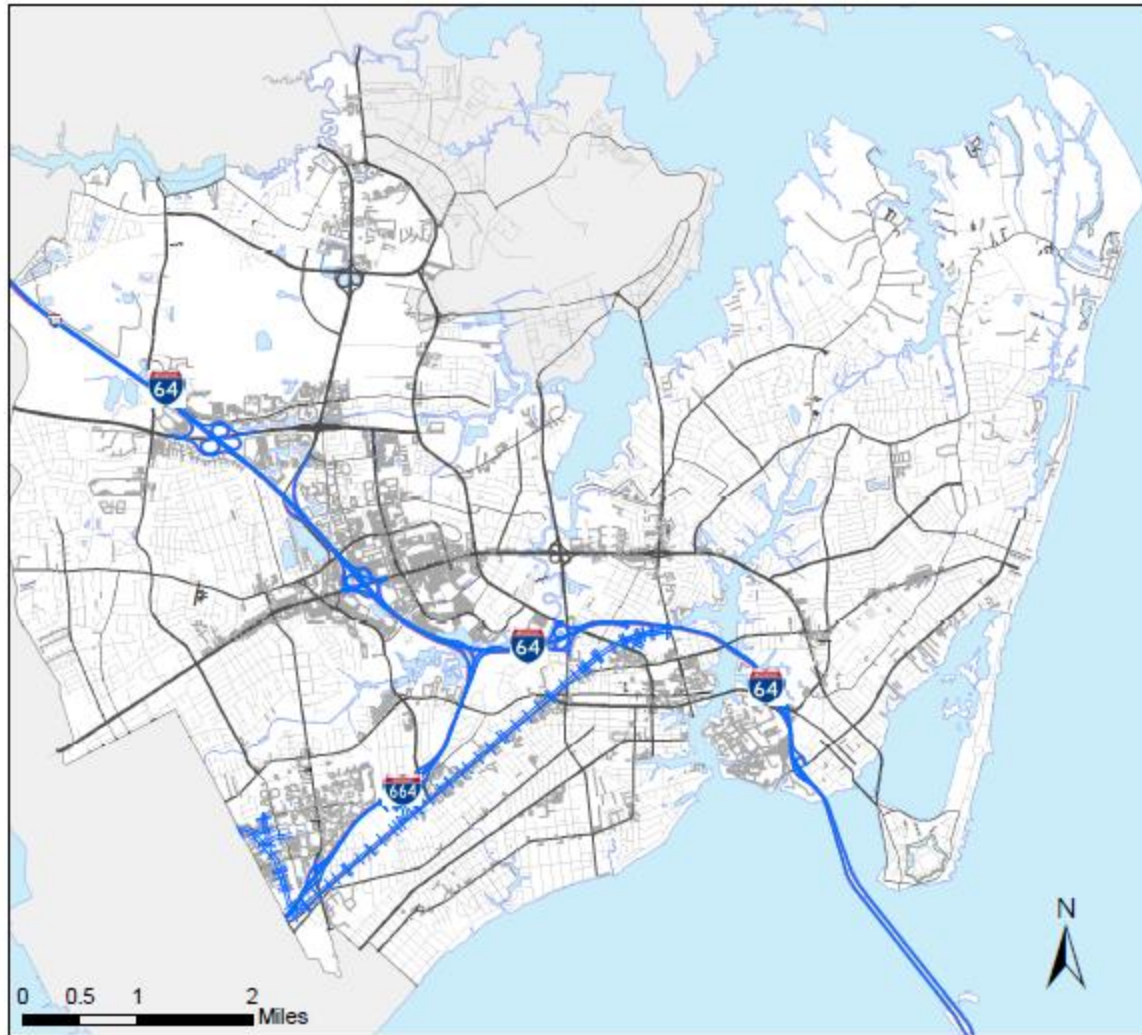
projects: Corridors of Statewide Significance and Regional Networks. Corridors of Statewide Significance represent major conveyors of people and goods throughout the entire state and between states. In Hampton, Interstate 64 is a Corridor of Statewide Significance. Regional Networks support travel throughout the Hampton Roads region with a focus on employment, job accessibility, and transportation projects that impact economic development. In Hampton, Hampton University and the VA Medical Center create a hotspot of employment and economic activity. This area, along with Langley Air Force Base and the

surrounding research and office parks, make up Hampton's Regional Networks.

Corridor of Statewide Significance and Regional Network designations are determined through input of the State, consultants, the regional planning organization, and localities. A transportation project that fits into one of these categories also satisfies the screening requirement of HB2.

Note: This section on 2015 State Legislation adopted by City Council Aug. 12, 2015 (CPA 022-2015)

Corridors of Statewide Significance



Features

- +++++ Railroad
- Interstate
- ~~~~~ Street Network

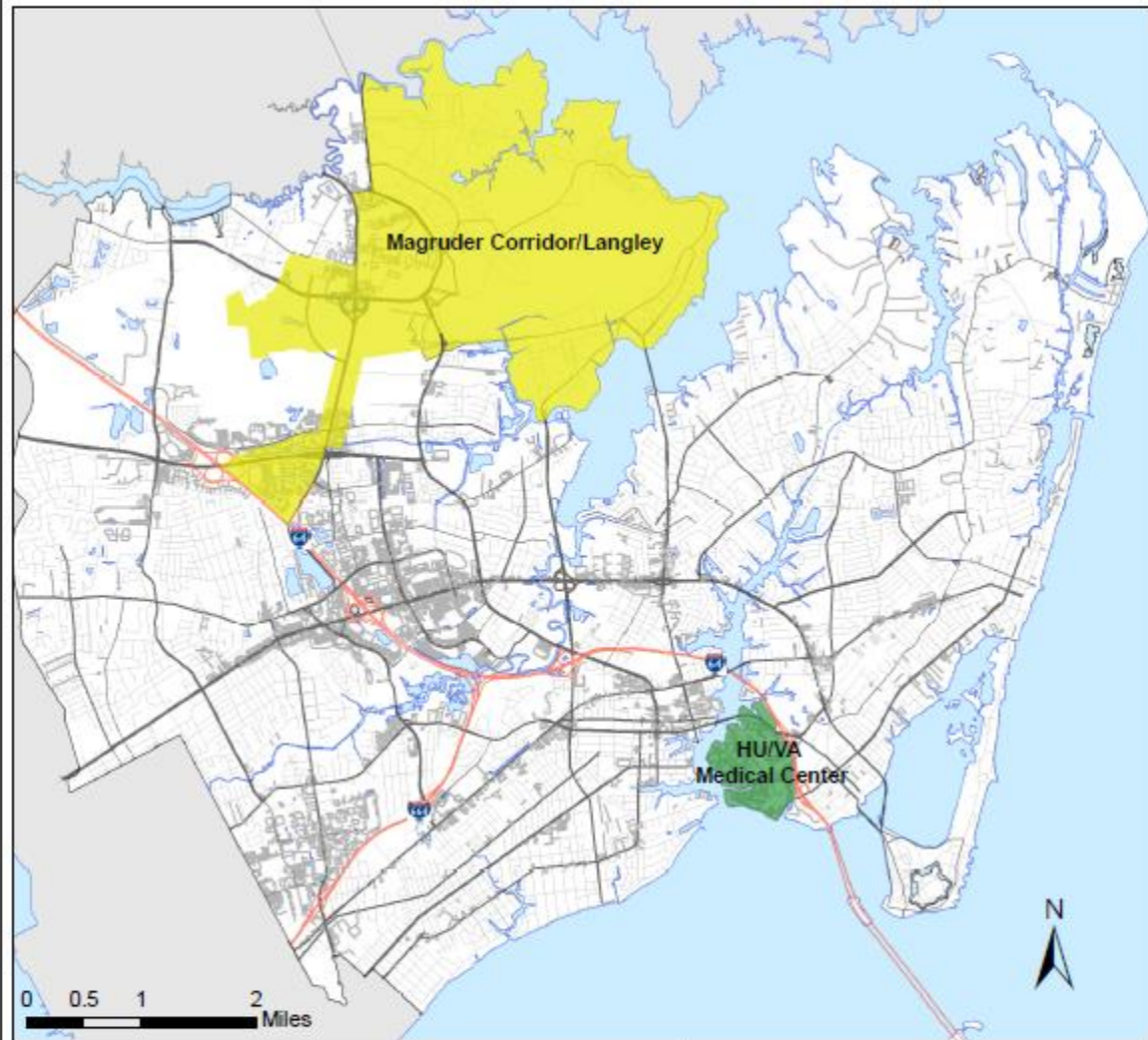
**Hampton Community Plan
Transportation Element**

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data

City of Hampton
 Community Development Department

Note: This map adopted by City Council Aug. 12, 2015 (CPA 022-2015)

Regional Networks



Features

- Regional Network Areas**
- Magruder Corridor / Langley
 - Hampton University / VA Medical Center
 - Street Network

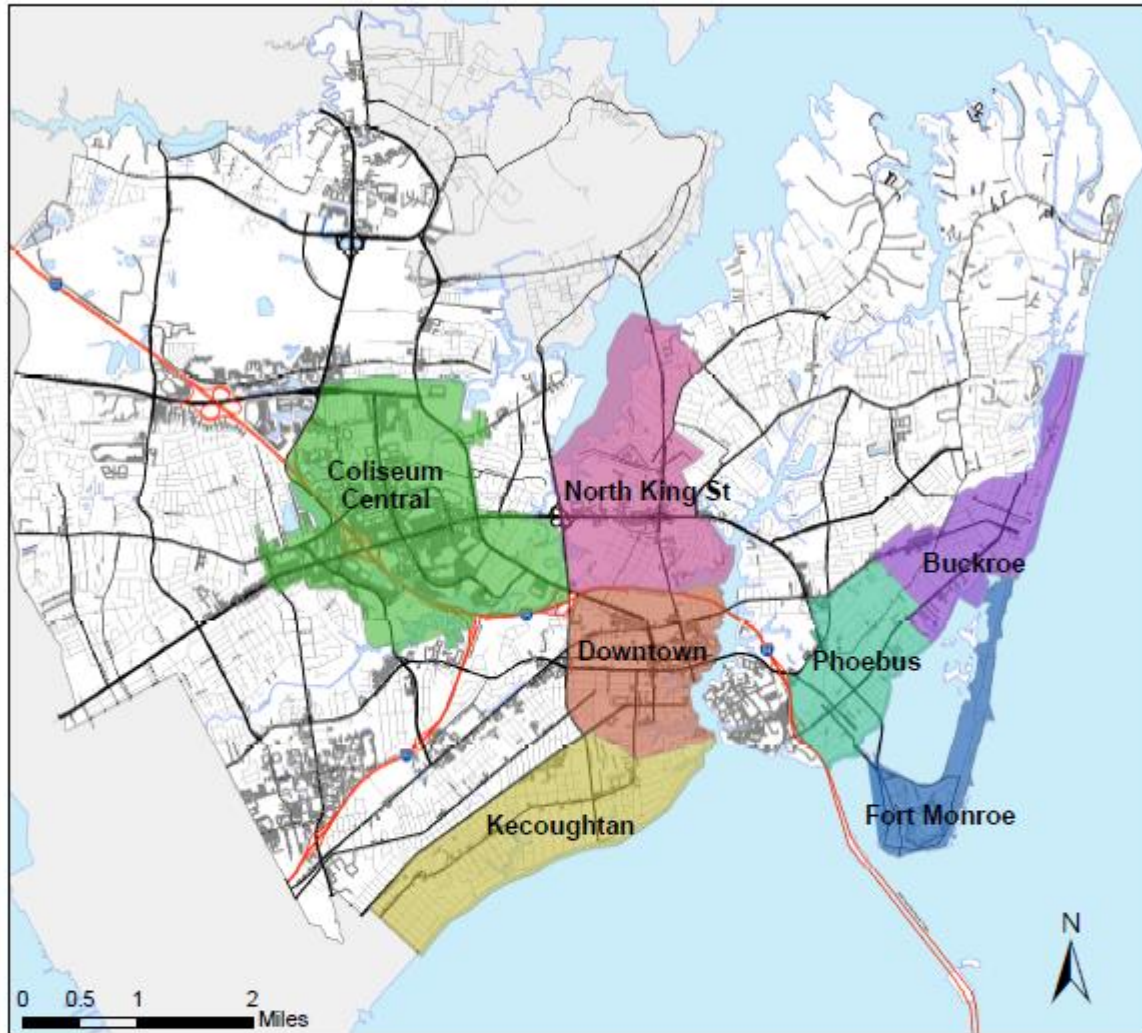
Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data

City of Hampton
 Community Development Department
 August, 2015

Note: This map adopted by City Council Aug. 12, 2015 (CPA 022-2015)

Urban Development Areas



- | | |
|-----------------|---|
| Features | <ul style="list-style-type: none"> Buckroe Coliseum Central Downtown Fort Monroe Kecoughtan North King Street Phoebus Street Network |
|-----------------|---|

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data

City of Hampton
 Community Development Department
 August, 2015

Note: This map adopted by City Council Aug. 12, 2015 (CPA 022-2015)

TRANSPORTATION POLICIES

Regional Leadership/Collaboration

TR Policy 1: Continue to play an active role in shaping and implementing regional transportation decisions.

TR Policy 2: Collaborate with public and private organizations to study and advocate transportation regulatory, funding, and legislative changes that promote the interests of the City and the region.

TR Policy 3: Work with the HRPDC and other agencies to promote regional “smart growth” initiatives.

TR Policy 4: Support State and Federal initiatives to reduce motor vehicle emissions, noise, and fuel consumption.

Community Development Initiatives

TR Policy 5: Coordinate transportation planning and investments with the City’s economic opportunities and priorities. Maintain and enhance access to the city’s key activity centers and strategic investment areas.

TR Policy 6: Promote internal circulation alternatives – including transit and pedestrian options - for priority city districts where appropriate.

TR Policy 7: Support continued maintenance dredging by the Army Corps of Engineers for pleasure craft, fishing, and other commercial vessels.

TR Policy 8: Promote mixed-use development to provide housing and commercial services near employment and to increase transportation options.

TR Policy 9: Promote infill, redevelopment, revitalization, and higher housing densities to support transit, bicycling, and walking.

TR Policy 10: Use landscaping and other improvements to create attractive and distinctive corridors and gateways into the city.

TR Policy 11: Support transportation projects that are built to resilience standards, account for future anticipated conditions, and provide multiple benefits.

Intercity Travel

TR Policy 12: Continue to support the management and development of Newport News - Williamsburg International Airport. Support expansion and improvement of air passenger and air cargo operations, including support for new terminal construction. Support multi-modal connections between the Airport and Hampton.

TR Policy 13: Explore opportunities to develop heliport facilities at appropriate locations in the city and region.

TR Policy 14: Cooperate with State and regional organizations to improve the regional highway network linking the city to the region and the country.

TR Policy 15: Maintain and enhance intercity bus and passenger rail connections between the city and the rest of the country.

TR Policy 16: Designate growth areas as established pursuant to the Code of Virginia, section 15.2-2223.1. Develop and maintain the local planning and policy requirements needed to meet the objectives of House Bill 2 and supporting State legislation.

Note: Policy TR 15 adopted by City Council Aug. 12, 2015 (CPA 022-2015)

Neighborhoods

TR Policy 17: Develop policies that encourage and create “walkable” blocks and street connectivity.

TR Policy 18: Work with the appropriate public and private organizations to control truck movements in a manner that balances the efficient movement of goods with the residential character of neighborhood streets.

TR Policy 19: Explore opportunities to reduce the impacts of through traffic on residential areas by improving the pedestrian environment within the existing rights-of-way.

TR Policy 20: Design and maintain the City street network to provide a variety of alternative routes so that the traffic loads on any one street are minimized.

TR Policy 21: Continue to implement traffic calming measures to slow traffic on local and collector residential streets.

Thoroughfares/Roadways

TR Policy 22: Maintain a hierarchy of streets that includes interstates, limited access, principal arterials, minor arterials, collectors, and local streets.

TR Policy 23: When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians.

Demand Management & Efficiency

TR Policy 24: Protect existing transportation investments through appropriate maintenance programs.

TR Policy 25: Preserve, maintain, and enhance the existing transportation system by utilizing

Intelligent Transportation System (ITS) techniques.

TR Policy 26: Support regional efforts such as “Traffix” to work with private interests and major employers to develop and coordinate trip reduction strategies.

TR Policy 27: Support land use decisions that reduce travel demand; encourage walking and bicycling; and, increase public transit usage.

TR Policy 28: Coordinate zoning, land use, and transportation policies and parking requirements.

Safety

TR Policy 29: Emphasize the safety of motorists, pedestrians, bicyclists, and property owners when prioritizing transportation facility and service improvements.

TR Policy 30: Prioritize the safety and health of school children in the design of roadway, sidewalk, and trail improvement projects that affect school travel routes.

Walking & Bicycling

TR Policy 31: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment centers, and shopping centers.

TR Policy 32: Create connecting paths for pedestrians and bicyclists in new developments and existing neighborhoods. Maintain and improve existing bicycle and pedestrian paths and trails.

TR Policy 33: Work with the Hampton Roads Planning District Commission and other public and private organizations to develop and implement regional bicycle routes, greenways, and waterways.

TR Policy 34: Encourage pedestrian activity and enhance pedestrian safety along residential streets and within strategic investment areas by providing public spaces, street-facing architecture, on-street parking, sidewalks, appropriate street lighting, furniture, bicycle parking, and street trees.

TR Policy 35: Promote aesthetically appealing public walkways to increase public access to waterfront and natural areas.

Transit

TR Policy 36: Work with HRT and other public and private organizations to promote a convenient and efficient public transit system, including special areas of unique need (e.g. convention center, regional mall, hospital complex, etc.).

TR Policy 37: Encourage amenities such as seating, lighting, and signage at bus stops to increase rider comfort and safety.

Special Needs

TR Policy 38: Encourage the location of housing opportunities for the elderly and persons with disabilities in corridors where public transportation is available.

TR Policy 39: Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act (ADA) during the planning and implementation of transportation projects and programs.

TRANSPORTATION IMPROVEMENTS

Improvements to the Road Network

The first step in identifying improvements to the road network was to identify the areas of greatest need. The objective was to address transportation challenges as well as land use and economic development opportunities. A list of critical transportation corridors and districts was developed using existing plans and studies and the City's list of strategic investment areas.

Local and regional transportation plans and studies were used to identify and evaluate existing deficiencies in the road network as well as potential future transportation challenges. The City's 2010 Comprehensive Plan, adopted small area plans, and the City's list of strategic investment areas, were used to identify land use and economic development opportunities. Strategic investment areas include: Downtown Hampton, Coliseum Central, Buckroe, Kecoughtan Road Corridor, North King Street Corridor, and Phoebus.

Proposed improvements to the road network include several different types of projects: road widening and extensions, construction of new alignments, intersection improvements, and general improvements or upgrades (e.g. pipe ditches, curb and gutter, realignments, etc.).

The list of critical transportation corridors and districts provided a conceptual framework for developing a more detailed list of proposed road improvement projects. The following details critical transportation corridors and districts, which are represented on the Critical Transportation Corridors and Districts Map.

Critical Transportation Corridors and Districts:

A. Interstate 64 Corridor – Challenge: Alleviate traffic congestion, enhance traffic

flow, plan for future traffic volume increases, and provide a more efficient connection between Hampton and Norfolk/Virginia Beach. Improve interstate access to Downtown Hampton, spurring redevelopment of the North Armistead Avenue/North Back River Road area.

B. East-West Corridor: North Armistead Avenue to King Street – Challenge: Alleviate traffic congestion and reduce volumes on N. Armistead Avenue and Mercury Boulevard (between Armistead and Fox Hill Road) and other local streets. Provide an alternative east/west connection from N. Armistead to King Street, parallel to Mercury Boulevard.

C. North-South Corridor: Big Bethel Road – Challenge: Alleviate traffic congestion and improve traffic flow on Big Bethel Road and Todds Lane. Enhance the north-south access in the Northampton section of the city.

D. North-South Corridor: Magruder Boulevard/Coliseum Drive/North Armistead – Challenge: Alleviate traffic congestion and reduce volumes on N. Armistead Avenue and Magruder Boulevard between Hampton Roads Center Parkway and the northern city limits. Provide access to developable land along Butler Farm Road and Nettles Lane.

E. East-West Corridor: Little Back River Road/Fox Hill Road/Harris Creek Road – Challenge: Increase access to the northeastern quadrant of the city from Mercury Boulevard through alternative routes. Alleviate traffic congestion and reduce volumes on Fox Hill Road and increase access to residential developments north of Fox Hill Road. Implement road strategies from the Harris Creek Small Area Plan.

F. North-South Corridor: Old Buckroe Road/Woodland Road – Challenge: Explore alternative north/south connections between N. Mallory Street/East Pembroke Avenue and Fox Hill Road and improve access to I-64 from the areas of Fox Hill and Buckroe. Enhance access to the Buckroe area and explore the potential for neighborhood revitalization in the areas bounded by Woodland Road, Pembroke Avenue, and Mallory Street.

G. Coliseum Central District – Challenge: Implement transportation strategies from the Coliseum Central Master Plan.

H. Downtown Hampton District – Challenge: Implement transportation strategies from the Downtown Hampton Master Plan.

I. Kecoughtan Road Corridor – Challenge: Address changing traffic dynamics of the Shell Road and Kecoughtan Road corridors to be more sensitive to the neighborhoods these roads serve. Implement strategies of the Kecoughtan Road Corridor Master Plan.

Candidate road projects were identified to address the challenges within the critical transportation corridors and districts. The candidate projects were evaluated and prioritized using the following criteria:

- ◆ **Community Development** – implements specific district, neighborhood, or corridor plan objectives.
- ◆ **Safety** – increases safety for vehicle occupants, pedestrians, bicyclists, and/or property owners.
- ◆ **Level of Service** - increases service level (facility or system) through improved access, convenience, and/or reduced congestion.

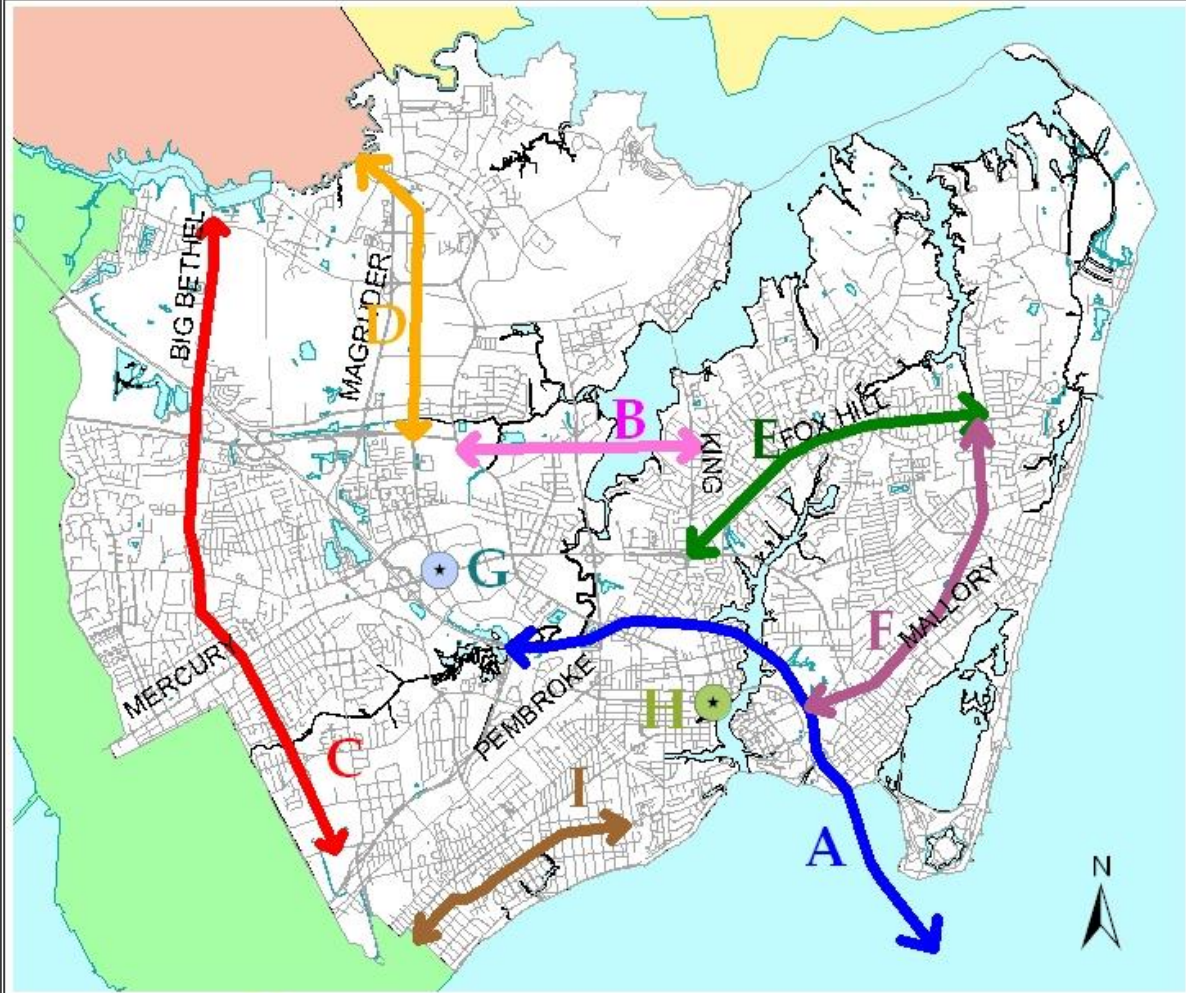
- ◆ **Regional Access** – improves regional access to City facilities, districts, and uses that have a city-wide and/or regional service area.
- ◆ **Cost Effectiveness** – provides the most cost-effective solution to the transportation problem or opportunity.

The evaluation process also considered financial constraints based on expected levels of local, State, and Federal funds. A conservative estimate of \$5 million per year over the next 20 years was assumed from State and Federal sources. (This number is based on trends over the past several years and reflects reduced State and Federal funding.) A local contribution of \$1 million per year over the next 20 years was also estimated to be available. Given the above amounts, the City would have approximately \$120 million to fund projects over the next 20 years. Imposing this funding constraint on the prioritized list of candidate projects resulted in the final recommendation for improvements to the road network. Projects are grouped in the following two categories:

- ◆ **2005-2025 Projects** – These projects are identified as being the most critical for meeting the city’s needs and as capable of being funded within the estimated 20-year financial constraint (see Transportation Plan Map).
- ◆ **Future Projects** – These are identified as key projects to the City’s future; however, funding is not expected to be available based on the estimated 20-year financial constraint.

Figures #6 and #7 show the complete list of road projects, separated into anticipated projects between years 2005-2025 and future projects. This plan will be re-evaluated and updated to address changing transportation needs and to reflect the status of available funds and funding sources.

Critical Transportation Corridors & Districts



- Features**
- Interstate Corridor A
 - East-West Corridor B
 - North-South Corridor C
 - North-South Corridor D
 - East-West Corridor E
 - North-South Corridor F
 - Coliseum Central District G
 - Downtown District H
 - Kecoughtan Corridor I
 - Street Network

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Public Works Department
 HRPDC Transportation Data
 City of Hampton, Geographic Information Services



City of Hampton
 Planning Department
 February, 2006

Item Number	Road Projects (not in priority order)	Anticipated Funding Source*
2005-2025		
1	Hampton Roads Bridge Tunnel/I-64 – Widen (I-664 to Norfolk)	NHS/RSTP
2	King Street Interchange/Rip Rap Road Extension	NHS/RSTP
3	N. Armistead Avenue/LaSalle Avenue Interchange	NHS/RSTP/ Urban
4	Saunders Road – Widen (Big Bethel Road to Newport News City Limits)	RSTP
5	Commander Shephard Boulevard Phase 1	Urban
6	Commander Shephard Boulevard Phase 2	Urban
7	Fox Hill Road - Widen (Old Fox Hill Road to Nickerson Boulevard - add center turn lane)	Urban
8	Hampton Roads Center Parkway/Big Bethel Road – Grade Separation	Urban
9	Little Back River Road - Widen (N. King Street to Harris Creek Road)	Urban
10	N. Armistead Avenue Phase 1B (New Link Road to Mercury Boulevard)	Urban
11	Back River Road - Extension (Thornette Street to Kecoughtan Road)	Urban
12	Power Plant Parkway - Upgrade (Briarfield Road to Pine Chapel Road)	Urban
13	Todds Lane - Widen (Aberdeen Road to NNCL - add center turn lane)	Urban
14	Todds Lane/Big Bethel Road - Upgrade Intersection	CMAQ/Local
15	Beach Road - Straighten curves at various locations	Local
16	Beach Road - Upgrade (Canal Road to Long Creek Bridge)	Local
17	Buckroe Avenue - Upgrade (Old Buckroe Road to beachfront)	Local
18	Coliseum Drive/Mercury Boulevard – Flyover Removal & Intersection Improvements	Local
19	Coliseum Mall Redevelopment - Road Extensions on Mall property	Local
20	Commerce Drive – Extension (Convention Drive to Cunningham Drive)	Local
21	E Street - Upgrade/Widen (58th Street to Briarfield Road)	Local
22	Enfield Road - Upgrade (Von Schilling Drive to Mercury Boulevard)	Local
23	Harris Creek Road - Upgrade/Widen (Fox Hill Road to road end)	Local
24	Ivy Home Road – Upgrade (Victoria Blvd. to Blackbeard’s Point)	Local
25	Mallory Road - Upgrade (Pembroke Avenue to Buckroe Avenue)	Local
26	Pembroke Avenue - Upgrade (Old Buckroe Road to Mallory Street)	Local
27	N. King Street - Upgrade (Mercury Boulevard to Little Back River Road)	Local
28	Riverdale Shopping Center Redevelopment - Road Extensions on Center property	Local
29	Silver Isles Boulevard - Upgrade/Widen (Hall Road to Beach Road)	Local
30	Von Schilling Drive - Upgrade (Cunningham Drive to Coliseum Mall)	Local

*NOTE: NHS – National Highway System
 RSTP – Regional Surface Transportation Program
 Urban – Urban Allocation Fund
 CMAQ – Congestion Mitigation and Air Quality

Figure #6

Item Number	Road Projects (not in priority order)	Anticipated Funding Source*
Future Projects		
31	Big Bethel Interchange at I-64	NHS/RSTP
32	Big Bethel Road - Widen (Todds Lane to Semple Farm Road)	Urban
33	Briarfield Road - Upgrade/Widen (Big Bethel Road to Aberdeen Road)	Urban/Local
34	Coliseum Drive - Extension (Hampton Roads Center to Research Drive)	Urban/Local
35	Coliseum Drive/Hampton Roads Center Parkway Intersection Improvements	Urban/Local
36	Hampton Roads Center Parkway - Widen (I-64 to N. Armistead Avenue)	Urban
37	Hampton Roads Center Parkway - Widen (I-64 to Big Bethel Road)	Urban
38	N. King Street - Widen (Little Back River Road to LAFB)	Urban
39	Magruder Boulevard - Widen (I-64 to City Limits)	Urban
40	East/West Connection Study (N. Armistead Avenue @Hampton Roads Center Parkway to LaSalle Avenue/King Street/Fox Hill Road)	Urban
41	N. Armistead - Widen (Mercury Boulevard to Hampton Roads Center Parkway)	Urban
42	N. Armistead Avenue - Widen (Hampton Roads Center Parkway to Commander Shepard)	Urban
43	N. Armistead Avenue/Pembroke Avenue Intersection Realignment	Urban/Local
44	Wythe Creek Road - Widen (N. Armistead Avenue to City Limits)	Urban
45	Butler Farm Road - Upgrade/Widen (Manhattan Drive to N. Armistead Avenue)	Local
46	Cunningham Drive - Extension (Mercury Boulevard to Pine Chapel Road)	Local
47	Convention Drive - Extension (Coliseum Drive to Cunningham Drive)	Local
48	Corridor Study (Connection between Fox Hill Road/Old Buckroe Road & I-64/Woodland Road)	Local
49	Corridor Study (Connection between Fox Hill Road/Andrews Boulevard & "new corridor")	Local
50	Dandy Point Road - Upgrade (Beach Road to end)	Local
51	Floyd Thompson Boulevard - Extension (Research Drive to N. Armistead Avenue)	Local
52	Medical Drive - Extension (Marcella Road to Cunningham Drive)	Local
53	Nettles Lane - Upgrade/Widen (Magruder Boulevard to N. Armistead Avenue)	Local
54	New East/West Road (Coliseum Boulevard at Sentara to N. Armistead Avenue)	Local
55	Old Buckroe Road - Upgrade/Widen (Pembroke Avenue to Fox Hill Road)	Local

*NOTE: NHS – National Highway System
 RSTP – Regional Surface Transportation Program
 Urban – Urban Allocation Fund
 CMAQ – Congestion Mitigation and Air Quality

Figure #7

Item Number	Road Projects (not in priority order)	Anticipated Funding Source*
Future Projects		
56	Pine Chapel Road - Realign (Coliseum Drive to Cunningham Drive)	Local
57	Research Drive - Extension (Basil Sawyer Drive to Armistead Avenue/Commander Shepard Boulevard)	Local

*NOTE: NHS – National Highway System

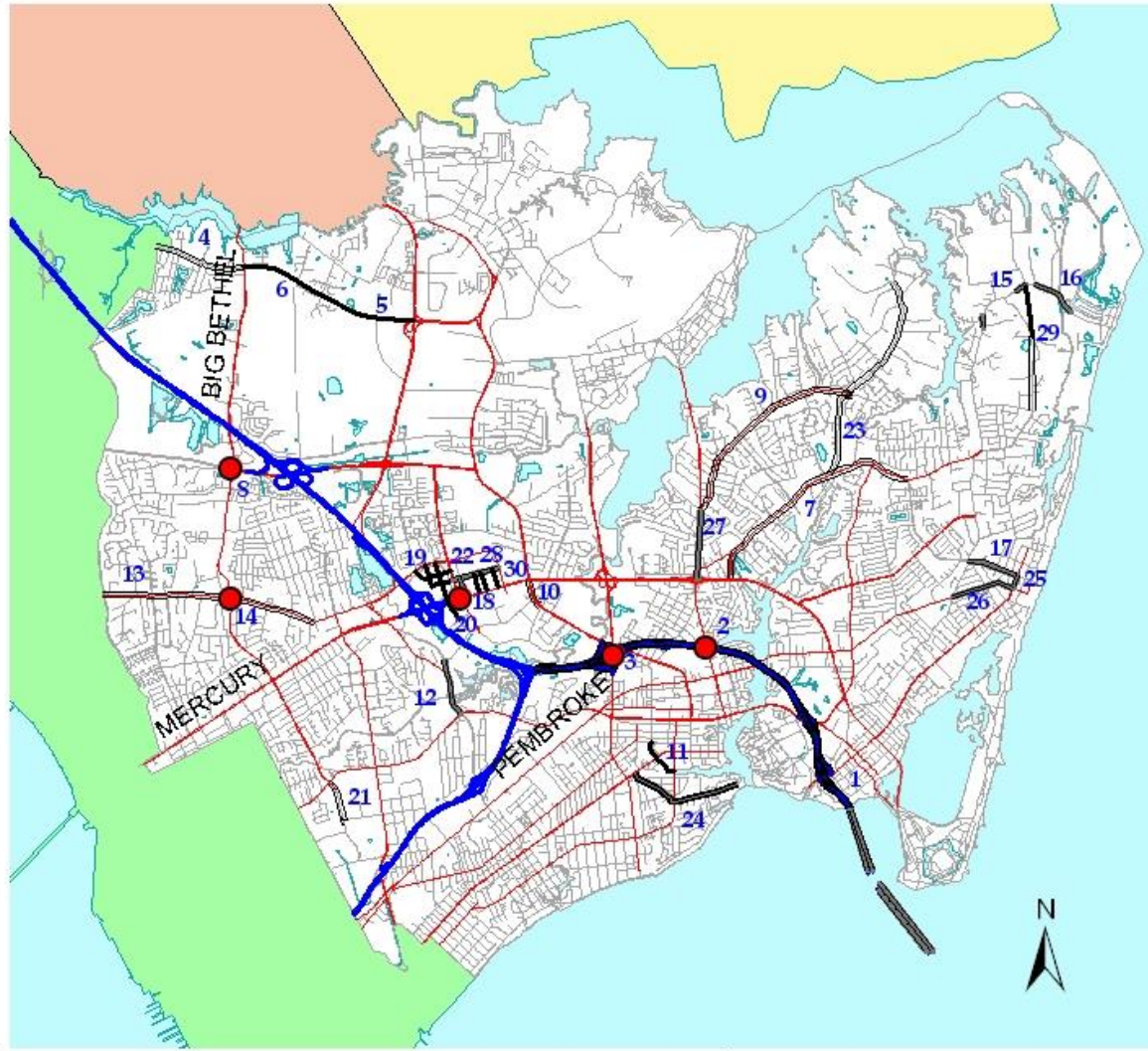
RSTP – Regional Surface Transportation Program

Urban – Urban Allocation Fund

CMAQ – Congestion Mitigation and Air Quality

Figure #7

Transportation Plan



Features

- Road Projects 2005-2025
-  EXTENSION/NEW ROAD
-  ROAD IMPROVEMENT
-  WIDEN FACILITY
-  Intersection Improvements
-  Interstate
-  Arterial
-  Local

**Hampton Community Plan
Transportation Element**

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



City of Hampton
 Planning Department
 February, 2006

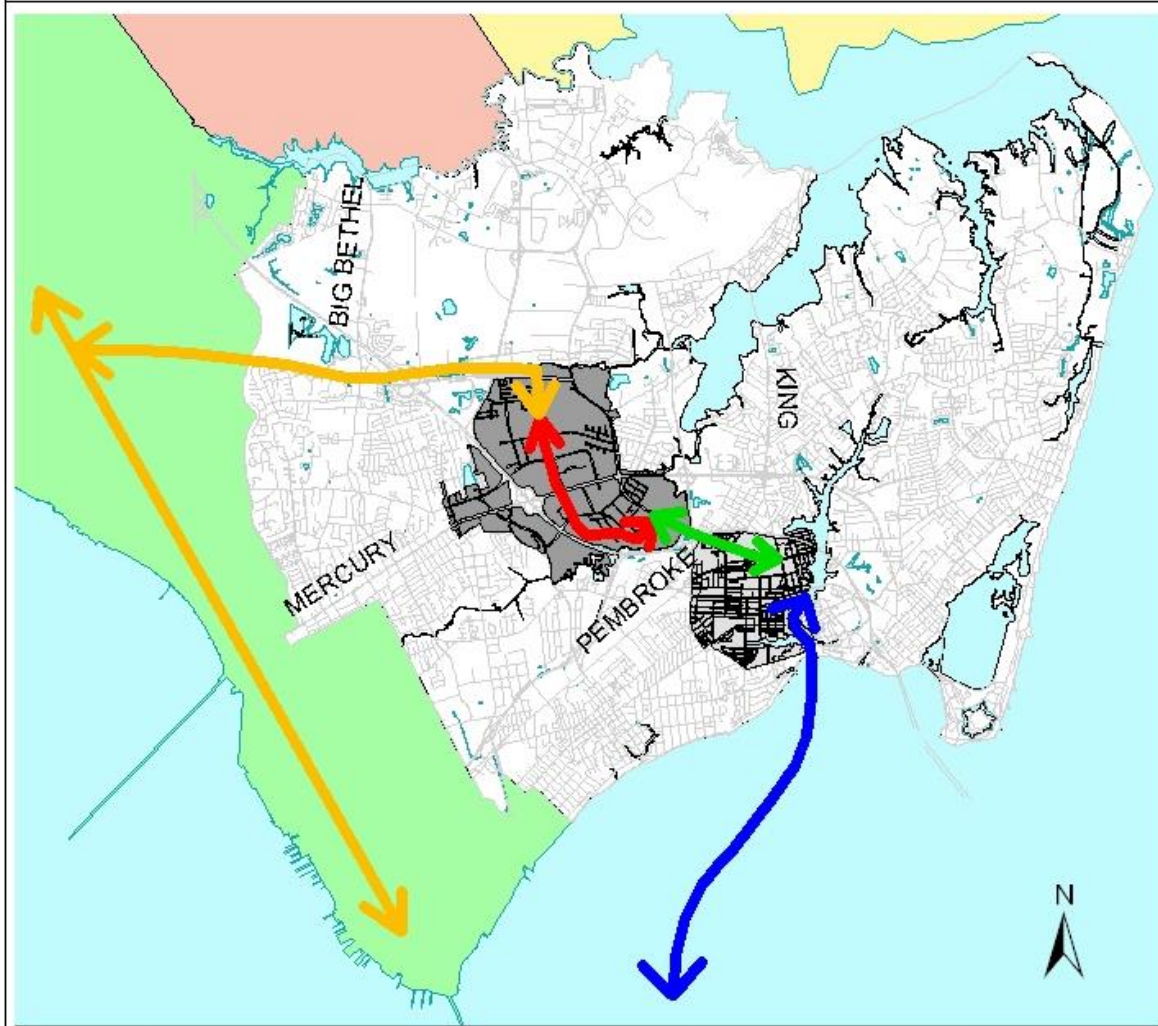
Transit Corridors and Districts

Potential transit corridors and districts are identified as a component of the City's overall strategy for addressing long-term transportation challenges and land use and economic development opportunities. Further study of transit development within these districts and corridors is recommended in coordination with the maintenance and improvement of the road network and the bus system that serves the city. Potential transit corridors and districts include:







- ◆ **Intercity Transit Corridors** – Potential transit corridors using light rail and/or bus rapid transit that would connect Hampton activity centers to the CSX rail corridor in Newport News with potential expansion to south Hampton Roads. Optional routes include Hampton Roads Center Parkway/Coliseum Drive; Mercury Boulevard; and Pembroke Avenue (existing rail rights-of-way). Potential extensions might include York County, military bases,
- the Buckroe/Phoebus area, and future improvements to I-64/HRBT.
- ◆ **Transit Circulator Service** – Fixed guideway system (e.g. monorail) and/or shuttle bus system within the Coliseum Central area. Initial phase could be developed for service during special events, conventions, and/or seasonal activity.
- ◆ **Intracity Transit Connections** – Expand shuttle bus system and/or extend fixed guideway system to provide connections between the Coliseum Central and Downtown Districts.
- ◆ **Ferry System** – Provide water access connections between Downtown and activity/employment centers in other Hampton Roads localities.

The Potential Transit Corridors and Districts Plan shows the general location of these areas and their relationship to each other.

Potential Transit Plan



Features

-  Rapid Transit Corridors
-  District Connector
-  Coliseum Central Transit
-  Ferry Connections
-  Coliseum Central District
-  Downtown District

Hampton Community Plan Transportation Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 Hampton Roads Transit



City of Hampton
 Planning Department

February, 2006

VI. Community Facilities

OVERVIEW

Purpose

The Community Facilities section of Hampton’s Community Plan addresses educational, recreational, cultural, public safety, utilities, health and human services, and City administrative facilities. This section of the Plan considers these facilities on a regional, city-wide, and neighborhood scale. These facilities support the services provided by the City and in cooperation with other public and private agencies, they protect the safety and well-being of the community and provide opportunities for personal growth and recreation.

This section of the Plan identifies policies and strategies to guide future investments in community facilities. These policies and strategies are intended to be comprehensive, general, and long range. This section of the Plan focuses on:

- ◆ Opportunities to strengthen the relationship between investments in community facilities and the vision, goals, and objectives identified in the Community Plan (e.g. linking investments in education to Healthy Neighborhoods).
- ◆ Opportunities for integration and coordination of service delivery from more than one City department or program area.
- ◆ Opportunities for joint service delivery with one or more agencies or municipalities within the region (e.g. coordination between K-12 educational programs and the Virginia Air and Space Center or the Hampton History Museum).
- ◆ Opportunities to encourage reinvestment, keeping high standards of maintenance, and enhancing the appearance of existing facilities.

- ◆ Providing direction for the annual preparation of the City’s Capital Improvements Plan and for the preparation of more detailed implementation plans – such as neighborhood plans and facility master plans.

The Community Facilities section identifies recommendations for major investments in community facilities that are anticipated over a period of up to twenty years. These recommendations may also be identified in earlier plans or studies. Detailed recommendations regarding facility needs and the design, construction, or operation of specific community facilities may be found in the plans and studies of individual City departments, public agencies, or private organizations.

The plan for community facilities is closely related to other sections of the Plan and to the community’s vision and goals. Examples of these relationships include:

- ◆ Community facilities are essential to the attractive physical appearance, perception of safety and high desirability, and the overall quality of life in the city.
- ◆ High quality community facilities are a key component of meeting our goals for Strong Schools, Healthy Neighborhoods, and contributing to the growth and development of children and youth.

Community Facilities Objectives

There are a number of general objectives or best practices that apply to the development of community facilities. These objectives are listed in the table below.

Community Facilities Objectives	
1.	Provide community facilities that are targeted to address the needs of both city residents and visitors.
2.	Provide community facilities that are attractive, well designed, and well maintained.
3.	Provide facilities that are responsive and adaptable to changing needs.
4.	Promote the safety and security of facility users in the design and operation of community facilities.
5.	Promote partnerships with private, non-profit, and government agencies in the provision of community facilities.
6.	Promote joint-use and multi-use community facilities.
7.	Use facility and service level standards to promote efficient and cost-effective planning for new or expanded facilities.
8.	Maximize facility access and convenience. Provide access by a variety of transportation modes.
9.	Address the needs of special populations including low income, youth, elderly, and persons with disabilities.
10.	Follow site selection guidelines when planning for new community facilities.
11.	Recognize the importance of schools and other community facilities to the social and economic vitality of the city.
12.	Locate, design, and develop conservation areas and public open spaces to create a sense of community and to define and connect neighborhoods and districts.

13.	Reinforce community identity, civic values, and a commitment to customer service in building architecture and site design.
14.	Promote maintenance, reinvestment, preservation, adaptive reuse, and renewal of existing facilities and sites.
15.	Coordinate service delivery to promote efficiency and avoid duplication.
16.	Use investments in community facilities to leverage investments from the business community and not-for-profit organizations.

EXISTING CONDITIONS

Education

Hampton Schools (Pre K-12) - The Hampton City School system (HCS) serves about 23,000 students and operates 36 school buildings. The system includes 26 elementary schools including 3 fundamental schools, 1 academy program, 7 year round, and 1 English as a Second Language (ESL) center. Additionally, a program for gifted students in grades 3 through 5 operates at Mary Peake Center. Full-day kindergarten is offered in 21 elementary schools. The remaining schools will implement full day kindergarten in the 2004-05 school year.

The Hampton City Schools Strategic Plan adopted by the School Board on October 5, 2005 is adopted by reference as part of the Hampton Community Plan.

Preschool programs include Title I preschool (APPLE), the Virginia Preschool Initiative (VPI), and the pre-kindergarten program GROW. Total enrollment in these programs in 2003 was 400. The Virginia School for the Deaf and Blind, located at 700 Shell Road, is currently shared with HCS preschool programs.

There is one charter school, Hampton Harbour Academy, which offers an alternative education setting for grades 3-12. Beginning with academic year 2004-05, the charter for Hampton Harbour Academy has been amended to serve grades 3 – 8. The high school alternative program will be housed at Phoebus High School. The enrollment for academic year 2003-04 is 196.

Table CF #1 HCS Enrollment Academic Year 2003-04	
Level	Number of Students
Elementary Schools	10,373
Middle Schools	5,694
High Schools	6,946
Total	23,013
Source: HCS Administration, May 2004	

Table CF #2 HCS Elementary Schools		
School Name	Grades	Special Programs
ABERDEEN	K – 5th	Year Round Program, Title I, Uniform Dress
ARMSTRONG	K – 5th	Fundamental
ASBURY	K – 5th	
BARRON	K – 5th	Fundamental
BASSETTE	K – 5th	Year Round Program, Title I
BOOKER	Pre K – 5th	Head Start
BURBANK	K - 5th	International Baccalaureate Primary Years Program, Title I
CARY	K – 5th	Title I
COOPER	Pre K – 5th	Year Round Program, GROW, Head Start, Virginia Pre-School Initiative, Star Achievers Academy, Title I
FORREST	K – 5th	
JANE BRYAN	K – 5th	Uniform Dress
KRAFT	K – 5th	
MACHEN	K – 5th	Title I
MALLORY	K – 5th	Title I
MARY PEAKE	3rd to 5th	Gifted Center
MERRIMACK	K – 5th	Year Round Program, Title I, Uniform Dress
MOTON	K – 5th	Title I
PHILLIPS	K – 5th	
LEE	Pre K – 5th	Year Round Program, Head Start, Title I, Uniform Dress
LANGLEY	K – 5th	ESL
SMITH	K – 5th	Year Round Program, Title I
TARRANT	K – 5th	Uniform Dress, Title I
TUCKER CAPPS	K – 5th	Fundamental
TYLER	Pre K -5th	Title I Preschool (APPLE)
WYTHE	K – 5th	Year Round Program, Title I, Uniform Dress
DOWNTOWN HAMPTON CHILD DEV. CENTER	Pre - K	Virginia Pre-School Initiative
Source: HCS Administration, May 2004		

There are six middle schools including one fundamental, one magnet, and one year-round program.

There are four high schools. The Center for High Tech is housed at Phoebus High School. Students may also access additional programming at the New Horizons Regional Education Center (NHREC). NHREC houses the Governor’s School for Science and Technology, specialized Career and Technical Education programs, and specific special education services.

In addition to the high school programs, NHREC supports an Adult Continuing Education and Apprenticeship program.

City Assessors data files show that there were 19 private schools in the City of Hampton in 2003. This includes 13 elementary, 4 middle, 1 high school, 1 special education center, and 4 technical private schools. According to HCS records total K-12 enrollment in private schools in school year 2002-2003 was 2,466 including homebound, GED, and the Downtown Hampton Child Development Center. Additionally there were 280 students enrolled in K-12 home school programs.

**Table CF #3
HCS Middle and High Schools**

School Name	Grades	Special Programs
HAMPTON HARBOUR ACADEMY	3rd to 8th	Charter School, Alternative Education, Year Round, Title I, Uniform Dress
DAVIS MIDDLE SCHOOL	6th to 8th	
EATON MIDDLE SCHOOL	6th to 8th	Fundamental
JONES MIDDLE SCHOOL	6th to 8th	Magnet School, Laptop Initiative
LINDSAY MIDDLE SCHOOL	6th to 8th	Uniform Dress, Laptop Initiative
SPRATLEY MIDDLE SCHOOL	6th to 8th	Year Round Program, Uniform Dress, Laptop Initiative
SYMS MIDDLE SCHOOL	6th to 8th	
BETHEL HIGH SCHOOL	9th to 12th	
HAMPTON HIGH SCHOOL	9th to 12th	ESL
KECOUGHTAN HIGH SCHOOL	9th to 12th	
PHOEBUS HIGH SCHOOL	9th to 12th	Center for High Technology, Blue Phantom Inn
NEW HORIZONS REGIONAL EDUCATION CENTER		Governor’s School for Science and Technology, Career and Technical Education specialized programs, Special Education (specific services)

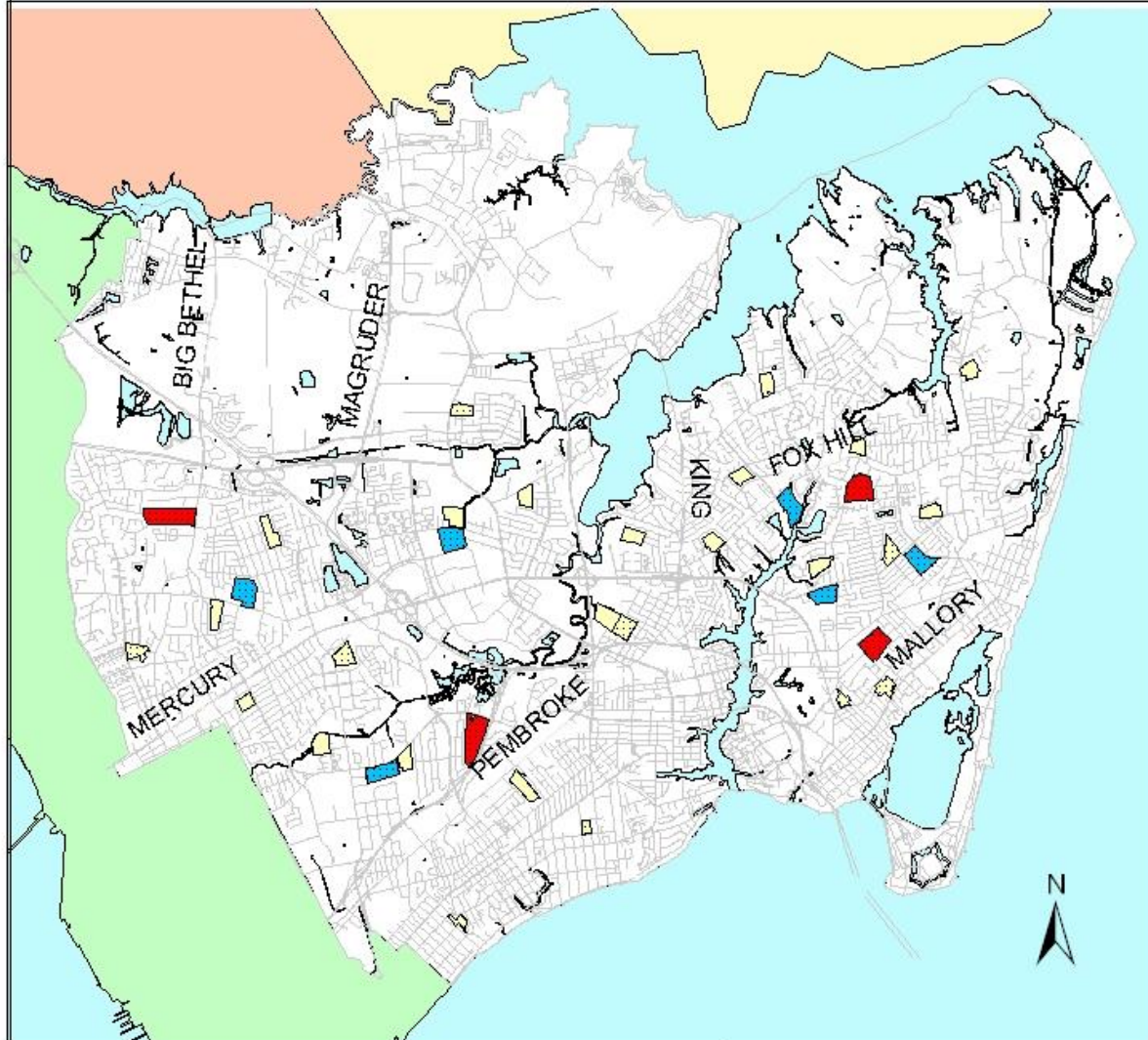
Source: HCS Administration, May 2004

Higher Education






Hampton University - Formerly known as Hampton Normal and Agricultural Institute, Hampton University (HU) opened its doors in 1868 to educate young African-Americans. Hampton University strives to promote the precepts of high academic standards while promoting efficiency, character, and service among students and faculty. Its 100 acre campus is located along the Hampton River across from Downtown Hampton. Enrollment for 2003 was 5,700 students from 49 states and 35 countries.

HU is comprised of 6 schools: Business, Engineering and Technology, Liberal Arts and Education, Nursing, Pharmacy, and Science, a Graduate College, and a College of Continuing Education. The University offers 38 bachelor's degree programs and 14 master's degree programs, as well as 4 doctoral or professional degrees.

Public Schools



Features

-  Shared Facilities
-  High Schools
-  Middle Schools
-  Elementary Schools
-  Street Network

Hampton Community Plan Community Facilities Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



City of Hampton
 Planning Department
 February, 2006

Thomas Nelson Community College - Thomas Nelson Community College (TNCC) is a two-year institution of higher education that opened in 1968.

TNCC's 86 acre main campus includes administrative offices, classrooms, auditoriums, computer labs, a library (open to the public), and a number of other specialized facilities. Current enrollment at TNCC is over 12,000 students. TNCC serves residents of the cities of Hampton, Newport News, Poquoson, and Williamsburg, and the counties of James City and York. Programs offered in other locations include the Historic Triangle campus in James City County as well as several high schools throughout the area. The college offers college transfer, occupational-technical and workforce training programs. TNCC also provide comprehensive non-credit continuing education offerings to the community.

Other local colleges include Saint Leo College and Embry Riddle Aeronautical University, both located at Langley Air Force Base.

Other Colleges and Universities in Hampton Roads - Other colleges and universities in Hampton Roads include Christopher Newport University (Newport News), the College of William and Mary (Williamsburg), Norfolk State University (Norfolk), Old Dominion University (Norfolk), Tidewater Community College (Chesapeake, Norfolk, Portsmouth, Virginia Beach), Regent University (Virginia Beach), Eastern Virginia Medical School (Norfolk), as well as various extensions from other universities and colleges.

Major Research Facilities

- National Aeronautics and Space Administration (NASA) - Langley Research Center in Hampton.

- National Institute of Aerospace (NIA) located at Hampton Roads Center North Campus.

- Thomas Jefferson National Accelerator Facility (Jefferson Lab) located in Newport News, is managed and operated by Southeastern Universities Research Association (SURA) for the U.S. Department of Energy (DOE).

Vocational Education

Peninsula Workforce Development Center - The Peninsula Work Force Development Center is administered by Thomas Nelson Community College and is located adjacent to the TNCC main campus. The Center offers a variety of workforce training and development programs as well as employer assistance for economic development. The Center also administers the Workforce Investment Act (WIA), One-Stop Career and collaborates with the Virginia Employment Commission (VEC) for employment assistance and placement. The center is part Work Force Development Services and the Continuing Learning Education System of the State of Virginia. (For additional information see the Economic Development section of the Community Plan.)

Other private vocational education centers include the Tidewater Studio of the Performing Arts and the Virginia School of Hair Design.

Public Libraries / Documentation and Information Centers

The mission of the Hampton Public Library is to provide Hampton citizens with the intellectual tools necessary for a lifetime of learning and civic participation. To this end, the library emphasizes sound early childhood development, guidance to knowledge, collections and connections, and a community place to learn. Currently there are five public library facilities and a mobile library outreach service operated by the City of Hampton:

1. **Main Library** (4207 Victoria Blvd.) – This 53,000 square foot facility replaced the adjacent Charles H. Taylor Memorial

Library as Hampton's central library in 1987. This facility offers public meeting rooms, a special collections department, a reference department, an Internet learning laboratory, a children's department, adult and children's books, magazine and audio/visual collections, a parent education and information center, and an adult literacy tutoring center. Staff provides web based services, computer training, and extensive children's and family literacy programming. Administrative and technical support offices for the entire library system are housed in the main library.

2. **Northampton Branch Library** (5936 Big Bethel Rd.) – This 8,256 square foot facility, leased in 1990, replaced a branch formerly operated in Forrest Elementary School. Prior to that, the library started in Bethel High School. This branch library provides public Internet computers, adult and children's books, magazine and audiovisual collections, a parent information and education center, reference assistance, and children's programming. It offers limited public meeting space.
3. **Willow Oaks Branch Library** (227 Fox Hill Rd.) – This 7,788 square foot facility was leased in 1990 and expanded in 2000. It replaced a 1,990 square foot branch located in the same shopping center. This branch library provides public Internet computers, adult and children's books, magazine and audiovisual collections, a parent information and education center, reference assistance,

and children's programming. It offers limited public meeting space.

4. **Phoebus Branch Library** (1 South Mallory St.) – This 6,450 square foot facility was leased in 1989. It replaced a branch library operated in the former Phoebus Elementary School. This facility provides public Internet computers, adult and children's books, magazine and audiovisual collections, a parent information and education center, reference assistance, and children's programming. This branch offers adaptive computer technology for the handicapped and houses the mobile library outreach service which provides library materials and programming to child care facilities, senior residence facilities, and after-school programs. This branch offers limited public meeting space.
5. **George Wythe Law Library** (101 Kings Way) – The law library is located on the second floor of the Hampton Circuit Court building. It is funded by court fees and provides legal reference books and online legal information services. Identical online legal information (Westlaw) is also available in the main library. This law library is operated by the public library under the direction of the Hampton Circuit Court.

Other services are provided by the Hampton Public Library Book Mobile and Book Van. Books and other materials are delivered to special populations, particularly young children and seniors.

Higher Education & Libraries



Features

-  Hampton University
-  Thomas Nelson Community College
-  Libraries
-  Street Network

Hampton Community Plan Community Facilities Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



City of Hampton
 Planning Department
 February, 2006

Parks and Recreational Facilities

Waterfront and Feature Parks - These facilities total 1,128 acres of local park land. These are large scale park facilities that serve city-wide and regional recreational needs. The uniqueness of these parks and the quality program offerings make these facilities important assets for both the city and the Hampton Roads region.

1. **Sandy Bottom Nature Park** is a 456 acre environmental education and wildlife management facility. It includes a 10,000 square foot nature center overlooking Sandy Bottom Lake as well as playgrounds, picnic facilities, camping, boating, fishing, and an extensive network of hiking and walking trails.
2. **Bluebird Gap Farm** is located on a 60 acre property and has a 12,568 square foot facility that offers a variety of farm-related attractions and picnic facilities.
3. **Grandview Nature Preserve** is located in the northeast corner of the city of Hampton. The Preserve covers over 475 acres of salt marsh, tidal creeks, and Chesapeake Bay beachfront.
4. **Buckroe Beach and Park** is a beachfront park located on the Chesapeake Bay. Facilities include a large stage, restrooms, playground, parking, and picnic facilities.
5. **Carousel Park** is located at 602 Settlers Landing Road in Downtown Hampton. This is a two acre urban park and plaza on the waterfront. Carousel Park features a restored wooden carousel from 1920.
6. **Air Power Park** is a 15 acre park and museum located near the intersection of Mercury Boulevard and LaSalle Avenue. Air Power Park features over 50 indoor and outdoor exhibits including real fighter

aircraft, missiles and rockets, and a children's playground in a park-like setting.

7. **Gosnold's Hope Park** consists of 105 acres with 4,536 square feet of recreational facilities. It offers picnic facilities, shelters, campsites, restrooms, a public boat ramp, a fitness trail, athletic fields, children's playground, and a BMX bicycle track.
8. **Mill Point Park** is a 2 acre park located on the Downtown Hampton waterfront. It includes a 300 seat amphitheater and a picturesque view of the Hampton River. The park hosts a variety of special events, concerts, and festivals.
9. **Grundland Creek Park** is located on an 83 acre property off of Beach Road. By the year 2005 this park will offer a variety of opportunities for passive out-door recreational activities such as canoeing, kayaking, and hiking.
10. **Newmarket Creek Water Trails** includes almost 2 miles of water ways connecting Air Power Park to the Hampton Coliseum facilities.

Neighborhood Parks and Trails - Neighborhood parks offer active and passive recreational opportunities. Most of these facilities are shared with Hampton City Schools. Common features of neighborhood parks include playgrounds, basketball courts, youth baseball fields, football fields, and walking trails.

TABLE CF #4 NEIGHBORHOOD PARKS	
1.	Aberdeen Elementary*
2.	Armstrong Elementary *
3.	Booker Elementary *
4.	Burbank Elementary *
5.	Cary Elementary *
6.	Jane Bryan Elementary *
7.	James M. Eason Memorial Park
8.	Machen Elementary *
9.	Ridgeway Park
10.	The Matteson Trail**
11.	Tucker Capps Elementary *
12.	Y.H. Thomas Center
13.	Grant Park (Under re-design)
* Located within school properties. ** Shared Facility with Sentara Careplex Source: City of Hampton Department of Parks and Recreation 2004	

Community/Neighborhood Centers - There are six Community Centers in the City of Hampton: Old Hampton, North Phoebus, Northampton, Lincoln Park, West Hampton, and the Senior Citizens Center.

Hampton Community Centers provide opportunities for indoor and outdoor recreation and civic activities.

Community Centers offer a variety of programs and instructional classes for all age groups ranging from piano lessons to fitness programs.

Special features include game rooms, function and meeting rooms for small to medium sized groups, and a large reception room for large group meetings or social events. Other features include gyms, arts and crafts rooms, swimming pools, fitness centers, outdoor tennis, basketball courts, and computer labs.

Table CF #5 Community Centers		
Facility	Location	Sq. Ft.
NORTH PHOEBUS	249 W CHAMBERLIN AVENUE	12,838
NORTHAMPTON	1435 A TOODS LANE	21,700

LINCOLN PARK	1135 LASALLE AVENUE	
OLD HAMPTON	201 LINCOLN STREET	51,076
SENIOR CITIZENS CENTER	3501 KECOUGHTAN ROAD	6,703
WEST HAMPTON	1638 BRIARFIELD ROAD	20,000
Source: City of Hampton Department of Parks and Recreation 2004		

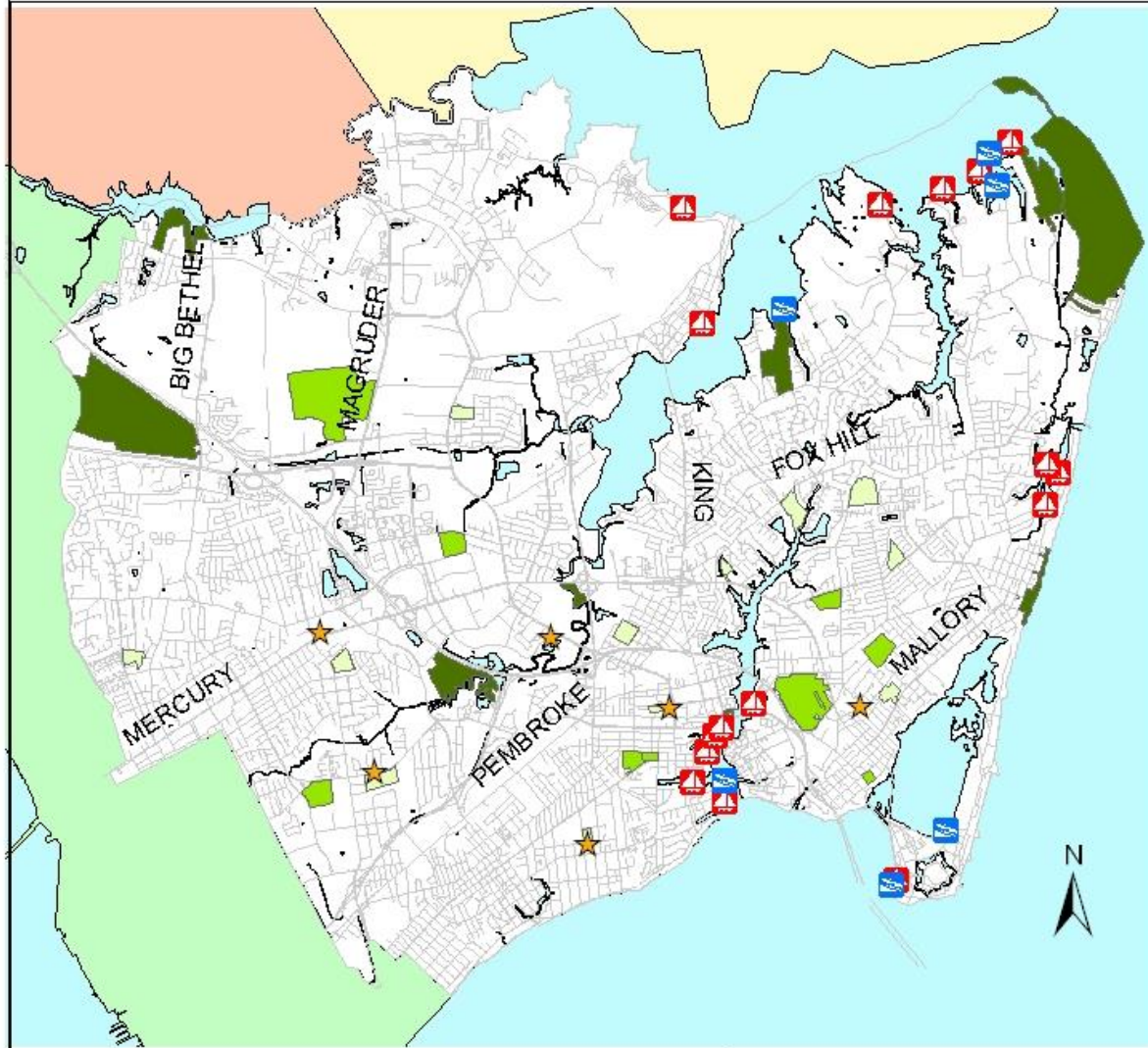
There are four Neighborhood Centers in the City of Hampton: Salina Street Center (Tyler Elementary School), Newtown Learning Center, Bassette Elementary School, and the Kenny Wallace Center.

Neighborhood centers often share facilities with schools and other community installations to provide easy access and convenience to nearby residents. In addition to recreational and educational programs, these centers are intended to provide support to neighborhood organization meetings and training needs.

Sports Facilities - The City of Hampton maintains and operates eight sports facilities: Briarfield Park, Darling Stadium, The Woodlands Golf Course, The Hamptons Golf Course, the Hampton Tennis Center, the Boo Williams Basketball Complex, the Hampton Soccer Complex, and Woodland Skate Park.

The Hampton YMCA, located at 1322 LaSalle Avenue, is a regional private club that sponsors a number of sports activities and programs for Hampton and other communities in the region. The City's Parks and Recreation Department partners with the YMCA to offer a wide variety of recreational and sports programs.

Parks & Recreation Facilities



Features

-  Boat Ramps
-  Boating Facilities
-  Community Centers
-  Feature Parks
-  Sports Facilities
-  Neighborhood Parks
-  Street Network

Hampton Community Plan Community Facilities Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



City of Hampton
 Planning Department

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Outdoor Pools - There are 14 neighborhood pools in the City of Hampton. These pools are typically operated and administrated by neighborhood associations. Indoor pools are amenities that are included in newer community centers.

Boat Ramp Facilities - There are three boat ramp facilities operated by the City of Hampton: one at Dandy Point at the end of Dandy Point Road (State owned), the Sunset Creek boat ramp off of Ivy Home Road, and Gosnold's Hope Park boat ramps, located off of Little Back River Road. Additionally, there are 3 private boat ramps and 16 private boating facilities, such as marinas and yacht clubs (see Parks and Recreation Facilities Map).

The Parks and Recreation Master Plan - provides detailed information on existing facilities and recreational programs sponsored by the City of Hampton. The Parks and Recreation Master Plan is adopted by reference as part of Hampton's Community Plan.

Cultural and Civic Facilities

Hampton Coliseum - The Hampton Coliseum, built in 1970, is a regional multipurpose center located in a 75 acre landscaped park-like setting adjacent to a 14 acre lake.

TABLE CF #6 HAMPTON COLISEUM MAXIMUM CAPACITIES PER AREA	
Area	Sq. Ft.
Exhibit Area	84,827
Arena Floor	26,263
North Exhibit Area	17,158
South Exhibit Area	17,158
Concourse	24,248
Source: Hampton Coliseum Administration, 2004	

The Coliseum is located about 15 minutes from the Newport News - Williamsburg Airport, 30 minutes from Norfolk International Airport, and just off Interstates 64 and 664. Since its opening, the Coliseum has undergone a number of renovations.

TABLE CF #7 HAMPTON COLISEUM MAXIMUM SEATING CAPACITIES	
Seats	Event Accommodations
13,800	Concert (General Admission)
10,761	Concert (Reserved Seating)
6,183	Concert (Stars Theater - Half House Reserved Seating)
6,900	Concert (Stars Theater - Half House General Admission)
10,491	Wrestling or Boxing
9,777	Basketball
8,300	Circus
7,988	Ice Show
7,940	Hockey
Source: Hampton Coliseum Administration, 2004	

Convention Center - Hampton Roads Convention Center is located adjacent to the Hampton Coliseum. This regional facility is expected to be operating by May of 2005. A general description of the main service areas and venues offered at the Convention Center are included in Tables 8 and 9.

Table CF #8 Hampton Convention Center Maximum Capacities per Area		
Service Area	# of Rooms	Total Sq Ft
Exhibit Hall	3	102,600
Ballroom	6	27,907
2nd Floor Mtg. Rms.	11	7,908
Junior Ballroom	4	6,962
1st Floor Mtg. Rms.	9	11,296
Boardrooms	2	962
Total	35	157,635
Source: Conventions and Visitors Bureau, City of Hampton, 2004		

The Convention Center and the Hampton Coliseum share the adjacent parking area, which includes approximately 3,000 parking spaces.

Table CF #9 Hampton Convention Center Maximum Seating Capacities				
Service Area	Maximum Seating Capacities			
	Theatre	Classroom	Banquet	Reception
Exhibit Hall	9,000	5,400	5,700	9,900
Ballroom	3,542	1,964	1,920	3,895
2nd Floor Mtg. Rms.	798	446	470	878
Junior Ballroom	900	466	500	990
1st Floor Mtg. Rms.	1,224	702	760	1,347
Boardrooms	Permanent set-ups for 8 and 20 people			
Source: Conventions and Visitors Bureau, City of Hampton, 2004				

Virginia Air and Space Center - The Virginia Air and Space Center (VASC) opened in 1992. The Center occupies an 110,000 square foot building on 2.2 acres of land. The VASC is located on Settlers Landing Road in the heart of Downtown Hampton. The VASC also serves as the visitor center for NASA Langley Research Center and Langley Air Force Base. A significant expansion of this facility was completed in 2003 to create an aviation gallery.

Hampton History Museum - Opened in Fall 2003, this museum is located in Downtown Hampton at 120 Old Hampton Lane. This facility includes six exhibit rooms, administrative offices, and a gift store in an 18,000 square foot building. Room for future expansion is available in the adjacent Legget Building.

American Theatre - The American Theatre is located at 125 East Mellen Street in the Phoebus area of Hampton. It occupies a 12,000 square foot landmark building, newly renovated to include state of the art acoustics and sight lines. It seats 400 comfortably on two levels in plush, artistically restored original seats. Performances include classical and modern dance, theatrical, musicals, and recitals.

Charles H. Taylor Arts Center - The Arts Center is located at 4205 Victoria Boulevard. This is a 15,360 square foot facility that houses the

Hampton Arts Commission and the Hampton Arts Foundation. The Center showcases the best of local and regional contemporary artists.

Fort Monroe - Fort Monroe is a National Historic Landmark that dates back to 1834. The Fort is home to the Casemate Museum with displays and exhibits that trace the history of Fort Monroe, with emphasis on its importance in the Civil War.

Fort Wool - Fort Wool is an 18th century island fortress built to protect the Hampton Roads harbor. Fort Wool is accessible by tour boat.

Aberdeen Gardens and Historic Museum - This Museum is located at 57 N. Mary Peake Boulevard. The Museum occupies a 1935 historic house, and has become a significant piece of the African-American history of Hampton.

St. John's Episcopal Church - St. John's was built in 1728 and is located at 100 Queens Way in Downtown Hampton.

Little England Chapel Cultural Complex - (Newtown Neighborhood Center): This facility, the only known African-American Missionary Chapel in the state of Virginia, is located at 4100 Kecoughtan Road.

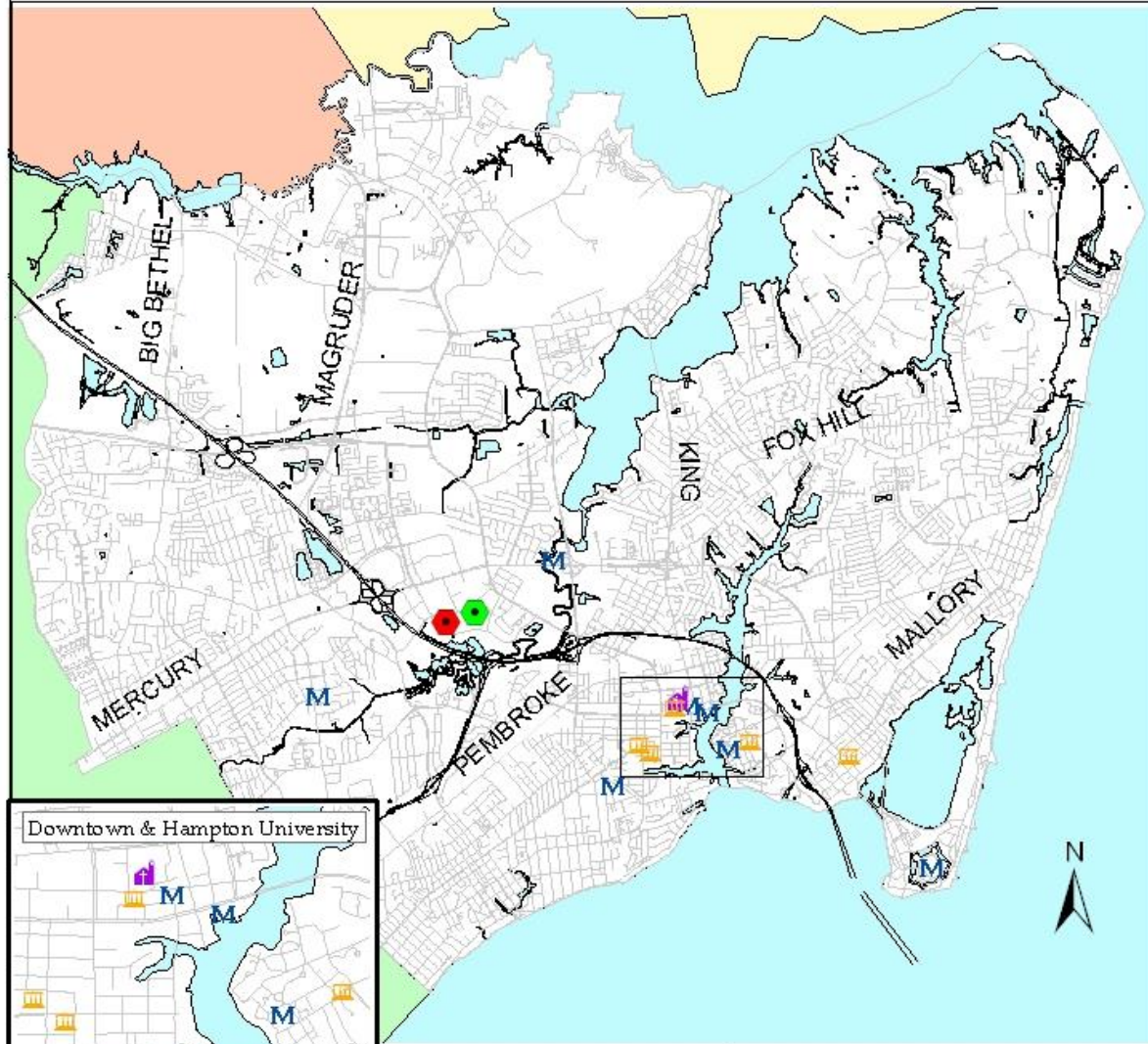
Ogden Hall and University Museum - Ogden Hall (which seats 1,868) and University Museum, the South's largest collection of ethnic art, including African and American Indian art and artifacts, are both located on the campus of Hampton University.

Other Cultural Facilities in Hampton Roads

- ◆ Convention Centers in Virginia Beach and Chesapeake.
- ◆ Concert halls and pavilions in Norfolk, Portsmouth, and Virginia Beach.

- ◆ National historic parks and battle fields in the City of Williamsburg and James City and York Counties.
- ◆ Museums, opera houses, and theaters throughout the region.

Cultural & Civic Facilities



Features

-  Hampton Coliseum
-  Hampton Convention Center
-  Museums
-  Theaters/Art Centers
-  Landmark Church
-  Street Network

Hampton Community Plan Community Facilities Element

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services
ESRI Geographic Data



City of Hampton
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Public Safety

Fire Protection/Emergency Medical Services - There are ten fire stations and one fire training center in the City of Hampton (see table below). The Fire Administration Office is located in City Hall. Eighty-four percent of the calls to the Fire and Rescue Division are emergency medical responses and the average response time to emergencies is 4.5 minutes.

Table CF #10 Fire Stations and Related Facilities		
Facility	Location	Sq. Ft.
FIRE STATION #1 PEMBROKE	306 W. PEMBROKE AVENUE	12,150
FIRE STATION #2 PHOEBUS	122 S. HOPE STREET	12,323
FIRE STATION #3 WYTHE	1430 KECOUGHTAN ROAD	10,750
FIRE STATION #4 BUCKROE	2412 E. PEMBROKE AVENUE	9,576
FIRE STATION #5 FOX HILL	416 BEACH ROAD	7,255
FIRE STATION #6 NORTHAMPTON	1221 TODDS LANE	4,846
FIRE STATION #7 WILLOW OAKS	176 FOX HILL ROAD	4,811
FIRE STATION #8 NASA*	NASA/LANGLEY	
FIRE STATION #9 BRIARFIELD	1590 BRIARFIELD ROAD	10,857
FIRE STATION #10 MARCELLA	204 MARCELLA ROAD	10,000
FIRE TRAINING CENTER	1300 THOMAS STREET (ANNEX TO Y.H. THOMAS)	86,000
BRIARFIELD FIRE STATION WAREHOUSE	1590 BRIARFIELD ROAD	2,345
FIRE GARAGE	300 SPRINGFIELD AVENUE	2,884

Source: Fire Department, City of Hampton, 2004
*NASA – owned station.

Emergency Call Center - Emergency Medical Services (EMS) are provided through the 911 emergency call center in coordination with the Fire Department.

Office of Emergency Management - This office includes the planning and coordination of natural or man-made disasters to protect the

lives and property of citizens. It operates from the Public Safety Building, located at 40 Lincoln Street.

Law Enforcement and Corrections -

Police Division: Currently there is one main police office located at 40 Lincoln Street and seven police substations. The main office is a 34,000 SF facility that houses the office of the Chief of Police, Central Records, Recruiting, Community Relations, Investigations, Emergency Operations/ Police Planning, Property and Evidence, and other administrative offices.

TABLE CF #11 POLICE STATIONS			
Station/ Sector	Size/ Sq. Ft.	Location	Functions
Briarfield	1,000	1587 Briarfield Road Buildings 9-16	Administrative Offices/ Meetings
Buckroe	600	Buckroe Ave.	Admin/Bike
Coliseum*	1,800	1800 W. Mercury Boulevard	Patrolling
Chesapeake	1,200	Langley Square Shopping Center	Patrolling
K. Wallace Resource Center	1,000	2315 Victoria Boulevard	Administrative Offices/ Meetings
Nickerson	1,000	Nickerson Plaza Shopping Center	Patrolling
Nickerson*	3,500	2028 Nickerson Boulevard	Patrolling
Northampton	600	Northampton Community Center	Administrative Offices/ Meetings

*Leased facilities
**Homeland Security/Special Services Offices. Houses Homeland Security Unit and is utilized by the Marine Patrol Unit. Also houses the Special Services Unit. This unit is responsible for removal of abandoned vehicles and maintaining School Crossing Guards.
Source: Police Division, City of Hampton, 2004

TABLE CF #11 POLICE STATIONS (CONTINUED)			
Station/ Sector	Size/ Sq. Ft.	Location	Functions
LaSalle	1,000	1135 LaSalle Avenue	Administrative Offices
Special Services Offices/HS*	N/A	N/A	SSO/ Homeland Security**
Wythe	1,500	Coliseum Mall	Patrolling
*Leased facilities **Homeland Security/Special Services Offices. Houses Homeland Security Unit and is utilized by the Marine Patrol Unit. Also houses the Special Services Unit. This unit is responsible for removal of abandoned vehicles and maintaining School Crossing Guards.			
Source: Police Division, City of Hampton, 2004			

In 2004 the Police personnel included 276 sworn positions and 106 civilians. The average police response time to emergencies is 5 minutes although non-emergency cases could take 30 minutes.

TABLE CF #12 OTHER POLICE FACILITIES		
Facility	Location	Sq. Ft.
Bluebird Gap Farm Radio Tower	60 Pine Chapel Road	n/a
Buckroe Beach Radio Tower	Buckroe Avenue	n/a
Grandview Radio Tower	End of Beach Road	n/a
Police Firing Range	1501 Bethel Avenue	3500
Source: Police Division, City of Hampton, 2004		

Sheriff's Office: The Sheriff's administrative office is located at 135 High Court Lane. The Sheriff's Office maintains the custody, control, and movement of inmates; serves civil and criminal processes and court orders; maintains security for court facilities, judges, jurors, and other trial participants; and seizes and disposes of property under court order.

This facility also houses all civil processes for Circuit Court, General District Court, and Juvenile and Domestic Relations Court, as well as Court Security Services.

City Jails: The Sheriff's Office provides temporary facilities for detainees and incarcerated persons at the lock-up (Security), 236 North King Street, along with jail facilities and administration.

Hampton's Correctional Facility is also located at 135 High Court Lane. It was built in 1962 as a high security facility. The original rated single bed capacity for the jail was 92, but after three renovations, the rated capacity stands at 168.

During the mid 1990's overcrowding led to an extensive renovation project at the jail as well as construction of the Hampton Community Corrections Center.

The Hampton Community Corrections Center is a 55,000-square foot facility located on West Pembroke Avenue. This Center was designed to house 308 minimum security risk inmates with relatively short-term sentences.

Regional Jail Facilities: Regional facilities include Hampton Roads Regional Jail, Virginia Peninsula Regional Jail, and the Juvenile Detention Center, which are located in James City County on Route 143.

Courts -

Circuit Court: The Eighth Judicial Circuit Court and office of the Clerk of Circuit Court is located at 101 Kings Way.

Juvenile and Domestic Relations Court: Juvenile and Domestic Relations District Court is located at 220 N. King Street. The JDR Court includes a 33,260 square foot facility completed in 2002. The Court Services Unit, located at 35 Wine Street, provides services to children and families within the purview of the Hampton Juvenile and Domestic Relations District Court.

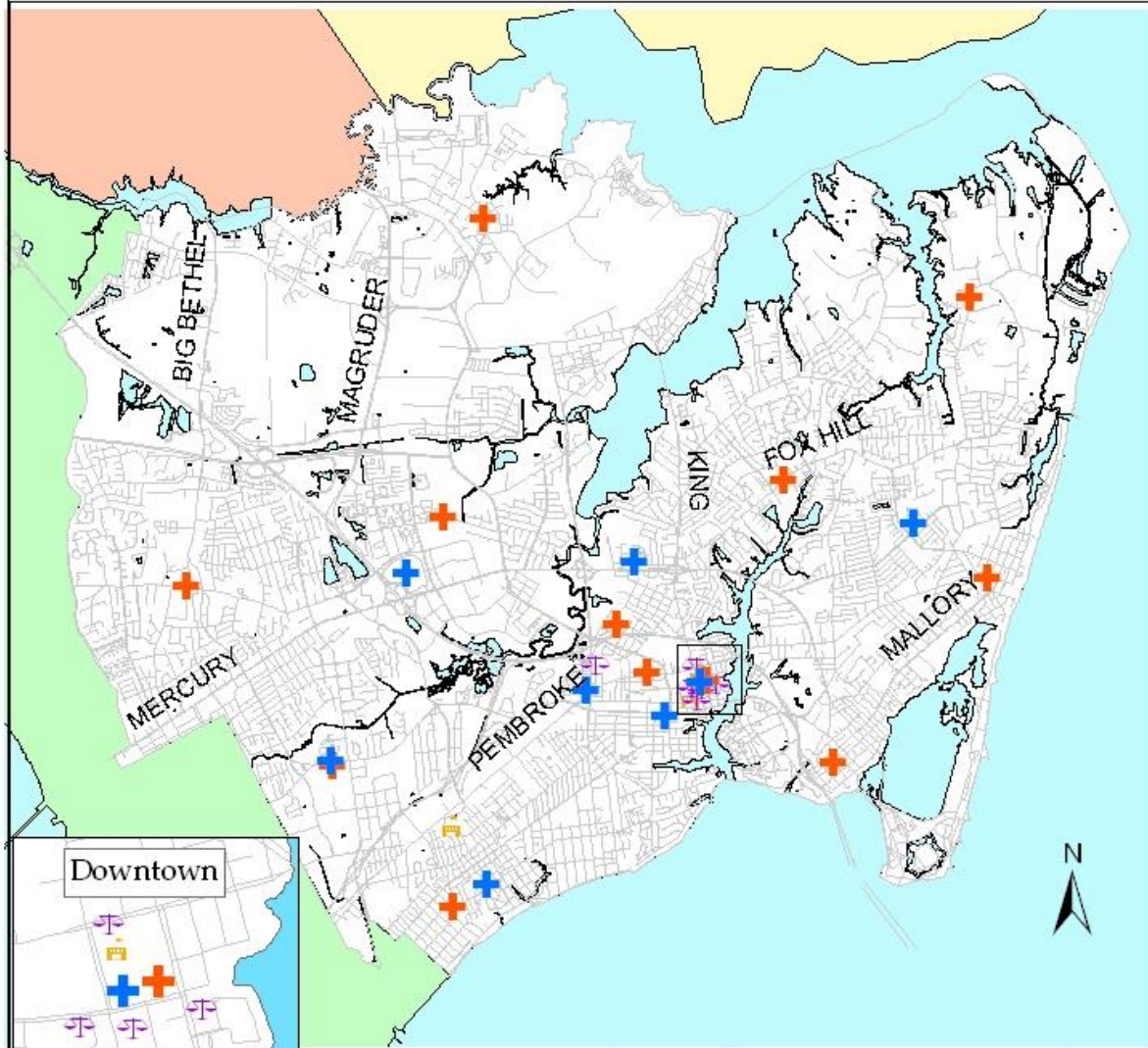
General District Court: The Eighth Judicial General District Court facility is located at 236 N. King Street. This facility serves three divisions of the court: criminal, civil, and traffic.

Probation & Parole: The Carmel Center for Justice, located 136 N. Kings Way, is shared by the Adult Probation and Parole offices. Juvenile Probation and Intake is located at 35 Wine Street. The Juvenile Probation and Parole offices and the Community Diversion Incentive Program (CDI) are sharing a facility located at

26 Queens Way. CDI provides probation supervision for misdemeanants and felons from the Hampton and Newport News court systems.

Other Court Services/Facilities: A facility located at 236 North King Street provides office space for the Magistrate, Pretrial Services, and the Victim-Witness Program. Hampton's Drug Court is located at 1320 LaSalle Avenue (see Public Safety map).

Public Safety



Features

- + Police Field Offices
- + Fire Stations
- + Court Facilities
- + Sheriff and Detention Facilities
- Street Network

Hampton Community Plan Community Facilities Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data



City of Hampton
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City Administration and Operations

City Government Offices - City Hall is located at 22 Lincoln Street in a nine-story building that houses various City departments and offices, as well as City Council’s public hearing room.

The Ruppert Leon Sargent City Administration Building is a six-story building located at 1 Franklin Street; it houses the Hampton City Schools Administration and other City offices.

Additional administrative offices for the City’s Parks and Recreation Department include a 3,750 square foot facility located at 2203 Minge Drive.

The Hampton Visitors Center is located at 710 Settlers Landing Road.

311 Call Center - The 311 Customer Call Center is a service that provides access to city services and information. The Center is located in the Carmel Center for Justice at 136 N. Kings Way, which is a shared facility with the Sheriff’s Office.

Utilities/Services

Storm Drainage - There are 5,000 curb drop inlets and yard drains in the city. There are 256 miles of outfall ditches in the stormwater system.

Sewer - Wastewater Operations is responsible for maintaining 600 miles of sewer lines in the City of Hampton. There are 98 pump stations that are maintained by the City.

TABLE CF #13 CITY OF HAMPTON STORAGE AND MAINTENANCE FACILITIES			
Facility	Location	Sq. Ft.	Current Use
FACILITIES MANAGEMENT ANNEX DOG POUND	231 SPRINGFIELD AVENUE	1,080	Facilities Management Offices
FACILITIES MANAGEMENT BUILDING	231 SPRINGFIELD AVENUE	5,429	Facilities Management Offices
FACILITIES HVAC SHOP	314 W PEMBROKE AVENUE	2,100	Facilities/ repairs
KING & QUEENSWAY LIGHTING	KING & QUEENSWAY	(New design facility almost complete)	Provide lighting for special events.
SETTLER'S LANDING ROAD GARAGE	555 SETTLER'S LANDING ROAD	112,000	Parking
HARBOUR CENTRE GARAGE	2 EATON STREET		Parking
PUBLIC WATER OPERATIONS BUILDING	419 N ARMISTEAD AVENUE	34,000	Operations Offices
PUBLIC WATER OPERATIONS	419 N ARMISTEAD AVENUE	23,100	Maintenance Facility
PUBLIC WATER OPERATIONS TRAILER	419 N ARMISTEAD AVENUE	1,400	Traffic Operations
PUBLIC WATER OPERATIONS TRAILER	419 N ARMISTEAD AVENUE	1,331	Street Operations
FLEET MANAGEMENT GARAGE	413 N ARMISTEAD AVENUE	26,769	Garage and repair facility
FLEET MANAGEMENT GARAGE	413 N ARMISTEAD AVENUE	11,679	Garage and repair facility
WAREHOUSE	550 N BACK RIVER ROAD	26,759	Hampton Sheriff
Source: City of Hampton, Department of Public Works			

Table CF #14 City of Hampton Wastewater Operations Facilities			
Facility	Location	Sq. Ft.	Current Use
PUBLIC WATER OPERATIONS TRAILER	419 N ARMISTEAD AVENUE	1,896	Waste Water
PUBLIC WATER OPERATIONS TRAILER	419 N. ARMISTEAD AVENUE	1,068	Waste Water
PUBLIC WATER OPERATIONS TRAILER	419 N. ARMISTEAD AVENUE	960	Waste Water
RALPH JOYNER BUILDING	400 SPRINGFIELD AVENUE	1,554	Waste Water
PUBLIC WATER ENTOMOLOGY BUILDING	8110 ORCUTT AVENUE	2,592	Drainage Maintenance - Entomology

Source: City of Hampton, Department of Public Works

Waste Collection and Disposal - Bethel Landfill is a 91 acre facility in service since the mid 1970's. It has been utilized for trash collection in Hampton since 1986. To date, only 15% of its total capacity has been utilized and it is expected that Bethel Landfill will continue to serve Hampton's residents for at least 50 more years.

In 2001, Solid Waste Management collected 40,187 tons of regular garbage from Hampton residents. Through the residential recycling program, Hampton residents recycled a total of 10,118 tons of material in 2001. Thanks to recycling, repacking, and reuse of solid waste, it is expected that the use of the Landfill will be extended beyond original projections. Waste management facilities serving Hampton residents include:

- Virginia Peninsula's Public Service Authority (VPPSA) serves residents in the City of Hampton for the disposal of household chemicals.

- Hampton/NASA steam plant.

- Tidewater Fiber's recycling transfer station.

Water Services - Water service to Hampton residents is provided by Newport News Waterworks.

Newport News Waterworks is the water utility for the Lower Peninsula. The service area includes the cities of Newport News, Hampton, Poquoson, and portions of the counties of York and James City. The population served is approximately 400,000.

Waterworks' primary source of raw water is the Chickahominy River. Secondary sources and storage include five reservoirs - Diascund Creek, Little Creek, Skiffe's Creek, Lee Hall, and Harwood's Mill. A sixth reservoir is currently proposed on Cohoke Creek in King William County. Waterworks operates two water treatment plants - Lee Hall and Harwood's Mill.

To meet the increasing demand on the Peninsula, Newport News Waterworks implemented a plan to meet near-term demands through desalination of brackish groundwater. In the longer term the King William Reservoir project is the cornerstone of a strategy to provide an adequate drinking water supply for all the residents of the Lower Peninsula.

The project involves constructing a 1,500-acre impoundment on Cohoke Creek in King William County and controlled pumping of water from the Mattaponi River during high flow periods. The project will provide a 25 percent expansion of the Peninsula's raw water supply.

In addition to pipe lines, Newport News Waterworks has four elevated storage tanks, one ground storage tank, and one pumping station in Hampton.

Hampton's water distribution system includes 552 miles of pipelines. About one half (236 miles) were installed before the 1950's.

Private Service Providers - Electric power for Hampton residents is provided by Dominion Virginia Power.

Local telephone service is provided by Verizon Communications and others.

Cox Communications provides cable television and high speed internet services.

Virginia Natural Gas maintains and operates all gas pipe lines throughout the city.

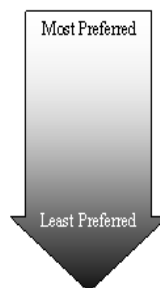
Cellular phone providers include Alltel, Verizon, Nextel, and others.

Communications Towers - Communications towers serve the growing market for mobile telephone and other personal wireless services. To provide efficient cellular communications services, more than 140 antennas have been built throughout the city over the last ten years.

The aesthetic impact of communications towers has led the City to establish a hierarchy of preferred sites to provide advice and evaluate proposals to build additional towers. City staff has created a list of possible locations ranking them based on the impact that such structures would have on existing and adjacent development.

Acceptable areas that have been determined to cause minimal impact on surrounding areas are reflected in the recommended tower “placement hierarchy” as follows:

1. Co-location on existing towers;
2. Tall buildings and structures;
3. Large industrial sites and parks;
4. Approved School Properties;⁵
5. Commercial Areas;
6. High Density Residential Areas;



⁵ A complete list of school properties approved by Hampton’s School Board to locate communications towers is available to the public at the Planning Department of the City of Hampton.

7. Low/Medium Density Residential;
8. Parks; and
9. Scenic Views; Waterfront.

Incentives are provided in preferred locations to attract providers to these sites. In areas where there are a limited number of preferred sites to locate new towers the aesthetic impact of new towers is often mitigated by providing camouflaged towers/antennae or landscaping.

Health and Human Services

Health Services - Public health care services are provided at the following facilities:

- ◆ Victoria Center (Headquarters Office) is located at 3130 Victoria Boulevard. This facility houses the administrative, management, and information technology support staff. This facility also houses the Registrar of Vital Statistics for the City of Hampton, the Public Nursing Services, the HIV/AIDS Information, Education, and Testing Program, the Sexually Transmitted Disease (STD) Clinic, the Tuberculosis (TB) Control Program, the Family Practice Clinic, Pharmacy, the Volunteer Services Program, and the Women’s Specialty Clinic (family planning). The Women’s Specialty Clinic also operates a branch at Sentara Family Careplex.
- ◆ LaSalle Center, located at 1320 LaSalle Avenue, houses services such as the Health and Safety promotion and Chronic Disease Prevention, Health Education Programs, and the Environmental Health Division.
- ◆ The Melrose Building (Healthy Start) is located at 100 Old Hampton Lane. The Healthy Start program concentrates on three areas that promote healthy families: early prenatal care, child development assessment, and parent/child interaction.

Hospitals and Emergency Centers - Four major hospitals and medical centers are located in Hampton:

- ◆ Sentara CarePlex Hospital, built in 2002, is a 396,000 square foot facility that features 194 inpatient rooms with Internet access, highly advanced surgical capabilities, and the largest Emergency Department on the Peninsula.
- ◆ The Veterans Administration (VA) Hospital is a regional facility located at 100 Emancipation Drive on a 91 acre campus.
- ◆ Riverside Convalescent Center is located at 414 Algonquin Road and has a maximum capacity of 120 residents/patients.
- ◆ Riverside Behavioral Health Center is a 125-bed facility on a private 11.6-acre campus located at 2244 Executive Drive.

*Other regional hospital facilities include:*⁶

- ◆ Riverside Regional Medical Center and Mary Immaculate Hospital (Newport News).
- ◆ Sentara Bayside and Sentara Virginia Beach General Hospitals (Virginia Beach).
- ◆ Sentara Norfolk General Hospital, Sentara Heart Hospital, and Sentara Leigh Hospital (Norfolk).
- ◆ Sentara Williamsburg Community Hospital (Williamsburg) and Sentara Williamsburg Regional Medical Center (opening 2006 in Yorktown).
- ◆ Riverside Walter Reed Hospital (Gloucester).
- ◆ Riverside Convalescent Center (Smithfield).

Social Services - The Department of Social Services shares a facility with the Health Department located at 1320 LaSalle Avenue.

⁶ This is not a comprehensive list of all hospitals or medical facilities in the Hampton Roads region.

The Social Services Department manages State and Federally mandated programs such as rehabilitation programs, adoption services, adult services, and Aid to Families with Dependent Children (AFDC), Child Protective Services, daycare services for children, emergency needs, employment services, energy assistance, food stamps, foster care, Foster Grandparents, hospitalization program, and medical assistance (MEDICAID).

Healthy Families Partnership - The Healthy Families Partnership building is located at 100 Old Hampton Lane. The partnership primarily serves Hampton residents; however, some of the services are available to anyone in the Peninsula/Tidewater area.

The Healthy Families facility includes the following:

- 2 conference rooms
- 4 parent education rooms
- 2 children's play rooms
- 1 infant room
- kitchen and laundry facilities
- meeting rooms

Cemeteries - Most cemeteries in Hampton are privately owned and operated. According to the City's data there are sixty eight cemeteries in Hampton but only eleven are actively used. Table 15 classifies existing cemeteries in Hampton based on condition and maintenance mechanism.⁷

⁷ The findings included are a summary from the Inventory of Cemeteries and Grave Sites conducted in October of 1987 by Luther Alexander.

Table CF #15 Cemetery Facilities by Type	
Code	Number of Cemeteries
Perpetual Care	8
Maintained by Volunteers or Church	17
Minimal Maintenance	26
Self Sustaining Care	3
Destroyed &/or Unmarked	14
Total	68
Source: Cemeteries and Grave Sites, City of Hampton, 1987	

Hampton National Cemetery *	West County Street and Frissell Street
Source: Cemeteries and Grave Sites, City of Hampton, 1987 Department of Codes Compliance, 2004	
*Listed in the National Register for Historic Landmarks.	

Animal Control – The City of Hampton provides the service of animal control. However, animal shelters are administrated by the Peninsula Society for the Prevention of Cruelty to Animals (SPCA); this facility is located in Newport News.

TABLE CF #16 ACTIVE CEMETERY FACILITIES	
Name	Address
Clark Cemetery	Beach Rd. across from Francis Asbury School
Greenlawn Cemetery	Shell Rd. between Maple Street & Salters Creek Rd.
Hampton Memorial Gardens	Butler Farm Road and Airborne Drive
Rosenbaum Memorial Park	Kecoughtan Road & Hill Street
Peninsula Chapel Mausoleum	Butler Farm Road and Airborne Drive
Hampton Veterans Memorial Gardens	Butler Farm Road and Airborne Drive
Oakland Cemetery	1009 East Pembroke Ave.
Parklawn Memorial Park	2539 Armistead Ave. & Downey Farm Road
Bassett Cemetery	Randolph Street
St. John’s Episcopal Church*	100 West Queensway
Pleasant Shade Cemetery	Shell Road between Maple Street and Parish Ave.
Source: Cemeteries and Grave Sites, City of Hampton, 1987 Department of Codes Compliance, 2004	
*Listed in the National Register for Historic Landmarks.	

Environmental Health Division – Located at 1320 LaSalle Avenue, this office provides a wide range of services, including inspection of all food establishments, hotels, motels, tattoo parlors, public swimming pools, and campgrounds; investigation of animal bites, and of childhood lead poisoning; the collection of dead birds for West Nile Virus testing; beach water sampling and monitoring; processing of permit applications for on-site water supply and sewage disposal systems; and advice on solid waste, insect, and rodent problems.

TABLE CF #17 HISTORIC CEMETERIES	
Name	Address
St. John’s Episcopal Church Cemetery *	100 West Queensway
Hampton University Cemetery *	Hampton University Campus

ANTICIPATED FUTURE CONDITIONS

Long term trends that will affect the future development of community facilities in Hampton are outlined below.

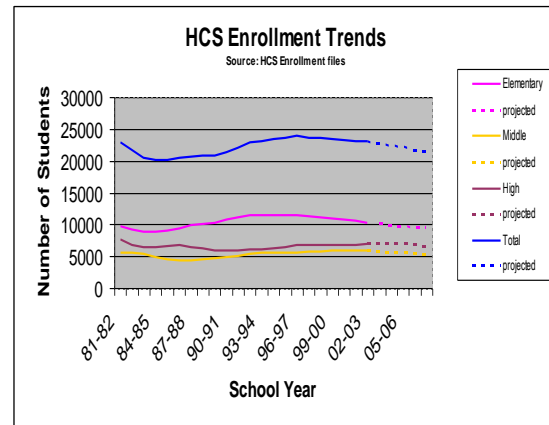
Economic and Population Trends

Community facility needs will continue to be driven, in part, by economic and population changes in Hampton and the region. Ongoing evaluation of the U. S. Census and other data sources will help the City track these changes and respond accordingly. Some general trends⁸ are identified below:

- ◆ Trends in Federal and State funding to localities will likely continue to create a challenging fiscal environment for local governments.
- ◆ Future population growth rates in Hampton will be lower than in the recent past.⁹ Some areas of the city will experience modest rates of growth while some of the older areas of the city may experience stable or slight declines in total population.
- ◆ The city’s population will continue to become more racially and ethnically diverse than the region as a whole.
- ◆ The city’s population is aging.
- ◆ It is expected that total public school enrollment will remain relatively steady with a slight decline over the next 20-25 years.

⁸ For additional details see Key Indicators & Trends, Housing Value Distribution, etc., in Appendix.

⁹ According to the latest population projections released by HRPDC, Hampton will experience a 13% increase over the next 30 years.



- ◆ Future space needs for educational facilities are likely to be driven by programmatic changes (Preschool, English as a Second Language, Vocational Education, and Technology) and the desire for smaller class sizes.

Aging Facilities and Infrastructure

As noted in other sections of the Community Plan, the land area in Hampton is nearly fully developed. The increasing age of the City’s housing stock is also an important long term trend. The City’s inventory of community facilities will begin to stabilize and age as well. Many of the City’s schools, for example, were built during the 1960’s. Eight of the City’s ten fire stations were built prior to 1971. This trend has a number of implications for community facilities plans:

- ◆ Increased emphasis on facility maintenance, renovation, replacement, and modernization versus new construction on new sites.
- ◆ Special consideration for the preservation of historically significant buildings and structures.
- ◆ More opportunities to re-program, consolidate, share, or combine facilities.

- ◆ Coordinated efforts for the replacement, maintenance, and upgrade of local infrastructure such as water and sewer pipelines and streets.
- ◆ Increased need for strategies to address surplus facilities and properties.

Strategic Investment Areas

Hampton’s Community Plan recommends a number of long term strategies to maximize the value of City investments by focusing on key city neighborhoods, districts, and corridors. Focused City investments in Downtown Hampton, Buckroe, and Phoebus, for example, will leverage private investments in the area and stabilize surrounding neighborhoods.

Community facilities are central assets in many of these areas. Public buildings, and particularly schools, community centers, parks, and libraries, are landmarks that contribute to a community’s sense of identity, safety, and cohesiveness. Targeted investments in community facilities in these areas can complement other public and private investments to bring about the successful redevelopment and revitalization of these areas. Community facilities in tourist areas – such as Downtown and Coliseum Central - may need to be targeted to the unique needs of visitors.

Regional Connections

Hampton’s growing connection to the Hampton Roads region has a number of implications for planning community facilities:

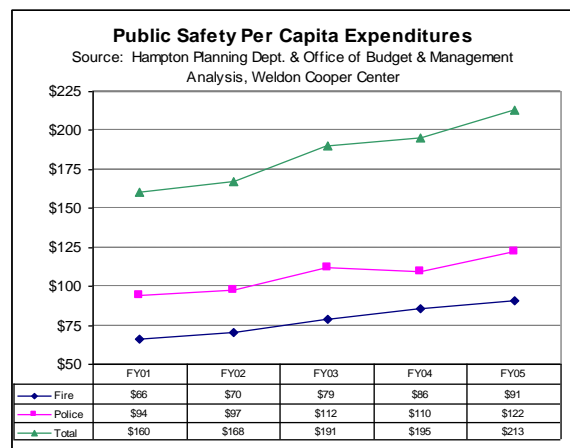
- ◆ New opportunities for shared services and facilities.
- ◆ Increased need to avoid duplication while maintaining the City’s competitive position within the region.

- ◆ Increased emphasis on planning for the transportation needs of the City’s regional scale facilities and attractions.

Safety and Security

Neighborhood Safety/Community Policing – Safety and security rank high on the list of concerns of many Hampton residents. Seniors and youth, in particular, are looking for activities where it is safe. Per capita public safety related expenditures have increased in recent years. The most effective crime prevention programs have emerged from strengthened partnerships between law enforcement and the community. The presence of police stations in neighborhood parks, recreational, and multi-use facilities to discourage and prevent unlawful activities is also an emerging trend.

Other emerging practices include the use of specific design and landscape guidelines, widely known as Crime Prevention Through Environmental Design (CPTED), have been successfully used to improve safety perception particularly in redeveloped areas.



Emergency Planning – Hampton’s recent experience with Hurricane Isabel underscores the importance of being prepared for natural and man-made disasters. Planning for pre- and post-disaster service delivery and minimizing

risks to residents and property are important considerations when planning for many community facilities. Considerations include alternative sources for power and communications, the potential for flooding of facilities and vehicles, as well as their ability to be transformed into shelters during emergencies.

Changes in flood insurance policies at the Federal level will also impact future development policies at the local level. Special incentives and new emphasis on proactive measures towards reducing vulnerability of buildings to natural hazards is also a trend that is expected to continue.

Homeland Security - Expanding the responsibilities of our local police to include Homeland Security will have implications for community facilities planning. Efficient coordination among Fire, Police, Coast Guard, and other Federal, State, and City agencies needs to be supported through adequate facility planning. An increasing trend towards clustering some of these facilities is anticipated to continue. Risk assessment and management of sensitive facilities will continue offering opportunities to leverage partnerships at the Federal, State, and local levels. Military bases and defense related facilities may continue to provide reduced access for non-military personnel.

Changes in Communications and Other Technologies

Maintaining flexibility in response to potential changes in technology is an important consideration when planning for many community facilities. Communications, energy, and transportation technologies are particularly important for facilities planning. The growing use of the internet and cell phones continue to offer opportunities for improving customer service and remaining economically competitive.

Demands for infrastructure that supports new communication and technology pose significant challenges as well as opportunities when upgrading pre-existing developments.

COMMUNITY FACILITY POLICIES**Customer Service**

CF Policy 1: Ensure community input in the decision making process of upgrading, replacing, or building community facilities and infrastructure.

CF Policy 2: Treat community facilities as broad-based community assets that are critical to maintaining a positive image of the city for both residents and visitors.

CF Policy 3: Leverage the impact of community facilities by pursuing the achievement of multiple community goals and objectives.

CF Policy 4: Continue to invest in community facilities in a fiscally responsible and cost-effective manner:

- a) Promoting facilities that achieve maximum efficiency in service delivery and control long term operating costs.
- b) Implementing cost-benefit analysis and cost-effective facility improvements.

CF Policy 5: Build community facilities using state of the art technology and design standards.

CF Policy 6: Encourage shared community facilities among City divisions, departments, programs, and local and regional partners to promote the most efficient use of the facilities.

CF Policy 7: Use citizen expertise in non-paid and special service functions. Use citizens as an extension of City staff whenever possible.

CF Policy 8: Promote the use of comprehensive long term facility master plans to ensure the most cost-effective management of community facilities and infrastructure.

CF Policy 9: Design and upgrade community facilities consistent with the requirements of the American's with Disabilities Act (ADA).

CF Policy 10: Thrive to provide gender equity while designing and upgrading community facilities.

CF Policy 11: Preserve historical landmarks and promote scenic beautification. Design, build, and renovate community facilities in a way that has a positive impact on surrounding neighborhoods and contributes to building a unique sense of place.

CF Policy 12: Promote regional cooperation and interaction with high quality regional-scale community facilities.

Site Selection

CF Policy 13: Follow a planning process to optimize site selection and identify strategic locations for replacement, upgrade, and construction of new community facilities. (See typical site selection process below.)

CF Policy 14: Use community facility investments as a catalyst for redevelopment, revitalization, place making, and community building. Focus investments within the City's strategic investment areas.

CF Policy 15: Avoid locating City facilities in flood prone areas or other locations vulnerable to natural hazards. Over time, seek to relocate or elevate existing City facilities in flood prone locations.

TYPICAL SITE SELECTION PROCESS FOR COMMUNITY FACILITIES
1. Develop a statement of need and a program description.
2. Identify all space requirements: building, parking, storage, potential expansion requirements, access requirements, loading/unloading, and delivery requirements.
3. Identify service delivery standards and applicable measures of effectiveness, applicable service areas, and response times.
4. Identify co-location and/or program coordination requirements and opportunities.
5. Identify applicable facility options: expand/renovate current facility; demolish and rebuild on current site; expand/renovate another (vacant) facility; co-locate/move to shared facility; build new facility off-site.
6. Identify alternative sites.
7. Identify criteria and evaluate alternatives. Potential evaluation criteria include: cost/benefit (including operations and maintenance); impacts on adjacent uses; implementation of strategic area plans; opportunity cost; and program measures of effectiveness.
8. Select preferred alternative.

GUIDING PRINCIPLES FOR CAPITAL IMPROVEMENT PROJECTS
1. <u>Implements the Community Plan</u> – implements the Vision and Goals of the Plan. Implements a recommendation for a strategic investment area. Is consistent with the objectives and policies of the <i>Community Facilities</i> section and other applicable sections of the Plan.
2. <u>Leverages Outside Investments that Implement the Community Plan</u> – includes direct and indirect as well as public and private sector investments.
3. <u>Meets a State, Federal, or Other Mandate for the City</u> – includes required facility and infrastructure investments determined to be a mandate by the City Manager.
4. <u>Maximizes Opportunities for Joint, Multiple, or Shared Delivery of Services</u> – includes opportunities for integration or coordination within and between City departments as well as collaboration with other public or private agencies.
5. <u>Based on a Site Selection Process</u> – follows the site selection process as outlined in the <i>Community Facilities</i> section of the Community Plan.
6. <u>Based on a Comprehensive Assessment of Facility Needs</u> – the project is part of a comprehensive long range facility master plan prepared by the requesting department.
7. <u>Based on Community and Customer Input</u> – includes input from the customers for the proposed facility as well as representatives from the areas surrounding the proposed facility.

Capital Improvements Plans

CF Policy 16: Use the City’s capital improvements budgeting process as a tool for implementing the Community Plan. Evaluate project proposals for consistency with the Community Plan. (See guiding principles identified in the next table).

Education

CF Policy 17: Provide public school facilities that support a high quality learning environment and that support educational values and practices.

CF Policy 18: Promote educational facilities that have a high degree of flexibility for broad based community use. Recognize that the world and community values and practices are in rapid change.

CF Policy 19: Design facilities to meet or exceed the physical needs of educational programs and support future academic and technological trends. Design facilities to be adaptable as needed to respond to unexpected fluctuations in enrollment or special program needs.

CF Policy 20: Improve non-vehicular access to community facilities – particularly educational and recreational facilities - to provide safe alternatives for access, increase usage, and encourage physical activity among residents of surrounding neighborhoods. Comply with SAFE-TEA recommendations contained in the Safe Routes to School initiative.

CF Policy 21: Minimize transportation time from home to school.

CF Policy 22: Maintain an on-going collaborative working relationship between Hampton City Council and the School Board to address facility planning, maintenance, renovation, replacement, redevelopment impacts, and other issues of mutual concern.

CF Policy 23: Promote and extend on-going cooperation and partnerships with Hampton University, Thomas Nelson Community College, NASA/Langley Research Center, and other local and regional, private and public educational institutions to explore opportunities and address issues of mutual concern.

CF Policy 24: Future public library facilities should be placed in strategic locations which are visible, convenient, and in proximity to other activities such as shopping and recreation. Provide facilities that have adequate space for lending and browsing collections, comfortable interaction with staff, and access to public technology, meeting, classroom, teaching, and study space.

Parks and Recreation

CF Policy 25: Expand the shared use of parks and recreation facilities with schools and other compatible community services.

CF Policy 26: Continue to provide parks and recreational facilities that promote passive and active recreational, educational, and cultural opportunities for all residents and visitors.

CF Policy 27: Increase the number of self-sustaining parks and recreation activities through appropriate fee structures.

CF Policy 28: Provide parks and recreational facilities that promote the protection of the natural environment. Manage parks and open spaces in accordance with recognized land management and environmental sustainability principles and applicable regulations.

CF Policy 29: Provide parks and recreational facilities that contribute to the health and safety of children and youth. Encourage physical activity and pedestrian and bike access to reduce the dangers of traffic and the risks associated with a sedentary lifestyle.

CF Policy 30: Encourage and cooperate with other jurisdictions and agencies to develop and maintain a unified regional trail system, including hiking, biking, and waterways.

CF Policy 31: Promote the creation of urban and waterfront parks to enhance the character and urban design of the city while promoting redevelopment and reinvestment.

CF Policy 32: Increase public/private partnerships within the community at the local and regional level for recreational programs and activities such as:

- athletic fields
- golf courses
- bikeways
- walking trails
- boat ramps
- beaches
- wildlife habitat/conservation areas
- parks
- pools
- teen and senior centers
- fishing piers
- facilities oriented to special population needs (such as disabled)

Cultural and Civic Facilities

CF Policy 33: Provide cultural and civic facilities that deliver activities and events to meet the needs of diverse age groups, cultural backgrounds, and lifestyles of community residents and visitors.

CF Policy 34: Promote cultural and civic facilities that educate and inform residents and visitors about the community, its history, and resources.

CF Policy 35: Continue to increase the number of self-sustaining cultural programs. Strengthen partnerships and sponsorships from individuals and corporations.

CF Policy 36: Continue to provide facilities that will deliver high quality world-class cultural events and entertainment to Hampton Roads residents and visitors.

Public Safety

CF Policy 37: Build and locate public safety facilities using high standards of performance

while providing quality services to assure the protection of human life and property.

CF Policy 38: Design public safety facilities to contribute to crime prevention, while facilitating the efficient and coordinated work of courts, law enforcement, corrections, and information and rescue services.

City Administration and Operations

CF Policy 39: Continue to seek improved methods of governmental administration that will be as cost-effective as possible. Reflect changes and improvements in technology and the best customer service practices.

CF Policy 40: Follow a planning process for the relocation of maintenance, warehouses, and other City administrative and support facilities that considers the compatibility of surrounding land uses and that maximizes the efficient provision of services and complementary functions.

CF Policy 41: Support projects that are built to resilience standards and provide multiple public benefits.

Utilities

CF Policy 42: Provide utility infrastructure that meets the needs of current residents and visitors, is flexible to meet changing service needs, and acts as a catalyst for continued development and redevelopment.

CF Policy 43: Continue to strive for an efficient, self-sustaining waste collection and disposal program.

CF Policy 44: Promote utility infrastructure that enhances the natural environment and is consistent with applicable environmental regulations.

CF Policy 45: Coordinate with service providers and plan for replacement,

maintenance, and expansion of local infrastructure such as water and sewer pipelines and street improvements to minimize disruption for city residents and visitors.

CF Policy 46: Encourage location of new communications towers in preferred sites through implementation of standards and procedures to be incorporated into the Zoning Ordinance.

Health and Human Services

CF Policy 47: Continue to work cooperatively with Federal and State agencies to address needs for health and human service facilities.

CF Policy 48: Expand partnerships with private health and human services providers.

CF Policy 49: Develop a comprehensive inventory of active and inactive cemeteries throughout the city.

CF Policy 50: Provide a high level of maintenance to public health and human services facilities.

CF Policy 51: Provide an adequate level of social and institutional services without overburdening neighborhoods with an excessive concentration of institutional uses aimed to meet the needs of the city as a whole.

VII. Environmental Stewardship

OVERVIEW

Purpose

The Environmental Stewardship section of the Community Plan identifies policies, projects, and program improvements to guide the management and protection of Hampton's environmentally sensitive areas. A holistic vision for Hampton's environment will balance human and environmental needs while meeting the challenges and opportunities of a mature city. With open space at a premium and continued pressure to expand the City's economy, it will become increasingly important to refocus on redevelopment, increase densities in strategic areas, and look for other creative solutions that protect the environment while allowing for development. Balancing human and environmental needs presents challenges in any city, especially one that is almost four centuries old and largely built out. The need for space must be weighed against planning efforts that combat urban sprawl in the Hampton Roads region. Private property rights must be considered along with State and Federal environmental regulations designed to protect air and water quality. Environmental resources must be integrated with development practices to develop a downtown waterfront, business districts, industry, and tourism attractions. The City must build an economic engine to drive its future, broaden the tax base to pay for expected public services, and at the same time provide opportunities for preserving a healthy, natural environment.

The goal is to balance growth and economic development with protection of the natural environment. Our community's health and quality of life is directly affected by its environmental surroundings and their condition. The environmental component of the Plan will identify those features (e.g. waterways, wetlands, open space, and natural areas, urban forests, etc.) and the measures for management and protection. This section will also identify

areas inappropriate for development or restricted by environmental hazards (e.g. flight approach zones, noise, flood areas, shoreline erosion, etc.). Likewise, this section will identify appropriate areas to experience Hampton's unique environmental features and amenities (e.g. open spaces, beaches, water access, etc.).

This section of the Plan provides guidance in permitting appropriate land uses to co-exist with environmentally sensitive areas. This includes facilities and services that are sensitive to natural and man-made environmental constraints and that do not create additional risk to life or property. The natural environment places certain opportunities and constraints on the way land is utilized. For instance, topography, soil characteristics, and water quality can affect the type and location of development that is safe and feasible. Sensitive areas such as wetlands, forested areas, and plant and animal habitats are vulnerable to the impacts of development. Such environmental amenities add to Hampton's unique beauty and physical characteristics, as well as its environmental health.

In addition, the Environmental Stewardship section plays a key role in shaping the form of the city's landscape. Some areas of the city are limited due to environmental constraints, while other areas are enhanced by environmental amenities. The land's ability to support certain uses or types of development are limited in particular areas due to potential hazards such as shoreline erosion, flood threats, certain soil conditions, and aircraft movements at Langley Air Force Base. The enforcement of the Chesapeake Bay Preservation Act also limits development of certain lands. As the amount of undeveloped land within the city continues to decrease, pressure increases to develop the remaining greenfields (virgin land) and environmentally sensitive areas. In addition, the issue of redevelopment within the city is key, which involves brownfield and greyfield sites. Brownfields are land areas that are potentially impacted by environmental hazards, such as

contaminated soils or water. Greyfields are typically characterized by vast areas of paved surface that are usually underutilized, such as vacant shopping centers, light manufacturing, underutilized surface parking lots, etc. A great opportunity exists in reclaiming such land areas for redevelopment to a greater potential and to reduce development pressure on environmentally sensitive land areas. This element identifies and discusses such environmental trends and issues that are relevant to the city. It also provides strategies pertaining to various environmental issues.

In general, environmental protection efforts in one direction often affect other areas. For example, urban forestry and beautification efforts have a positive impact on reducing litter. Urban forestry efforts have a positive impact on reducing energy costs and improving water quality. Protecting water quality protects recreational fishing. Protecting air quality protects human health. Educating people about litter problems has the added advantage of increasing their knowledge about their activities in other areas, such as use of household chemicals, particularly outdoors.

More specific to Hampton is its special relationship to the Chesapeake Bay and its tributaries. Water is an integral part of the city, and Hampton’s history and future is closely tied to the Bay and its tributaries. The quality of life and economic opportunities are directly related to the health of the Bay. If the quality of Hampton’s waters declines, the city’s overall quality of life will decline.

Environmental Stewardship Objectives

There are a number of general objectives or best practices that apply to environmental protection planning. These objectives are listed in the table below:

Environmental Stewardship Objectives
1. Practice waste reduction as a means to reduce environmental impacts, extend the life of the Bethel Landfill, and reduce the cost of waste management services.
2. Promote pollution prevention practices for City organizations, businesses, and residents.
3. Protect and improve water quality within Hampton and the region.
4. Practice and promote litter prevention to protect the environment and beautify the city.
5. Protect and improve the natural features found in Hampton: wetlands, forested areas, coastal dunes and beaches, and habitats for rare, threatened, and/or endangered species.
6. Practice and promote integrated pest management.
7. Practice and promote water and energy conservation.
8. Protect and improve the air quality within Hampton and the region.
9. Promote compatible land uses within high accident potential areas and high noise areas in the vicinity of Langley Air Force Base.
10. Promote a thriving “urban forest” that provides ecological, economic, and aesthetic benefits for Hampton.
11. Minimize the exposure of Hampton residents and visitors to environmental hazards.
12. Promote partnerships with private groups and other levels of government to improve environmental quality.
13. Promote environmental education as a means to increase the involvement of Hampton residents, youth, schools, and businesses in environmental protection efforts.
14. Encourage youth participation in stewardship-building activities.

Environmental Stewardship Objectives (continued)
15. Expand opportunities for enjoying the environment (connecting green spaces, waterways, walking and biking trails, etc.).
16. Promote the open space environment as an asset, valued for aesthetics, recreation, and protection of wildlife habitats.
17. Encourage the City to lead by example, with the implementation of environmentally safe practices.
18. Encourage private organizations to implement environmentally safe practices.

EXISTING CONDITIONS

Environmental Features and Assets

Existing environmental features, assets, and amenities in the city of Hampton and surrounding waters include:

Tidal Wetlands - Hampton has significant areas of saltwater marshes, vegetated tidal wetlands, and non-vegetated tidal wetlands (e.g. beaches and mudflats), which are subjected to periodic inundation by tidal activity. There are approximately 2,002 acres of tidal wetlands. Tidal wetlands serve valuable environmental functions, such as assimilating nutrients and toxins in storm water, filtering soil particles, improving water quality, and providing wildlife habitats. Vegetated tidal wetlands also help reduce shoreline erosion and buffer wave energy.

Non-Tidal Wetlands - Not regularly subjected to tidal influences, non-tidal or upland wetlands are found in many areas throughout the city. Characteristics include seasonal saturation or periodic freshwater inundation, resulting in wet soils and plant species that thrive under these natural conditions. Non-tidal wetlands comprise almost 1,416 acres of the city’s land

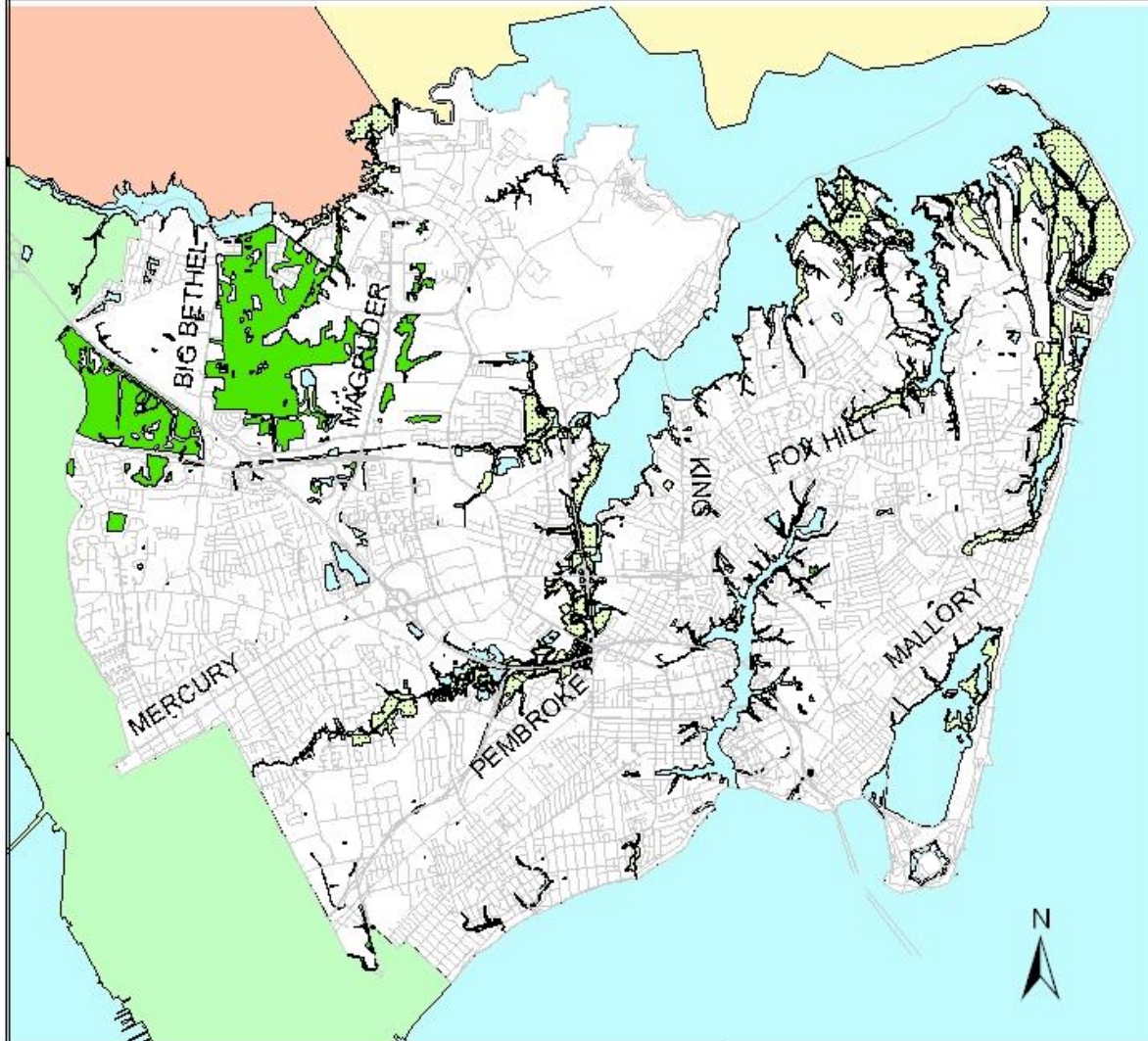
providing valuable environmental functions such as flood control, groundwater quality and recharge, and critical habitat for wildlife and plant species. Non-tidal wetlands also contribute to the natural beauty of Hampton.

Regulatory authority over non-tidal wetlands is primarily exercised by the U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality, but also includes the U.S. Environmental Protection Agency and the U.S. Fish and Wildlife Service (see Wetland Areas map).





Coastal Dunes and Beaches - The Coastal Primary Sand Dune is the line of dunes shoreward of the high water line, commonly found along the Atlantic Ocean and lower Chesapeake Bay. Coastal dunes occur in Hampton along the eastern shoreline facing the Bay at Grandview, White Marsh, Buckroe, and Fort Monroe. The City’s public and private beaches serve as a recreational amenity for the community and visitors and provide valuable access to the waterfront. Another asset is the Grandview Nature Preserve. The dunes and beaches provide flooding and erosion protection, habitat for coastal flora and fauna, including endangered species, and sand for natural beach replenishment. The Coastal Primary Sand Dune Protection Act provides for State and local regulation of approximately 5.5 miles of Hampton’s shoreline, which is administered primarily by the Virginia Marine Resources Commission (see Wetland Areas map).

Freshwater Lakes - There are several open freshwater lakes within the city, many of which are man-made from borrow pits resulting from Interstate 64 construction. The Big Bethel Reservoir forms part of the northern boundary of the city and formerly served as the primary drinking water supply for Langley AFB and Fort Monroe. No longer serving as the primary water source for the bases, the Reservoir continues to provide recreational opportunities for the public and could be a potential emergency water source. Freshwater lakes serve

Wetland Areas



Features

-  Marsh
-  Non-tidal Wetlands
-  Tidal Wetlands
-  Street Network

Hampton Community Plan Environmental Stewardship

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services
ESRI Geographic Data
ESG Wetland Inventory Study



City of Hampton
Planning Department
February, 2006

as wildlife habitats, sources of groundwater recharge, and recreational and visual amenities for the community.

Shellfish Habitats - The waters of the Chesapeake Bay, Hampton Roads, and its tributaries are productive finfish and shellfish areas. Oyster grounds can be found in the Back River and its tributaries, Hampton River, Mill Creek, and along the Bay and Hampton Roads shorelines. However, some of these areas are condemned for shellfish harvesting due to water pollution and public health concerns. Condemned areas include:

- ◆ All of Hampton Roads Channel;
- ◆ Southwest Branch of Back River;
- ◆ Harris River;
- ◆ Wallace, Long, and Grundland Creeks, including Salt Ponds.

Seasonally (between April – October) condemned areas include areas of Back River, adjacent to marinas at Dandy Point and Harris Creek, and the Chesapeake Bay, adjacent to Salt Ponds Inlet.

The most productive shellfish area in the city remains along the Bay. Crabbing is still permitted within the shellfish condemned areas.

A large part of Hampton's history is centered around the fishing industry, including shellfish harvests. Hampton is best known for its ties to industry related to harvesting and processing blue crabs. Although no longer critical to Hampton's economic base, the seafood industry remains an important component to the local economy. Its protection is critical to preserving Hampton's heritage, uniqueness, and appeal. Watermen still work the Hampton waters as a trade and a number of seafood processing firms are located within the city.

Submerged Aquatic Vegetation - In the shallow waters of the Chesapeake Bay, underwater grasses play a crucial role in the development of marine life. Providing food and habitat for waterfowl, fish, shellfish, and invertebrates, the grasses serve as nursery habitat for many species of fish, which seek refuge from predators in the grass beds; additionally, blue crabs are known to hide in Bay grasses after molting, while still soft. Submerged Aquatic Vegetation (SAV) also produces oxygen in the water column as part of the photosynthetic process, filters and traps sediment that can cloud the water and bury bottom-dwelling organisms such as oysters, and protects shorelines from erosion by slowing down wave action. SAV also remove excess nutrients, such as nitrogen and phosphorus that could fuel unwanted growth of algae in the surrounding waters. Bay grasses require such nutrients for growth and reproduction.

Much of these grassy areas have been on the decline since the 1960s. Back River, once dense with SAV, lost much of this important habitat over the last few decades. Survival of SAV is dependent upon the amount of light reaching the plants. Water, clouded by suspended sediment and/or phytoplankton (algae), reduces the light levels that reach underwater grasses which inhibits vegetation growth. This results in a loss of food and habitat for many Chesapeake Bay species. Sources of sediment include runoff from agricultural areas, building sites, and lawn care practices as well as shoreline erosion. Excessive levels of nutrients also threaten SAVs. High levels of nutrients stimulate the growth of algae blooms, which cloud the water and destroy these grassed areas. Volunteer efforts to restore SAVs are underway through the Virginia Institute of Marine Science and Chesapeake Bay Foundation.

Waterways



Features

- | | | |
|--------------------|--------------------------|--------------------------|
| 1. Mill Creek | 7. Lake Hampton | 13. NW Branch Back River |
| 2. Hampton River | 8. Chisman Lake | 14. SW Branch Back River |
| 3. Brights Creek | 9. Billy Wood Canal | 15. Harris River |
| 4. Sunset Creek | 10. Tide Mill Creek | 16. Grundland Creek |
| 5. Indian River | 11. Big Bethel Reservoir | 17. Long Creek |
| 6. Newmarket Creek | 12. Brick Kiln Creek | 18. Salt Pond |

Hampton Community Plan Environmental Stewardship

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services



City of Hampton
Planning Department
February, 2006

Habitats – Rare, Threatened, Endangered Species - Hampton is home to many migratory, rare, threatened, and/or endangered plant and animal species. Currently, many of these species reside in relatively protected areas; however, decreasing open space lands and development pressures threaten such species. In planning for the City's future, it is imperative to recognize which species inhabit Hampton, where they are located, and the risks to each. Sensitivity given to development in such areas and the protection of such species is critical. The species of concern identified in Hampton include:

A. Vascular Plants

- ◆ Virginia Beach Pinweed (Fort Monroe)
- ◆ Longstalk Sedge (Fort Monroe)
- ◆ Southern Catalpa (Fort Monroe)
- ◆ Cuthbert Turtlehead
- ◆ Slim-Leaf Tick-Trefoil
- ◆ White-Top Fleabane
- ◆ St. John's-Wort
- ◆ Virginia Least Trillium
- ◆ Dwarf Sundew (Grandview Beach)

B. Amphibians

- ◆ Mabee's Salamander (Sandy Bottom)

C. Birds

- ◆ Great Egret
- ◆ Piping Plover (Grandview Beach)
- ◆ Peregrine Falcon
- ◆ Black Skimmer (Grandview Beach)
- ◆ Least Tern (Grandview Beach)

D. Invertebrates

- ◆ Northeastern Tiger Beetle (Grandview Beach)

E. Reptiles

- ◆ Canebrake Rattlesnake (Sandy Bottom)
- ◆ Loggerhead Sea Turtle (Grandview)

The City's Wildlife Management Plan provides an exhaustive list of wildlife species in Hampton, including species of concern, and discusses plant and animal practices and habitats in greater detail (see Natural Heritage Resources map).

Open Space/Natural Areas - Open space areas are needed to support facilities for active recreation activities (e.g. athletic fields, golf courses, playgrounds, etc.). Natural areas are necessary to preserve and conserve sensitive natural systems (e.g. wetlands, beaches, woodlands, etc.) and offer passive recreation opportunities. The City has approximately 1,128 acres of parkland.¹⁰ There are also 1,185 acres of undeveloped natural areas where development is severely restricted due to the presence of environmentally sensitive features such as marsh land and wetlands. Parkland and undeveloped natural lands represent 6.8% of the city's total geographic area.

Hampton's many parks maintain a diverse mix of natural resource areas and environmental activities. There are nine City-owned parks located along lakes, creeks, rivers, coastal shoreline, or other environmentally sensitive areas, comprising 653 acres of waterfront and/or feature parks. In addition to City property, the Grandview Nature Preserve, a State-owned park, provides approximately 475 acres of open space. Besides providing active and passive recreational amenities, these areas provide wildlife habitats, function as ecological systems, and offer environmental education opportunities (see Open Space map).

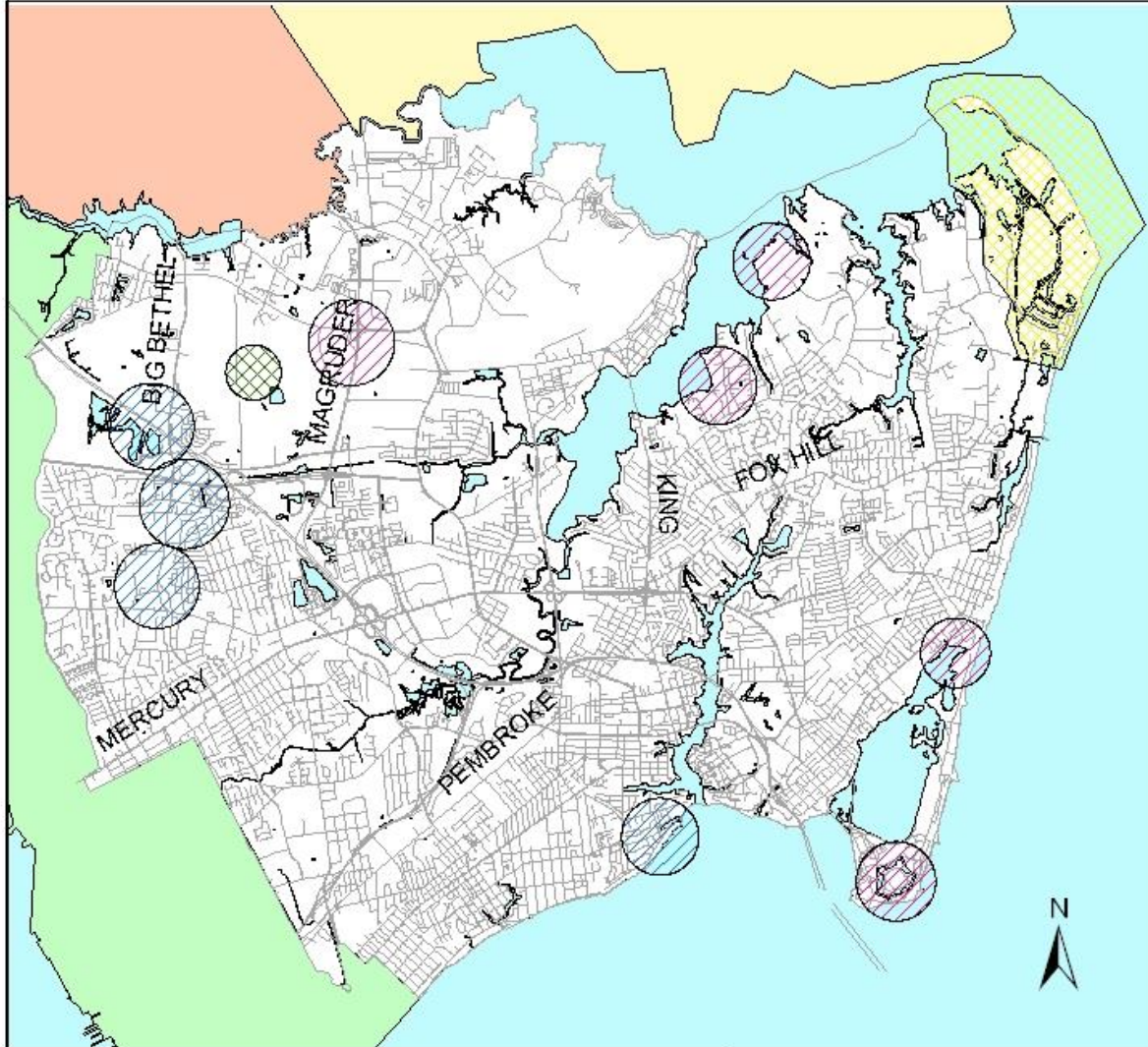
Air Quality - Air quality within the Hampton Roads Metropolitan Statistical Area (MSA) does not meet Federal standards for hydrocarbon and photochemical emissions. Within Hampton the

¹⁰ This figure does not include neighborhood park facilities that are shared with public schools and other community and neighborhood facilities.






primary source of emissions is automobile exhaust. The U.S. Environmental Protection Agency classifies the City and the region as having a non-attainment status for ozone. This has potentially serious implications throughout the region, including limits on State and Federal funding for transportation projects.

Greenways/Waterways - The city's greenways and waterways contribute to the overall open space system. There are approximately 12 miles of trails and natural walks within the city. There are approximately 30 miles of navigable water within the city's tributaries and along its shoreline (see Open Space map).

Natural Heritage Resources



Features

-  High Significance - Federal List
-  Moderate Significance - Federal List
-  General Location Natural Heritage Resource
-  General Location Natural Heritage Resource - State List
-  Street Network

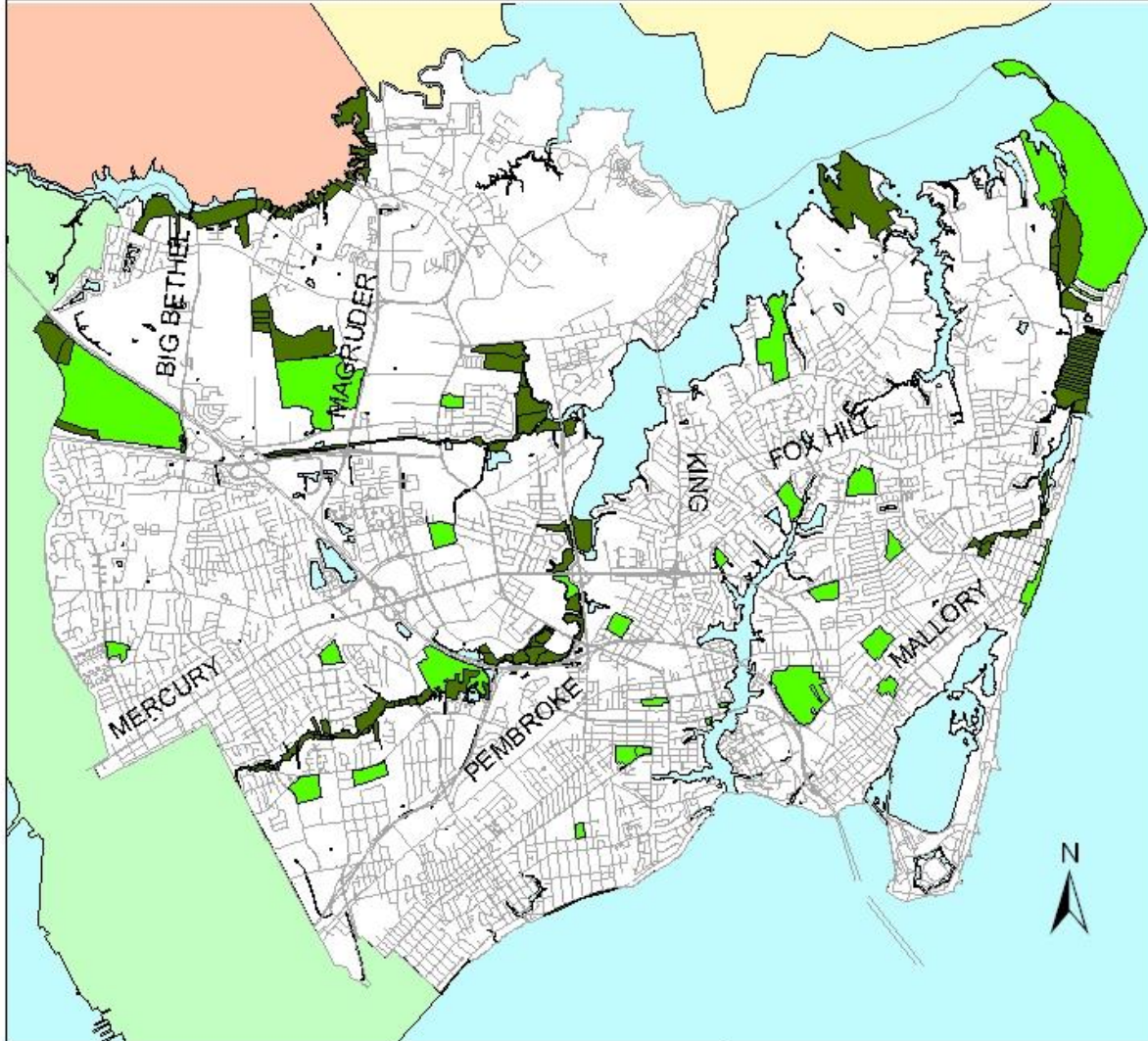
Hampton Community Plan Environmental Stewardship

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Wildlife Management Plan
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 VA Department of Conservation and Recreation



City of Hampton
 Planning Department
 February, 2006

Open Space



Features

-  Parks
-  Open Space
-  Street Network

Hampton Community Plan Environmental Stewardship

Data Sources:
City of Hampton, Planning Department
City of Hampton, Geographic Information Services
ESRI Geographic Data



City of Hampton
Planning Department

February, 2006

Soils and Topography - Hampton is located within Virginia's coastal plain with elevations at or near sea level. The city has gentle slopes within a range 0 to 3%. The highest elevations are located in the northwestern area of the city and scattered throughout the southwestern section. Soils in Hampton are generally characterized as sandy loam. There are 19 different soil types in Hampton.¹¹ Soils are classified according to location, use limitations, and the physical and chemical properties of soil particles. Many have hydric (wet) characteristics and/or are subject to frequent flooding or inundation (see Soils map).

Urban Forest - A healthy forest is beneficial to the urban environment by reducing storm water runoff and erosion and sedimentation, improving air quality, and offering wildlife habitat. In addition, tree cover mitigates climatic effects and provides energy efficiency value (e.g. windbreak, shade, etc.) and physiological value (e.g. shelter, screen, aesthetics, etc.). By enhancing the city's appearance and increasing property values, trees are a valuable landscape resource (see Land Cover map). There are approximately 12,027 acres of forested area within the city, which accounts for 35.8% of total land area.

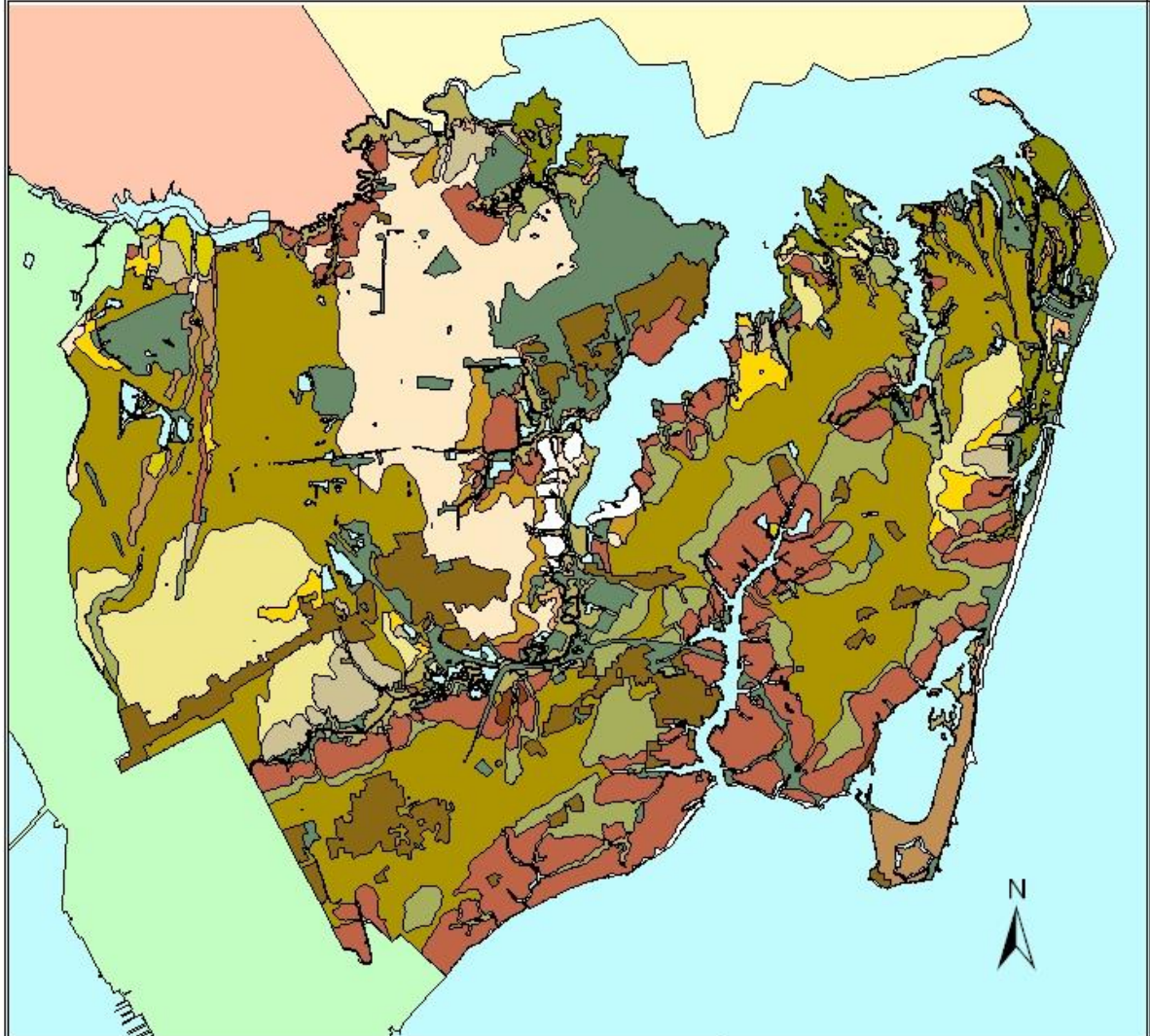
Water Quality - The cleanliness of our environment is directly reflected in the quality of the water in our streams, rivers, and oceans. "Clean water" refers to water that is free of chemical and solid pollutants, with natural levels of sedimentation, good oxygenation, and plentiful aquatic plant and animal life. The City is committed to protecting the water quality of the Chesapeake Bay through its Chesapeake Bay Preservation Areas and local storm water management requirements. Clean water, trees, and open spaces contribute to an improved

quality of life in our community and help attract businesses and tourists.

Natural Hazards - Hampton's coastal location creates a particular vulnerability to major coastal storms, with the most significant of these being hurricanes. On September 18, 2003 Hurricane Isabel made landfall and caused considerable damage in the city making it the most destructive natural hazard event to hit the Peninsula in recent history. While hurricanes and other storm events present the most likely risks to the city, Hampton is also vulnerable to tornadoes and has a minor risk of wildfires in drought years. Federal and State emergency management agencies are encouraging the development of hazard mitigation plans to reduce a community's vulnerability to natural hazard events through advanced planning. The City of Hampton is part of a the Regional Hazard Mitigation Plan that addresses changes to building regulations, education to the public on hazards, protecting City facilities from hazard damage, and other measures that will reduce the City's hazard vulnerability. Besides reducing the City's vulnerability to natural hazards, the plan leads to a potential five percent or greater reduction in annual flood insurance premiums for insurance provided through the National Flood Insurance Program (NFIP). (Additional information on the City's vulnerability to specific natural hazard events and steps that will be taken in response can be found in the *Peninsula Multi-Jurisdictional Natural Hazards Mitigation Plan*. This Plan is adopted by reference as part of Hampton's Community Plan.)



¹¹ For a complete list of soil types and a comprehensive description of each type, refer to the list of "Published Soil Surveys for Virginia" conducted by the National Resources Conservation Service (NRCS), U.S. Department of Agriculture.

Soils



Features

Soil Type

	Altavista		Udorthents-Dumps
	Dragston		Urban Land
	Johnston		Axis
	Lawnes		Beaches
	Munden		Bohicket
	Newflat		Bojac
	Nimmo		Chikahominy
	Augusta		Bethera
	Seabrook		Craven
	State		Water
	Tomotley		

Hampton Community Plan Environmental Stewardship

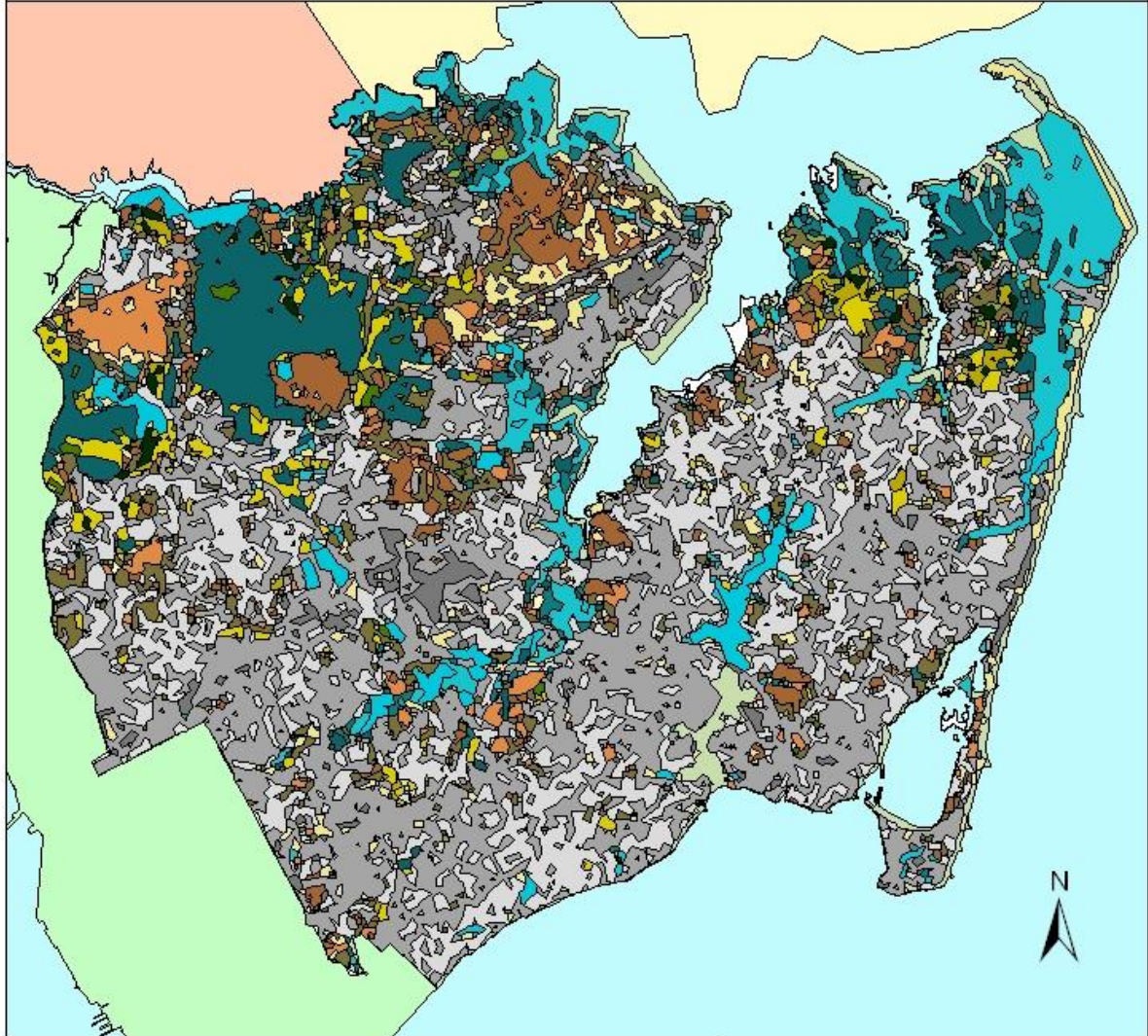
Data Sources:

City of Hampton, Planning Department
City of Hampton, Geographic Information Services
ESRI Geographic Data
U.S. Department of Defense Data



City of Hampton
Planning Department
February, 2006

Land Cover



Features

Land Cover	
	Shoreline
	Montane Xeric Conifer
	Submontane Yellow Pine
	Mixed Herbaceous
	Sparse Herbaceous/Row Crop
	Open Water
	Non-Vegetated
	High Intensity Disturbed/Urban
	High Intensity Disturbed/Urban
	Recent Clearcut
	Wetland
	Herbaceous Wetland
	Herbaceous Wetland
	Forested Wetland
	Unclassified
	Piedmont/Coastal Plain Forest Complex
	Piedmont/Coastal Plain Forest Complex
	Virginia Hardwood Complex
	Virginia Hardwood Complex

Hampton Community Plan Environmental Stewardship

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 HRPDC Environmental Data



City of Hampton
 Planning Department
 February, 2006

Flood Control - Flooding can be a substantial threat to lives and property. Due to the generally flat topography and proximity to the Chesapeake Bay and its tributaries, significant land areas within the city are subject to both tidal and runoff flooding during major storms. If sea levels continue to rise, historically 6/10th of a foot per 25 years, flooding problems can be expected to increase, and sunny day flooding (flooding that is not associated with a weather event) is likely to increase as well. Nuisance flooding can have far-reaching impacts; for example, if transportation routes are routinely down due to flooding, economic development may also be impacted. Flooding may also increase pollution as floodwaters recede and carry with it fertilizer and pesticides from yards or oil, gasolines, and other pollutants found on roadways. Federal flood regulations require that a minimum ground floor elevation for new construction in flood areas be established and that regulations be placed on the type of construction allowed.

Air Installation Compatible Use Zone - Air Force bases attract development such as housing and businesses to support base operations. As development encroaches upon the airfield, more people experience the noise and accident potential associated with aircraft operations. In an effort to balance the needs of aircraft operations and community concerns, the Air Installation Compatible Use Zone (AICUZ) was developed to protect the health, safety and welfare of those living near military airfields while preserving the defense flying mission. The AICUZ guidelines define zones of accident potential and high noise and recommend uses that are compatible within these zones (see AICUZ map).

Local planning agencies are encouraged to adopt these guidelines. Hampton and Langley AFB have worked together for many years to promote compatible land use development around the base, and the City has an adopted AICUZ for Hampton. There are approximately 1,033 acres of land within the accident potential

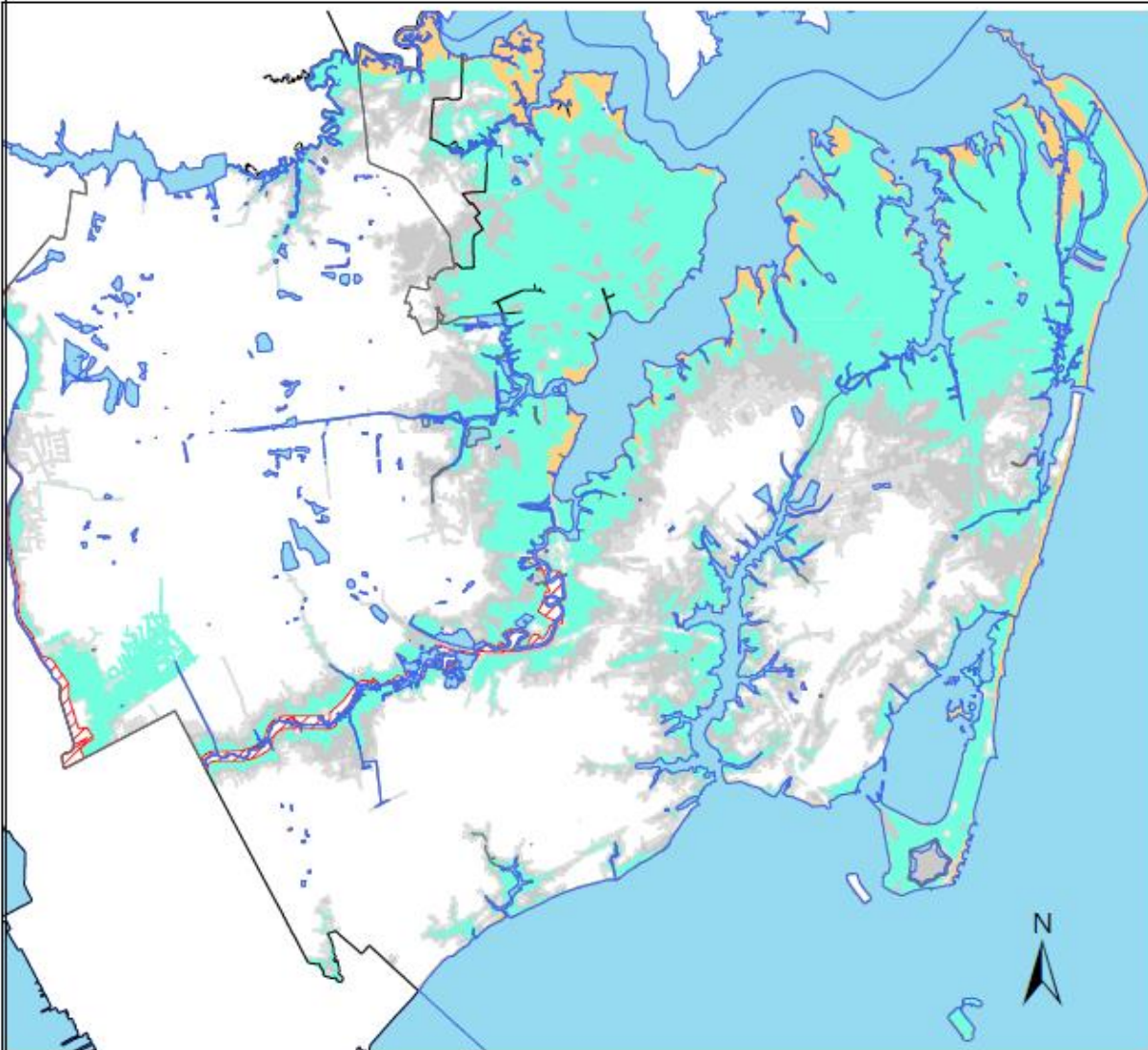
area. Noise impacts extend farther than the accident potential area. There are approximately 9,789 acres of land area affected by harmful noise levels within the city. Langley will be working with the City to update the noise area to reflect the different noise intensities generated by the new F-22 aircraft. This study is expected to be completed by October of 2006.

The location of the accident potential zone and the associated aircraft noise impact affects land uses. The Zoning Ordinance and zoning map reflect the influences of the AICUZ. The AICUZ program addresses:






- ◆ future development constraints on and off base due to noise and safety concerns,
- ◆ aircraft noise levels,
- ◆ facility height restrictions,
- ◆ maintenance of the clear zone (CZ),
- ◆ the numbers of people exposed to high noise levels, and
- ◆ the risk of aircraft accidents in Accident Potential Zones I and II (APZ I and APZ II).

Due to the higher potential for crashes in these areas, people-intensive land uses (e.g. places of assembly, residential, high density offices, etc.) are inappropriate. Land-intensive uses (e.g. warehouses, storage facilities, parks, etc.) are better suited for these areas. While certain land uses may not be excluded, they may be discouraged due to the negative impact on quality of life.

2016 FEMA Floodplain Map



Features

-  Other Special Flood Zones
-  Floodway
-  Special Flood Hazard Areas
-  Coastal High Hazard Area
-  X-500 - Other Flood Zone

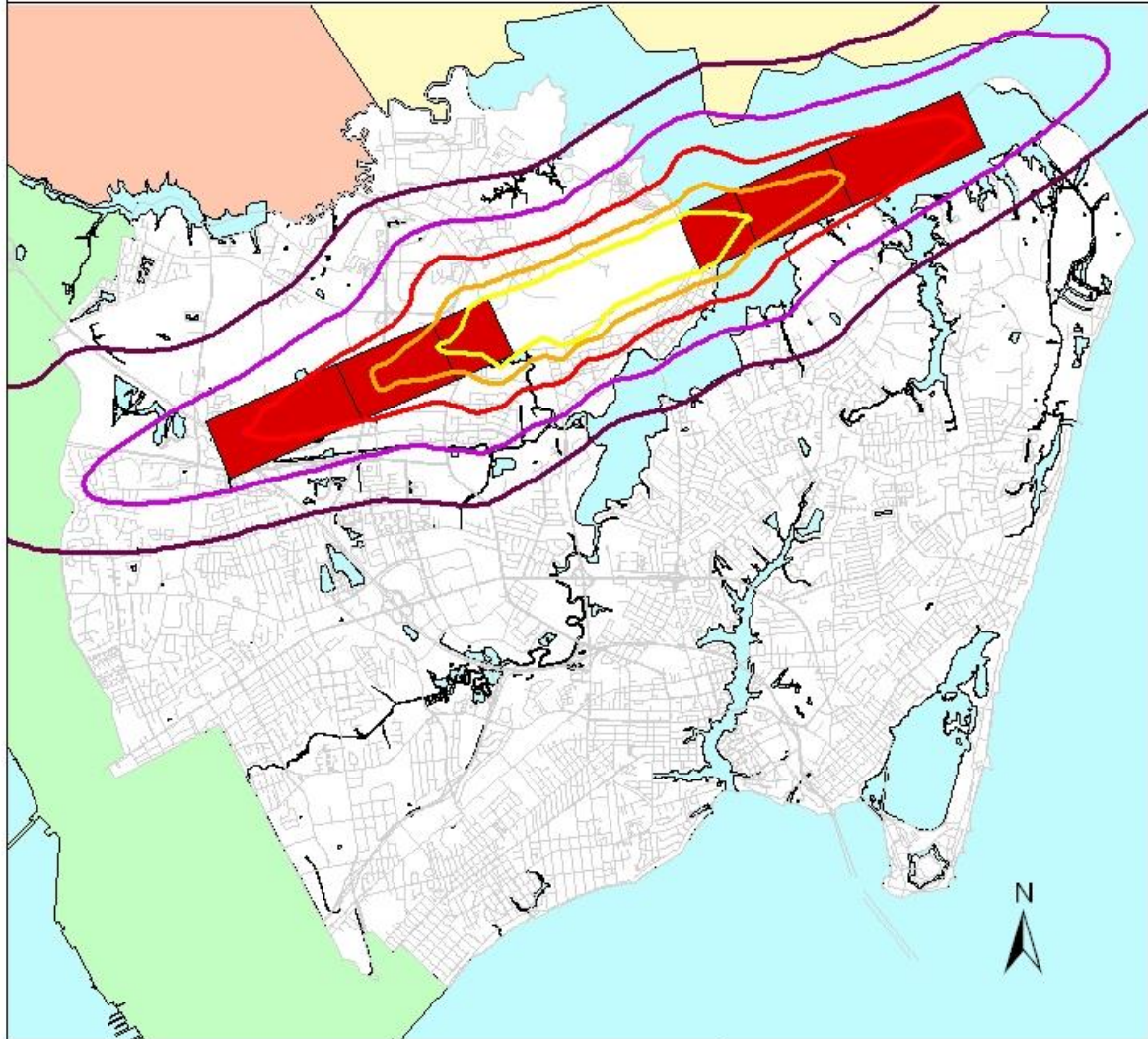
Hampton Community Plan
Land Use & Community Design

Data Sources:
City of Hampton Planning Department
City of Hampton, Geographic Information Services



City of Hampton
Planning Department
April 2018

Air Installation Compatible Use Zone



Features

Noise Contours

-  65 ldn
-  70 ldn
-  75 ldn
-  80 ldn
-  85 ldn
-  Accident Potential Zone
-  Street Network

*ldn (day-night average sound level) - standard noise measurement that considers the noise levels of all events within a 24-hour period, measured in decibel units.

**Hampton Community Plan
Environmental Stewardship**

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 U.S. Department of Defense Data



City of Hampton
 Planning Department
 February, 2006

Existing Programs

Programs related to environmental protection include:

Tidal Wetlands - In 1972, the Virginia General Assembly enacted the Virginia Wetlands Act. This Act required State permitting for impacts to tidal wetlands and gave localities the option to create local wetlands boards. Hampton has an adopted wetlands ordinance that created a wetlands board with the authority to regulate activities occurring within vegetated and non-vegetated tidal wetlands. The Board seeks to minimize the impacts to wetlands and works toward impact mitigation where necessary.

Chesapeake Bay Preservation Areas - In 1988, the Virginia General Assembly enacted the Chesapeake Bay Preservation Act, hereinafter referred to as the Bay Act. The Act recognizes the important relationship between land development and water quality. The two primary impacts of land development that are regulated by the Bay Act include:

- ◆ Impacts on sensitive environmental features in the landscape that naturally protect water quality such as wetlands and vegetated areas adjacent to the shoreline.
- ◆ Storm water run-off from developed areas that may contain a variety of sediments, nutrients, and other types of water pollution.

The Bay Act and the associated State regulations identify specific requirements that must be included in local ordinances and comprehensive plans in order to protect the water quality of the Chesapeake Bay. These requirements include the designation and protection of local Chesapeake Bay Preservation Areas. In 1990, the City amended the zoning and other local ordinances to meet the requirements of the Act. Additional amendments have been adopted to maintain consistency with the State regulations.

In 2002, the City also adopted an amendment to the 2010 Comprehensive Plan to meet the requirements of the Chesapeake Bay Preservation Act. (Additional information about efforts to protect the Chesapeake Bay can be found in the *Chesapeake Bay Preservation 2010 Comprehensive Plan Amendment*. This amendment is adopted by reference as part of the Community Plan.)

Soil Erosion and Sedimentation Control - While a certain amount of erosion occurs naturally, a major source of sedimentary deposit occurs from construction site erosion, which can be controlled. The typical urban construction site erodes at a rate of up to 1,000,000 tons per square mile per year. The successful implementation of E&S (erosion and sedimentation) measures can control soil movement and prevent environmental damage to our waterways. Soil is a valuable natural resource that can take hundreds of years to build. Although water quality is typically the common issue surrounding erosion, the loss of valuable soil should not be overlooked.

The Commonwealth of Virginia, through the Department of Conservation and Recreation, requires that localities have an active E&S control program. Hampton's Erosion & Sedimentation program includes development plan review and site inspection to ensure regulatory compliance with applicable regulations. From construction entrances to silt fences and landscaping standards, the City's E&S program reduces development impacts on local water quality.

Storm Water Management

Pollution from storm water runoff enters local waters through the drainage pipes, inlets, ditches, ponds, and canals that comprise the City's storm drainage system. The City's storm water management program is intended to address flooding problems, improve drainage, and reduce pollutants in run-off as required by Federal and State water quality standards.

A series of programs have been implemented since 1993 to meet Clean Water Act Amendments when the Federal and State governments mandated that localities do more to reduce pollution carried in storm water runoff. Street sweeping, for example, removes up to 3,000 tons of grit and debris a year. Drainage maintenance clears debris from hundreds of miles of pipe and ditches on an annual basis. Capital improvement projects address drainage and pollution; best management practices (retention and detention ponds) are put in place to slow the flow of runoff.

Public education promotes cooperation with environmental services and has a hands-on volunteer component called Hampton Watershed Restoration. The goal of this program is to clean up waterways; it is coordinated by the City's Public Works education program, and includes the Adopt-a-Stream program.

Back River Water Quality

The Back River is on the State list of impaired water bodies due to levels of bacterial contamination that exceed the standards set for shellfish waters. Under the Clean Water Act, the State is required to develop a Total Maximum Daily Load (TMDL) report that identifies the sources of contamination and allocates a maximum pollutant load allowed to each source in order to achieve water quality levels necessary to reopen the shellfish beds for direct harvest. A TMDL report is currently under development for the Back River. Likely sources of contamination in this watershed include pet wastes, sewage, and storm water runoff. Once this report is complete the City will have to work with the State and neighboring localities to create a strategy for addressing these sources of contamination.

Integrated Solid Waste Management - Hampton has an integrated waste management program that includes a convenient curbside collection

program, recycling, a household chemical disposal program, a refuse-fired steam plant, a landfill, and participation in a regional compost program. Curbside collection includes household waste, recycling, yard waste, and bulk trash. Scrap metal is extracted from that waste stream and sold. The City recycles oil from its vehicle fleet. As the host city to the Bethel Landfill, residents are entitled to free disposal of general household waste.

The Hampton/NASA steam plant burns up to 240 tons of household waste a day generated by Hampton residents, several Federal installations, and a limited quantity from other communities. The process creates steam which is used by NASA/Langley, offsetting their need to use fossil fuels. The award-winning facility is undergoing improvements to further reduce air pollution.

Public education efforts encourage residents to recycle more and set out waste properly at curbside to avoid pest control problems. The Hampton Waste Watchers Committee was established in 1993 as an interagency team to educate residents about Hampton's solid waste management system. The Committee also offers free tours of the city's waste management facilities.

Environmental Health/Pest Control - Like so many municipal environmental programs, pest control relies heavily on public cooperation. Since spraying for mosquitoes is a last resort, research and prevention are emphasized in Hampton's efforts. With the increasing threat of the West Nile Virus in Hampton Roads, testing for the virus is placing extra demands on the team which also does public education throughout the year. Mosquito control efforts are underway year round, with a heavy emphasis on public cooperation to remove stagnant water. Reducing breeding grounds is critical for addressing this problem. Currently the City cooperates at a regional level with

regional spray application efforts provided by Langley Air Force Base.

Citizen Advisory Groups - Hampton incorporates citizen input on numerous environmental committees. The Departments of Parks and Recreation, Public Works, and Planning have advisory groups to guide decisions on open space, wetlands, beautification, storm water, and waste management issues. There are numerous opportunities for public involvement.

Hampton Clean City Commission (HCCC) - HCCC was established in 1978 as a citizen board to address litter prevention and improvement of the physical environment of Hampton. The group is governed by nine volunteer members appointed by City Council, and consists of more than 100 committee volunteers and approximately 5,000 project volunteers. Among HCCC's programs are:

- ◆ *Adopt-A-Spot & Special Clean-ups*, which encourages litter cleanup and prevention throughout the city at more than 100 sites that include major thoroughfares, neighborhoods, parks, schools, and virtually any other public areas.
- ◆ *Keep Hampton Green*, which encourages public participation in urban forestry efforts through fundraising, planting trees, and educating residents about trees and tree care.

- ◆ *Hampton Clean Businesses*, which recognizes workplaces that maintain beautiful, clean grounds and practice sound solid waste management, including recycling, and educates businesses in regard to these practices through various means that include a regionally coordinated Virginia Peninsula Clean Business Breakfast.
- ◆ *School Pride In Action*, which uses classroom and non-traditional educational avenues to teach youth about the importance of citizen participation in environmental protection, provides training for traditional and non-traditional educators to encourage further educational efforts, and provides a number of fun programs and activities to engage youth in environmental activities.
- ◆ *Yards Are Really Distinctive Showplaces*, which is both a contest and a program, recognizes residents who maintain beautiful and environmentally sensitive yards, and provides information and encouragement to residents who are seeking to improve their landscapes.
- ◆ *LitterLine*, which encourages Hampton residents and workers to "see" litter, report it, and clean it up if possible.

ANTICIPATED FUTURE CONDITIONS

Trends and issues that will affect environmental stewardship in Hampton and the region are noted below:

Regional Planning and Partnerships

A growing number of environmental issues will continue to be addressed through planning and coordination on a regional scale:

- ◆ Solid Waste Management
- ◆ Environmental Education
- ◆ Air Quality
- ◆ Water Quality
- ◆ Hazard Mitigation Planning
- ◆ Smart Growth Practices
- ◆ Energy Conservation
- ◆ AICUZ Planning

Increasing State and Federal Mandates

Many of the recently adopted environmental programs and regulations implemented at the local government level are the result of mandates from the State or Federal government. Examples include: Chesapeake Bay Preservation Act requirements, storm water management requirements, and AICUZ requirements. Most of these mandates are not accompanied by Federal or State funding for implementation. Changing State and Federal regulations and program guidance requires that local programs be periodically reviewed for compliance and kept up to date. For example, as State and Federal efforts to improve the water quality and habitat value of the Chesapeake Bay increase, the demands made on local governments to enforce existing regulations, create new regulations, and develop local water quality improvement plans also increases without any significant funding to pay for these local efforts. In Hampton, this progression has been manifested with the requirements to adopt

a storm water ordinance, a Chesapeake Bay Protection District, an erosion and sediment control ordinance, and will require further water quality planning as the Federal deadline for reaching specified water quality levels in the entire Bay approaches in 2010. In an attempt to meet the requirements of this deadline, the State has adopted tributary strategies for each of the major river drainages in Virginia, which will have impacts on local resources.

The trend of increasing State and Federal environmental mandates on local governments is expected to continue. This trend will require that the City continue to monitor State and Federal environmental initiatives and determine their legal and fiscal impacts.

Land Development Constraints and Opportunities

As noted in the Land Use and Community Design section of the Community Plan, the City of Hampton is nearly fully developed. Much of the future growth and development within the city will be the result of redevelopment, in-fill development, and revitalization of existing neighborhoods and districts. The land development constraints and opportunities of a built-out city will affect City policies and programs to promote environmental stewardship:

Brownfields – “Brownfields” are defined by the U.S. Environmental Protection Agency as abandoned, idle, or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental (e.g. soil or water) contamination. The City has initiated a process to identify potential brownfield sites and to explore opportunities for clean-up and redevelopment.

Greyfields - The term “greyfields” typically refers to vacant or under-used, aging commercial properties and centers. The revival of these centers is complicated by relatively high

redevelopment costs as compared to “greenfield” development costs and shifting market bases to other areas of the city or region. Another factor could be the decline of adjacent neighborhoods. The term greenfield is applied to “virgin” vacant land that has not been previously developed. Faced with limited greenfield sites and developable land, redevelopment of brownfield and greyfield sites is becoming a key component to Hampton’s growth and economic development. Redevelopment of brownfields and greyfields is also a strategy that promotes smart growth and environmental stewardship.

Public Open Space – Hampton has an extensive inventory of parks and open spaces. The city also has over 227 miles of coastal shoreline and numerous water bodies. Redevelopment and revitalization initiatives within the city, however, will present numerous opportunities to enhance and expand the City’s inventory of public open spaces. Enhanced open spaces will promote stewardship of the environment while also creating a renewed sense of place and economic vitality in the city’s neighborhoods and districts.

Tree Preservation – The environmental and economic benefits of an urban forest and well-maintained city landscapes are noted above. Redevelopment and revitalization initiatives in the city will also present opportunities to protect existing trees and to enhance the city landscape. Additional incentives and development regulations may be needed to fully realize the opportunities for tree preservation.

Chesapeake Bay Preservation

The waters and shoreline of the Chesapeake Bay will continue to be one of the city’s most important economic and environmental assets. Preservation and sustainable use of the Bay will be central to a number of policies and programs promoting environmental stewardship:

Shoreline Erosion – Shoreline erosion is a natural phenomenon of the water’s edge that constantly changes due to tidal action and wave effects. Shoreline erosion has a negative impact on the Chesapeake Bay water quality due to the increase in sediment in the water. Erosion becomes a threat when development occurs along the shoreline risking damage to private structures and public facilities. The City will continue to monitor and manage shoreline erosion to advance environmental and other public objectives. A beach replenishment program is essential to maintaining the public beaches for residents and tourists to enjoy as well as protecting the beachfront from erosion.

Shoreline & Water Access – Locations for suitable boat access along Hampton’s waterfront are limited. Large commercial and recreational vessels are restricted to the lower Hampton River and Hampton Roads near Fort Monroe. Channel depths in these areas are maintained at approximately 12 feet (mean low water). The Back River channel has similar depths; however, none of the channels that provide access to the shore have adequate depths. Continued maintenance and enhancement of the shoreline and water access is needed to support the sustainable use of the Bay and its tributaries and to promote economic development and quality of life for city residents and visitors.

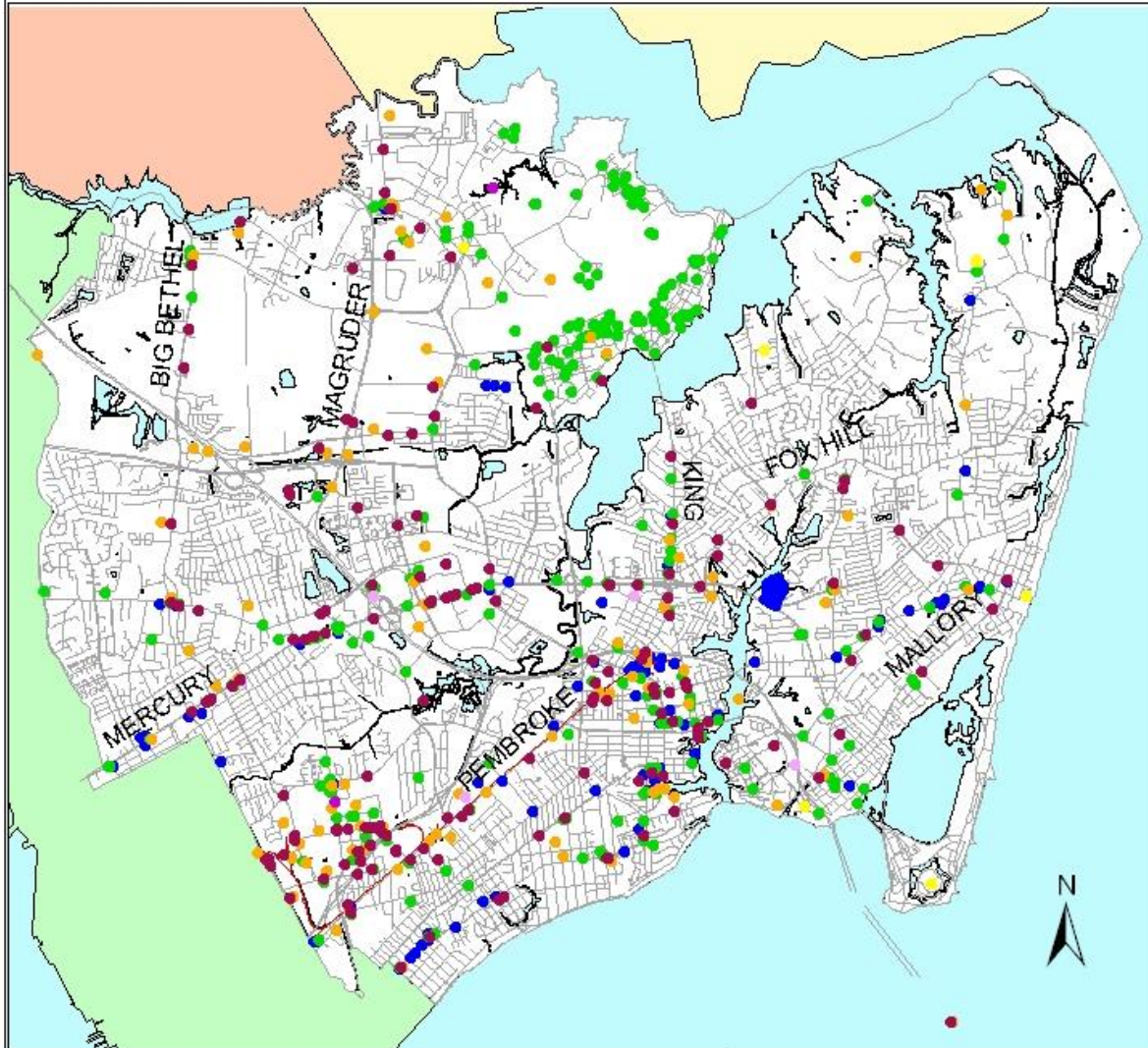
Water Quality Management – Federal and State regulations require Hampton and other localities to reduce pollution from storm water before it reaches area waterways. In Hampton, these pollution controls have been funded by a storm water fee based on the amount of impervious surfaces that generate runoff. Regulations have also been developed to require localities to reduce pollution from the sanitary sewer collection system. The City’s role in water quality management is expected to continue to expand as new regulations are developed and existing water quality standards are made more stringent.

Resilient Hampton

As recurrent flooding and sea level rise takes a greater place on the local, state, and federal stages, Hampton will see greater interest in protecting the coast and property from water impacts. The City pledges to respond to these impacts and lead the region in resilience planning. Resilient Hampton is a city-wide initiative led by the Community Development Department which seeks to mitigate the impacts

from flooding, sea level rise, and storm events through a multi-faceted approach. “Hard” systems that keep out the water, such as tide gates, will be implemented with green infrastructure and nature-based solutions, community education, and strategies that consider future conditions. Resilient projects will have multiple benefits,

Brownfields Inventory



Features

- Formerly Used Defense Sites
- Water Releases
- Air Releases
- Hazardous Materials
- Remediation Sites
- Air/Water Discharges
- Underground Storage Tanks
- City Identified Sites
- Hampton Rail
- Street Network

**Hampton Community Plan
Environmental Stewardship**

Data Sources:
 City of Hampton Planning Department
 City of Hampton, Geographic Information Services
 ESRI Geographic Data
 Malcolm Pirnie Brownfield Inventory 2003



City of Hampton
 Planning Department
 February, 2006

ENVIRONMENTAL STEWARDSHIP POLICIES

Regional Policies

EN Policy 1: Foster environmental stewardship among residents, local organizations, businesses, and institutions within the city and the Hampton Roads region.

EN Policy 2: Support regional efforts to reduce water and air pollution and to practice sustainable management of solid and hazardous wastes.

EN Policy 3: Support regional efforts to promote sustainable use of regional natural assets. Support regional and multi-state efforts to acquire, develop, operate, and maintain regional open space, greenway, and waterway systems.

EN Policy 4: Strive to increase cooperative regional management programs for reservoir watersheds.

EN Policy 5: Encourage and actively participate in partnerships with regional agencies, organizations, and educational institutions to address environmental issues.

EN Policy 6: Encourage inter-jurisdictional cooperation and communication to exchange ideas, techniques, and best practices to promote sustainable development across the region.

EN Policy 7: Support redevelopment and growth management initiatives to preserve the integrity of regional natural features and valuable rural lands.

EN Policy 8: Continue to contribute to regional efforts to preserve the water quality of the Chesapeake Bay and its tributaries. Partner with regional and State agencies that oversee and

assist localities to comply with the Chesapeake Bay Preservation Act.

EN Policy 9: Support regional efforts to promote energy conservation through the use of green building and other conservation techniques.

EN Policy 10: Support regional efforts to develop and implement a natural hazard mitigation plan in order to reduce the impacts of future natural hazard events such as hurricanes.

City-Wide Policies

EN Policy 11: Continue to cultivate cooperation with citizen organizations and increase awareness about environmental issues. Promote environmental education and stewardship at the neighborhood level.

EN Policy 12: Comply with the Chesapeake Bay Preservation Act and regulations. Continue to implement and enforce the ordinance provisions and planning policies that advance the water quality objectives of the Act and regulations.

EN Policy 13: Continue to protect streams, wetlands, floodplains, and woodlands from the impacts of new development and redevelopment as required by local, State, and Federal environmental laws and regulations.

EN Policy 14: Identify opportunities for the creation of wetlands as mitigation for City capital projects and other land development impacts.

EN Policy 15: Promote the creation and implementation of an urban forest renewal program that protects existing trees and plants new trees.

EN Policy 16: Promote the implementation of environmental stewardship policies as part of small area, district, and corridor master plans.

EN Policy 17: Promote recycling, waste reduction, the use of environmentally friendly products, and other approaches to extend the life of the landfill facility.

Environmentally Sensitive Areas

EN Policy 18: Identify and protect highly valued natural resources in order to preserve their beneficial functions for clean water, clean air, and natural habitat.

EN Policy 19: Promote the preservation and enhancement of functional open spaces such as greenways, blueways, and wildlife habitat corridors.

EN Policy 20: Support the development of storm water management plans for each major drainage basin. Promote basin-wide solutions and discourage on-site, single purpose basins.

EN Policy 21: Continue to implement non-point source pollution controls, stream restoration projects, and sanitary sewer improvements.

EN Policy 22: Partner with Langley Air Force Base to promote compatible land uses within the flight approach zones and noise areas associated with the AICUZ program.

EN Policy 23: Limit development on or in front of coastal sand dunes along the Chesapeake Bay.

EN Policy 24: Protect and enhance public access to waterways and waterfront areas.

EN Policy 25: Encourage further development of boat launching and docking facilities.

EN Policy 26: Ensure that waterfront development is sensitive to shoreline erosion, flood protection, and water quality.

EN Policy 27: Identify and protect sensitive environmental features through maintenance of appropriate surveys, mapping, and analysis.

EN Policy 28: Preserve and protect existing mature trees in new development and redevelopment.

EN Policy 29: Promote the conservation and restoration of creeks and other waterways as open space amenities, natural habitat areas, and elements of community design.

VIII. Economic Development

OVERVIEW

Purpose

The Economic Development section of the Community Plan identifies the City's efforts to promote a healthy and expanding local economy. These efforts include support for new development, redevelopment, business recruitment, retention, expansion, promotion of conventions and tourism, and investments to upgrade and maintain public infrastructure, housing, and neighborhoods.

Economic development activity is important to the city overall for many different reasons. Active work in shaping the local economy can help to diversify that economy, which leads to greater long term stability as economic conditions change. Economic stability leads to community stability as employment levels remain high and residents have quality jobs. Employment in quality jobs for city residents provides a foundation for strong and healthy communities and families. Residents are able to begin to accumulate wealth, save for the future, and reinvest in the community, contributing to the improved quality of life for the entire city.

In pursuing a healthy and attractive business climate, the City's economic development initiatives attempt to make Hampton the community of choice for high wage jobs in targeted industry segments. An important component of these initiatives is adapting to a modern knowledge-based economy. As opposed to the industrial economy of the past where the most important factors were transportation infrastructure and raw materials, this new economy seeks places with a highly educated workforce, high tech research capabilities, and access to high speed internet infrastructure. With an abundance of institutions of higher education and research facilities, Hampton and the region appear well poised for success. Planning for this kind of economic development is the essential next step.

Integral to this form of economic development planning is attracting and retaining the "knowledge workers" that drive the new economy. Knowledge workers are attracted to interesting and compelling places that exhibit modern convenience as well as a strong sense of history, an active arts community, and a unique identity. Part of the economic development strategy consists of supporting the development of a unique regional retail and entertainment attractions and promoting Hampton as an attractive tourist destination. Hampton's historic background and recent investments in targeted strategic investment areas are both strong advantages for the future.

Another important part of Hampton's economic development strategy will be a strong educational system for both the youth of the community and the adults so that both are ready to participate in the new economy. Many adults need to be retrained in the high tech industries. Meanwhile, it is essential that the youth of Hampton receive strong educations and are encouraged to stay and contribute their energy back into the City.

To make this economic development strategy work, there must be a regional perspective on the local economy that recognizes that the metropolitan area is the level at which most places are competing in the global economy. Many of the transportation, environmental, and quality of life issues affecting the local economy can only be addressed at a regional level.

The Economic Development section begins with a description of local and regional economic conditions and population characteristics. Existing City economic development programs are also identified. Information is then provided on anticipated future economic conditions and trends. This information provides the basis for long range economic development policies and strategies.

The Economic Development section of the Community Plan is implemented in a variety of ways:

City Programs and Policies – City departments and agencies involved in implementation include, for example, the Industrial Development Authority, Hampton Redevelopment and Housing Authority, the Departments of Economic Development, Public Works, Planning, the Convention and Visitors Bureau, and the Neighborhood Office. (A complete overview of existing economic development programs is included later within this section.)

Collaboration and Partnerships – Collaboration and public/private partnerships are key to many successful economic development initiatives. Partners include individual businesses and investors, business improvement districts, civic organizations, public and private institutions, and other governmental agencies.

Other Plans – Economic development initiatives are implemented through supporting policies within other sections of the Community Plan such as Land Use and Community Design, Transportation, Community Facilities, and Housing and Neighborhoods. Detailed implementation plans for strategic city neighborhoods, districts, and corridors also advance the City’s economic development initiatives. Examples include the Coliseum Central Master Plan and the Downtown Hampton Master Plan.

Economic Development Objectives

There are a number of general objectives or best practices that apply to the Economic Development section of the Community Plan. Together with the Vision and Goals, these objectives provide the basis for Economic Development policies and strategies.

Economic Development Objectives	
1.	Promote employment opportunities that provide higher family supporting incomes for Hampton’s citizens.
2.	Nurture and support established businesses as well as new businesses.
3.	Improve the skills of the city’s labor force.
4.	Encourage the use of public/private collaborations and/or partnerships.
5.	Focus business retention, expansion, and attraction efforts on companies that nurture regional economic clusters or wealth-producing businesses.
6.	Enhance economic activity within existing neighborhoods, districts, and corridors.
7.	Base economic development initiatives on an evaluation of existing and anticipated market conditions.
8.	Focus development activities on targeted industry segments.
9.	Maintain on-going cooperative relationships with key city institutions and promote opportunities for collaborations.
10.	Promote a shared agenda for regional economic development goals.
11.	Maintain a coordinated approach to economic development including jobs, retail, conventions and tourism, and housing.
12.	Promote a diverse mix of business and employment opportunities.
13.	Contribute to the successful redevelopment of strategic investment areas.

EXISTING CONDITIONS

Regional Economy

The City of Hampton is located at the geographic center of a regional economy that stretches from Virginia Beach to the Williamsburg/James City County portion of the Virginia Peninsula. In 1983, the cities and counties of South Hampton Roads were joined with the cities and counties of the Peninsula to form a single Metropolitan Statistical Area (MSA) – commonly referred to as “Hampton Roads.”

The Hampton Roads region, with a population of over 1.6 million, is the fourth largest MSA in the southeastern United States and is the largest consumer market between Washington, D. C. and Atlanta, GA. The region has a workforce of nearly 800,000 people and in 2000 had a gross regional product of \$62.8 billion.

Hampton Roads has a large concentration of military personnel. In 2003, some 134,737 people were employed in military and civilian defense related jobs in the region¹². Department of Defense expenditures and obligations in Hampton Roads totaled \$6.0 billion in 2002. In addition to the numerous military facilities located in the region there are two Federal laboratories. The Thomas Jefferson National Laboratory (JLab) is a Department of Energy facility that conducts basic and applied atomic research. The National Aeronautics and Space Administration’s (NASA) Langley Research Center conducts research in aviation and space sciences.

The Port of Virginia is also centered in the Hampton Roads region. The Hampton Roads Port is one of the largest, deepest, ice-free, and

¹² This number includes 45,000 enlisted members at sea. Distribution of Personnel by State and by Selected Locations is published annually by the Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (DoD/WHS/DIOR). This report provides information on DoD personnel by operating location as of September 30, 2003.

obstruction-free harbors in the world. The Port is called upon by 95 percent of the world’s shipping lines, offering shippers a schedule of 3,000 annual sailings. Recent estimates of the economic impact of the Port include the generation of \$30.4 million in State taxes, \$30.3 million in local taxes, and 8,525 jobs directly generated from port activity.

The region is also an important tourist destination. Hampton Roads is a coastal region with 26 miles of Atlantic Ocean beaches, the Chesapeake Bay and its tidal tributaries, and a wide variety of State parks and National Wildlife Refuges. As the site of the first landing of European settlers in Jamestown in 1607, the Hampton Roads region is also home to a collection of nationally significant historical and cultural attractions.

The City of Hampton is part of a regional economy that competes with other regions for long-term economic sustainability and growth. Among our regional competitors are Baltimore, Maryland, Charlotte, North Carolina, and Jacksonville, Florida. There are also sub-markets within the Hampton Roads region. These sub-markets are the result of the independent development of cities, towns, and districts, the geographic separation created by waterways, and the dispersion of large military facilities throughout the region. Also, as a region that is greatly influenced by the military, port, and travel-related activities, Hampton Roads is increasingly influenced by both national and international economic trends and political developments.

Economic Base

The region’s geography and history are the source of important economic advantages that largely define the “basic” or export sector of the regional economy. This is the sector of the economy that exports goods and services and imports money from outside of the region. Basic sector activities typically include major manufacturing industries and corporate

headquarters. Healthy basic industries often branch out, evolving into economic clusters that allow diversification of the regional economy and increased productivity. A relatively small manufacturing sector and the strong influence from the military and tourism make Hampton Roads' economic base somewhat unique. The major components of the region's basic economic clusters include:

- ◆ Military and Defense-Related Activities (including Homeland Security, Aerospace, and Defense);
- ◆ Research and Information Technology (including Communications Equipment and Software Development);
- ◆ Port and Maritime-Related Activities;
- ◆ Tourism and Travel; and
- ◆ Professional Services (including Medical Services, FIRE Headquarters, and Engineering and Architectural Services).

A successful basic economic sector generates an extensive range of supporting economic activities. These supporting or "non-basic" economic activities include, for example, personal and business services, retail, and construction. These activities are important since they ensure that part of the wealth produced by our basic economic sector is re-invested locally.

Land Use & Development

Population and employment growth in the city has historically been closely related to the availability of developable land. In 1961 more than 65% of the city's land was still undeveloped.¹³

In 2004, only 9.6%, or 2,878 acres, of the city's land area remained undeveloped and suitable

¹³ Extensive discussion on land use trends and existing conditions can be found within the Land Use and Community Design section.

for new development. About one-half of this land has been divided into relatively small parcels (less than 5 acres) scattered throughout the city.¹⁴

Over 40% of the city's land area is devoted to residential uses. In addition to making up a large portion of the land area in the city, residential land and improvements make up about 79% of the City's real estate tax base.¹⁵

Analysis of the City's residential land and housing stock has indicated a number of key trends.¹⁶ Hampton's housing mix is dominated by:

- ◆ Traditional Single-Family Housing;
- ◆ Housing in the Lower- to Middle-Value Ranges;
- ◆ Relatively Smaller Housing; and
- ◆ Aging Housing (pre-1980's).

Other land use and development trends include:

- ◆ An aging inventory of retail, manufacturing, and other commercial buildings and properties;
- ◆ Strong potential for redevelopment and reinvestment in waterfront properties and water-oriented neighborhoods and districts; and
- ◆ A relatively large inventory of tax exempt or non-taxable properties (currently, almost 35% of the city's land, or 10,127 acres).

¹⁴ More detailed information on existing development potential and anticipated future land uses is covered within the Land Use and Community Design section.

¹⁵ Based on FY03-04 data provided by the Budget Office of the City of Hampton.

¹⁶ Housing trends are described in greater detail within the Housing and Neighborhoods section.

Population and Economic Trends

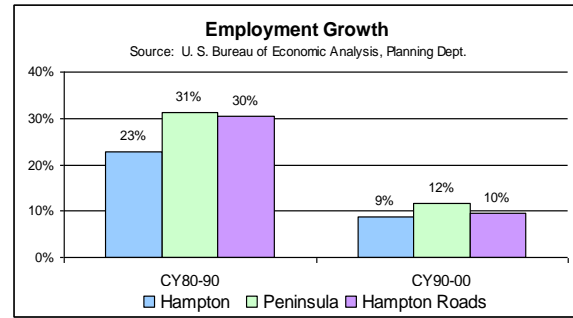
Maintaining a good understanding of how our regional economy works and how it is expected to change can help the City be prepared for these changes and to take advantage of the economic opportunities that will advance the community’s vision and goals. Key population and economic trends are identified below based on staff analysis of the U. S. Census and other data sources, and reliance on local and regional market studies and surveys. Understanding these trends supports the Community Plan in a number of ways:

- ◆ Helps us to form a general understanding of the local and regional economy;
- ◆ Supports the formation of economic development policies and strategies; and
- ◆ Identifies the need for more detailed market research and surveys.

Population & Employment Growth - The number of people living in Hampton has grown significantly since the consolidation in 1952 of Hampton, Elizabeth City County, and the town of Phoebus. From 1960 to 2000, the population grew from 89,258 to 146,437 – an increase of 57,179 people or 64%. This growth was caused mostly by migration – people purchasing new homes and moving into the city. The most recent population growth (1990 to 2000) has been limited to the northern, developing portions of the city.

The older areas of the city have experienced stable population levels or slight declines during the previous decade. Population projections for Hampton indicate that overall population growth will continue to increase although at a slower rate.

Growth in employment has continued since 1980, but employment growth during the 1980s was at a significantly higher rate than during the 1990s.



Comparing employment growth to total population growth over time, the rate of growth in employment in Hampton exceeded the population growth rate between 1970 and 1985; however, from 1990 to 2000, the rate of employment growth began to lag behind the rate of population growth, reflected by 9 percent and 9.5 percent, respectively. In contrast, during the same time period, the region’s employment growth rate (10%) was faster than the population growth rate (9%).

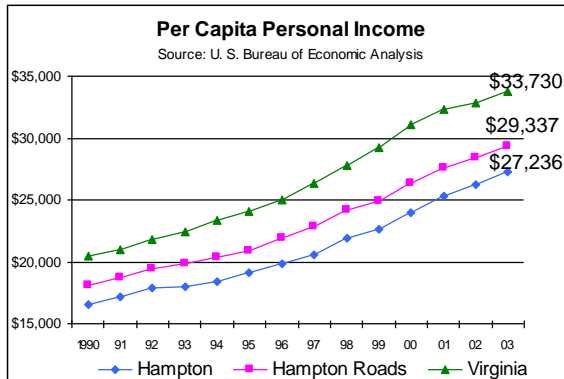
Table ED #1			
Employment: Hampton, Peninsula, and Hampton Roads			
1980-2000			
	1980	1990	2000
Hampton	56,979	69,899	75,949
Peninsula	176,584	231,976	258,856
Hampton Roads	599,566	781,963	856,334

Source: U. S. Bureau of Economic Analysis, 2000

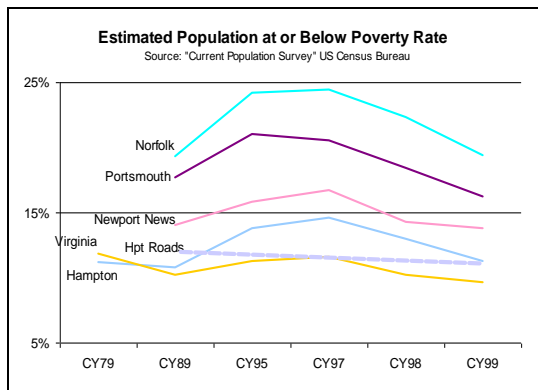
As shown in Table 1, Hampton’s total employment (75,949) represents 29% of the total employment on the Peninsula. The Peninsula is home to 30% (258,856) of the jobs in the Hampton Roads region. Hampton’s total employment represents 9% of total jobs in the Hampton Roads region.

Per Capita Income – Hampton’s per capita personal income (PCPI) in 1999 (\$22,250) was lower than the Hampton Roads region and the

State. PCPI in Hampton grew during the 1990's but at a slower rate than the region and State.¹⁷



Poverty Rate - The percent of Hampton's population living at or below the poverty level has varied from 10.34 percent in 1970 to 11.30 percent in 2000. The 2000 poverty rate in Hampton was slightly higher than the rates for the region and the State.



Labor Force - The labor force is categorized as civilian and armed forces. The total labor force in Hampton in 2002 was 82,399; 87.9 percent civilian, comprising 72,438 persons. There were 9,961 persons employed in the armed forces, or 12.1 percent of the labor force.¹⁸

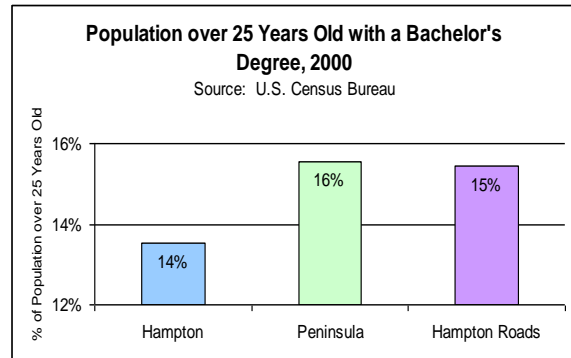
Women comprise 59.5 percent of Hampton's labor force. Women with children under 6 years

¹⁷ Additional information on regional Per Capita Personal Income and other key economic indicators can be found in the Hampton Roads Partnership Development Action Plan, June 2004, Tables 1-7.

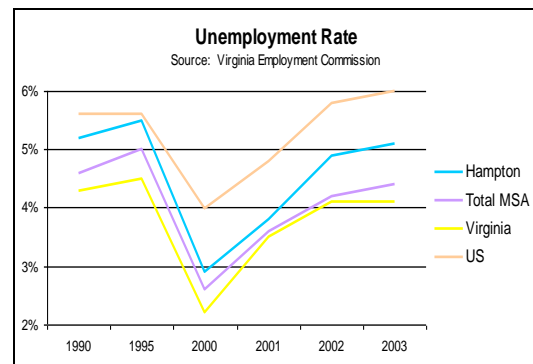
¹⁸ Source: U.S. Bureau of Economic Analysis Total Employment.

of age, who also work outside of the home, make up 31.3 percent of the civilian labor force.

Levels of educational attainment among 25 year-olds with a high school diploma in Hampton (28%) are comparable to the Hampton Roads region as a whole (27.6%). However, Hampton shows a lower percentage of residents with a bachelor's degree.



Unemployment Rate - The rate of resident unemployment in Hampton during the 1990's was generally lower than the rate in the U. S. but higher than the Hampton Roads region and the State.



Commuting Patterns - In 2000, there were 34,274 persons who lived and worked in Hampton, a decrease of almost 8% from 1990. Hampton remains a primary employment center on the Peninsula, with 34,399 in-commuters from surrounding localities and 30,383 out-commuters to jobs elsewhere, for a net difference of 4,016; a significant increase compared to 271 in 1990. The greatest number

of in-commuters came from the neighboring jurisdictions of Newport News and York County. Out-commuter residents were traveling most to jobs in Newport News and Norfolk.

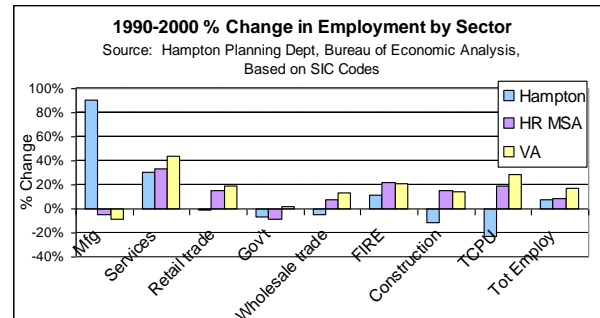
Table ED #2 Workers Employed in Hampton		
Jurisdiction of Residence	# of Workers	% of Local Jobs
Hampton	34,274	49.9%
Newport News	16,109	23.5%
York	6,880	10.0%
Virginia Beach	2,020	2.9%
Poquoson	1,614	2.4%
Norfolk	1,576	2.3%
Isle of Wight	1,160	1.7%
Chesapeake	1,095	1.6%
Gloucester	1,003	1.5%
Suffolk	915	1.3%
James City	893	1.3%
Portsmouth	623	0.9%
Other	511	0.7%
Total	68,673	100.0%

Source: U.S. Census Bureau 2000

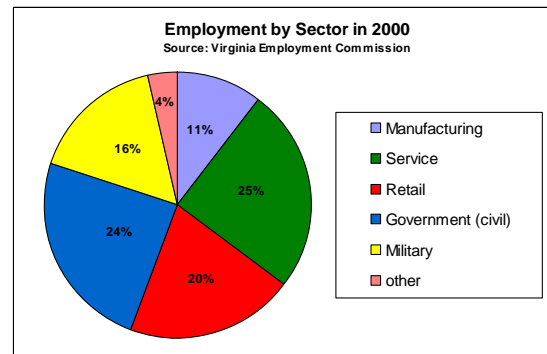
Table ED #3 Workers Residing in Hampton		
Jurisdiction of Work	# of Workers	% of Employees
Hampton	34,274	53.0%
Newport News	16,713	25.8%
Norfolk	5,703	8.8%
York	1,673	2.6%
Virginia Beach	1,490	2.3%
James City	935	1.4%
Portsmouth	915	1.4%
Chesapeake	868	1.3%
Williamsburg	620	1.0%
Isle of Wight	358	0.6%
Poquoson	330	0.5%
Suffolk	308	0.5%
Other	470	0.7%
Total	64,657	100.0%

Source: U.S. Census Bureau 2000

Employment Sector Trends - In 2000, 60 percent of total jobs in Hampton were non-government jobs. Since 1990, non-government jobs as a percent of total jobs in Hampton have been increasing. A similar trend has been occurring in the Hampton Roads region.



Within non-government employment, there are three main employment sectors for Hampton: manufacturing, service, and retail.



Manufacturing - The manufacturing sector made up 11 percent of Hampton’s employment base in 2000. This was slightly higher compared to the Hampton Roads region. Hampton has a lower percentage of manufacturing jobs as a percent of total jobs than both the Hampton Roads region and the State.

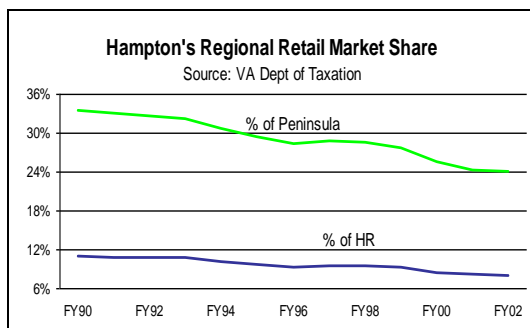
Service - In 2000, the service employment sector made up 25 percent of the total jobs in Hampton, which was lower than the percentages for both the Peninsula and the Hampton Roads region. This employment sector has been growing as a percentage of the

total employment base in Hampton, the Peninsula, and the Hampton Roads region since 1980.

Retail - In 2000, the retail employment sector made up 20 percent of the total jobs in Hampton, which was slightly higher than the percentages for both the Peninsula and the Hampton Roads region. Growth in the retail employment sector has increased over the last 10 years in the Hampton Roads region. The growth in retail as a percentage of total jobs in Hampton has been relatively flat.

Retail activity in Hampton includes both a basic sector component and a non-basic sector component. The basic sector component includes the unique entertainment and destination retail activities which attract new shoppers and visitors to the region. The non-basic or support sector component includes goods and services that are provided to residents of Hampton and the adjacent cities within the region.

Both sectors are important. Entertainment and destination retail is a relatively small but growing segment of the market that complements the City's efforts to attract visitors and conventions to Hampton. The non-basic or support sector of the retail market contributes to healthy neighborhoods by providing convenient and diverse shopping choices for Hampton residents.



Taxable retail sales in Hampton are declining as a percentage of the total retail sales in the

Hampton Roads region and the Peninsula portion of the region.

The 2003 Market Survey by the Old Dominion University Center for Real Estate and Economic Development shows that Hampton Roads has an average of 30 square feet of retail space per capita, which is significantly higher than the 20 square foot national average. The survey also shows that Hampton retail submarkets generally have a higher vacancy rate than the Hampton Roads regional average and the Peninsula portion of the region.

Conventions and Tourism - Direct travel employment in Hampton Roads was 42,048 people in 2001, generating a \$682 million payroll and \$85.3 million in tax revenues. Travel expenditures have been particularly significant for Virginia Beach (\$708.8 million), Norfolk (\$446 million) and the greater Williamsburg area (\$723.2 million) followed by Newport News (\$164.5 million), Chesapeake (\$153.1 million), and Hampton (\$136.3 million). According to the Virginia Employment Commission between 2002 and 2003 Hampton was among the localities with the largest gains in travel employment. Hampton had a 14.5% increase compared to a 0.6% decline for the region as whole.

Major Local Employers - According to the 2000 U.S. Census, there were 2,398 companies or government agencies operating in Hampton. The highest number of firms in Hampton (886) was in the service sector. This was followed by retail (623), construction (298), finance/insurance/real estate (210), wholesale (105), government (102), manufacturing (93), and transportation/public utilities (81).

By 2000, the total number of employers increased from 1990 by 196 or 8.9 percent, when there were 2,202 employers. In 1990, again, the highest number of employers was in the service sector.

Shifts in number of employers by sector between 1990 and 2000 were as follows: service (20.05 percent), retail (1.30 percent), construction (-8.31 percent), finance/insurance/real estate (12.90 percent), wholesale (0.96 percent), government (32.47 percent), manufacturing (13.41 percent), and transportation/public utilities (8 percent).

TABLE ED #4 CITY OF HAMPTON MAJOR EMPLOYERS IN 2004*	
Employment Range	Product/Service
5,000 +	
Langley Air Force Base	U.S. Air Force operations
1,000 – 4,999	
Ft. Monroe Army Base	U.S. Army operations
Hampton University	Private - historically black college and university
Sentara Careplex Hospital	Hospital and medical services provider
West Corporation	Customer service center
500 – 999	
Alcoa's Howmet Castings	Precision castings, gas turbine components
Northrup Grumman Newport News Shipbuilding	Shipbuilding design and engineering
Wal-Mart	Discount retailer
TeleTech	Customer service center
Thomas Nelson Community College	Education
250 – 499	
Measurement Specialties, Inc.	Precision measuring instruments manufacturer
Raytheon Corporation	Defense and aerospace technologies solutions
Employment Range <i>(continued)</i>	Product/Service

100 – 249	
Bass Pro Shops	Specialty retailer
Catalina Cylinders	Aluminum precision products, high-pressure cylinders
Computer Sciences Corporation	Defense and homeland security technologies solutions
Hampton Towne Center 24	24 screen movie theater and shopping complex
Holiday Inn Hampton	Full service hotel
Home Depot	Retailer
Lockheed Martin	Defense and aerospace technology solutions
100 – 249	
Lowe's	Lowe's
Radisson Hotel Hampton	Radisson Hotel Hampton
Zel-Technologies	Zel-Technologies
*The companies listed do not reflect a comprehensive list of all employers in the City of Hampton.	*The companies listed do not reflect a comprehensive list of all employers in the City of Hampton.
<i>Source: Department of Economic Development, City of Hampton.</i>	<i>Source: Department of Economic Development, City of Hampton.</i>

EXISTING PROGRAMS

As noted in the overview to this section, there are a number of City departments and agencies that directly and indirectly support Hampton’s economic development initiatives. The main programs are implemented by the Department of Economic Development and the Convention and Visitors Bureau. These programs are summarized in the paragraphs below.

Federal Programs

HUB Zones - Federal Historically Underutilized Business (HUB) Zones encompass areas throughout Hampton including Phoebus, Downtown, Copeland Industrial Park, and sections of the Coliseum Central area (see HUB Zones map). HUB zones are designated based on poverty and unemployment criteria. From this program there are two levels of benefit: Federal contracts and specialized assistance.

State Programs

Hampton Enterprise Zones – There are two Enterprise Zones within the City of Hampton, both of which encompass the majority of the city’s business and industrial parks (see Enterprise and Technology Zones map).

Four incentives are available to existing and new businesses to aid the expansion and relocation of facilities:

1. Ten-year general income tax credit against a business's State tax liability.

2. Real property improvement tax credit.
3. Investment tax credit against a business's State tax liability.
4. Job grants to companies for new permanent full-time positions created by business start-ups and expansion by existing firms.

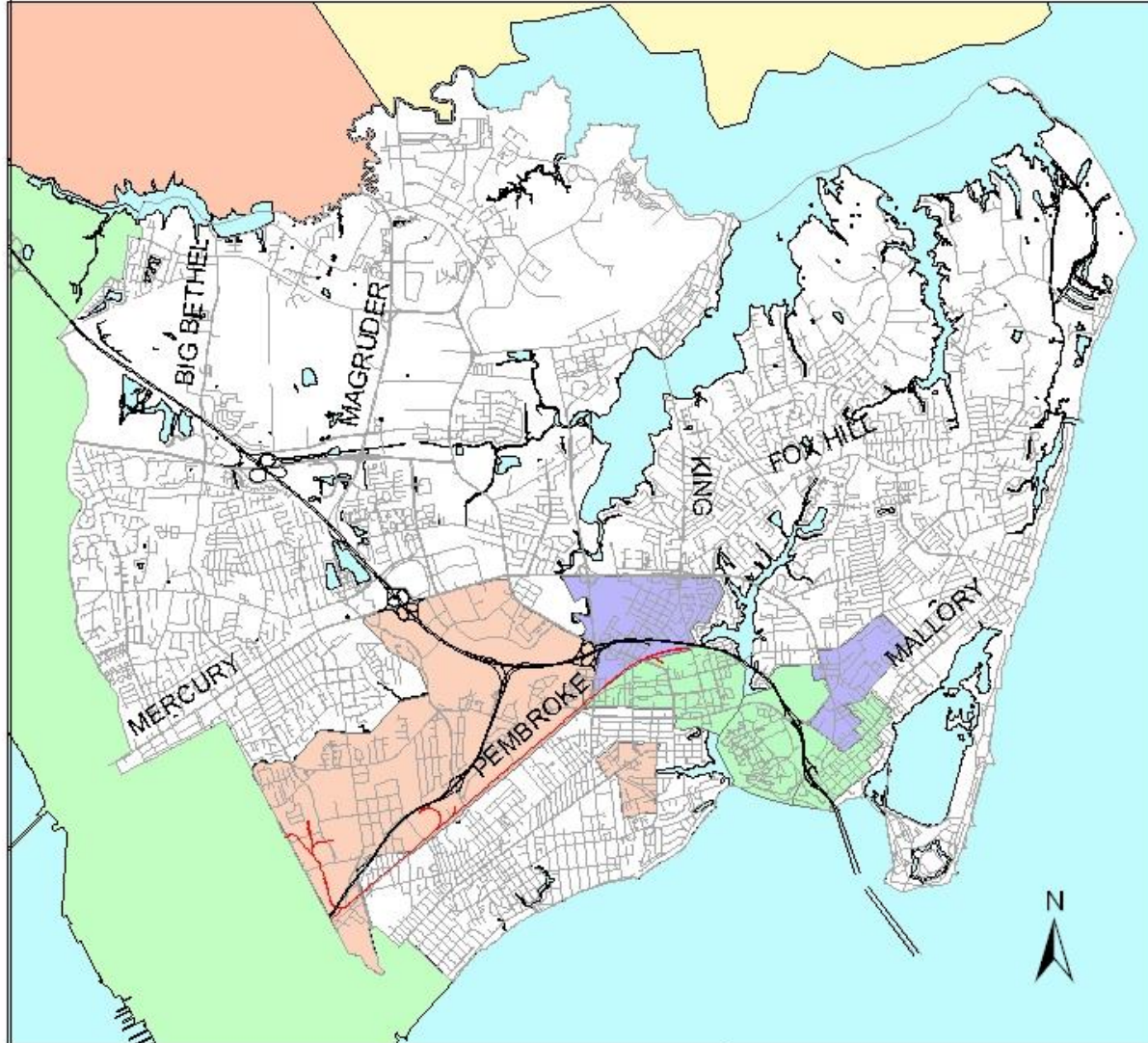
Major Business Facilities Tax Credit - Companies locating or expanding in Virginia can receive a corporate income tax credit for each new full-time job created over a threshold number of jobs.

Recycling Equipment Tax Credit - Manufacturers that purchase certified machinery and equipment for processing recycled materials can earn an income tax credit.

Exemption for Rehabilitated Commercial or Industrial Real Estate - Commercial and industrial structures that are 25 years or older are eligible for a 6-year exemption of the increased assessed value of the property after a substantial rehabilitation.

Foreign Trade Zone - The City of Hampton is in close proximity to Foreign Trade Zone (FTZ) #20 and is the general purpose zone for the region. Companies that import raw materials and then export much of the finished product can greatly benefit from the FTZ designation.

HUB Zones



Features

- 1990 Redesignated till 2010 Census
- 2000 Census Tract Qualified
- Redesignated till 2010 Census
- Interstate Highways
- Hampton Rail
- Street Network

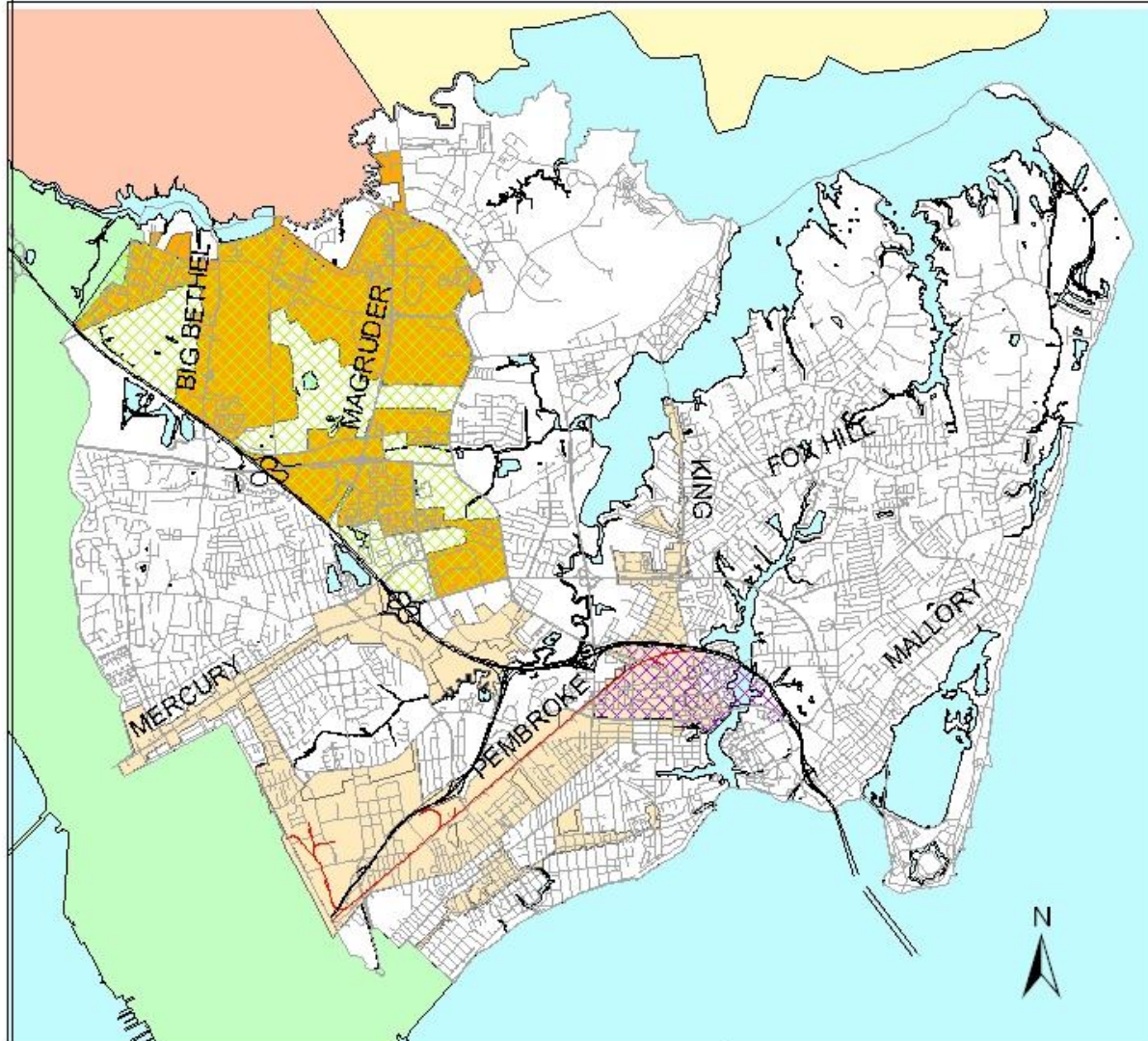
Hampton Community Plan Economic Development Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Economic Development Department
 City of Hampton, Geographic Information Services



City of Hampton
 Planning Department
 February, 2006

Enterprise and Technology Zones



Features

-  Downtown Technology Zone
-  HRC Technology Zone
-  HRC Enterprise Zone
-  Urban Enterprise Zone
-  Interstate Highways
-  Hampton Rail
-  Street Network

**Hampton Community Plan
Economic Development Element**

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Economic Development Department
 City of Hampton, Geographic Information Services



City of Hampton
 Planning Department
 February, 2006

Local Programs

Hampton Technology Zones - Hampton provides local incentives to encourage qualified technology businesses to expand, relocate, or start up operations within these designated areas. The City of Hampton has designated three Technology Zones: Downtown, Hampton Roads Center, and Netcenter (see Enterprise and Technology Zones map).

Reduction in Business License Tax - A five-year reduction of business license fees to qualified technology businesses.

Capital Investment Grants - A five year grant provided to qualified technology businesses. This grant is based on the net increase in capital investment made within the technology zone.

Hampton Rehab Credit - Commercial and industrial structures that are 25 years or older are eligible for a 6-year exemption of the increased assessed value of the property after a substantial rehabilitation.

Rebate of City Fees - Including fees for building, mechanical, gas, plumbing, electrical, signage, conditional use permits, sewer connection fees, and Zoning Ordinance fees.

Retail Revitalization Program - To promote revitalization of retail properties, the City of Hampton offers 5 programs:

1. Financial assistance;
2. Design assistance for exterior elements of the revitalization projects;
3. Assistance with City processes and codes;
4. Special Retail Revitalization Projects - matching funds may be expanded if the retail project is located in the Pembroke Avenue, Kecoughtan Road, or King Street corridors; and

5. Additional credits may be applied toward the debt service based on:
 - a) Use of Hampton-based businesses.
 - b) Use of minority businesses.
 - c) Use of businesses in jurisdictions which participate in the Peninsula Alliance for Economic Development.
 - d) Investment in community assets.
 - e) Renovation of historic buildings.

Downtown Hampton/Phoebus Business Loan Program - This program is designed to increase access to capital for small businesses opening or expanding in the Downtown and Phoebus areas of the City of Hampton.

The Hampton Redevelopment & Housing Authority created a 501(c)(3) corporation to issue the loan guarantees or interest rate buy-downs. The loan can be used to acquire:

- ◆ Machinery and Equipment
- ◆ Inventory
- ◆ Leasehold, Renovation, and Facade Improvements
- ◆ Working Capital
- ◆ Line of Credit

Facilities and Infrastructure

A summary of business parks, industrial parks, and major commercial districts is presented in the text, table, and map below.

Centrale Park – This 17-acre park, located across from the Hampton Roads Center Central Campus on Magruder Boulevard and within one mile of Interstate 64, offers a natural setting with contemporary Class-A office buildings.

Copeland Industrial Park – This 423-acre industrial park is adjacent to the convergence of

Interstates 64 and 664 and only minutes away from the Newport News and Portsmouth marine terminals. This park is ideal for warehouse/distribution and heavy and light manufacturing.

Coliseum Central Business District – This is one of the major retail centers within the Hampton Roads region. Regional facilities such as the Hampton Coliseum and the new Convention Center are located here. It is also home to numerous office and medical services buildings and the Sentara Careplex Hospital.

Downtown Hampton – Located on the Hampton River at the mouth of the Hampton Roads Harbor, Downtown Hampton is a historic, picturesque, mixed-use district. There are a number of small, quaint office buildings, as well as Class A office buildings. Downtown Hampton is also a regional tourist destination with a variety of specialty retail, restaurants, and museums. The Downtown district is also a boating destination and the host of seasonal festivals and special events.

Hampton Industrial Mall – Located near Downtown Hampton at the corner of Pembroke Avenue and Queens Way, this is a 7-acre facility used for warehousing and as a distribution center.

Hampton Roads Center Central Campus – This 148 acre park is located off of Hampton Roads Center Parkway and Magruder Boulevard and is just one mile from Interstate 64 and NASA/Langley AFB. It is an ideal location for office users, flex office, and educational facilities.

Hampton Roads Center North Campus – This 470-acre business park is an extension of the Hampton Roads Center Campus and is in close proximity to NASA/Langley AFB. As the site of the National Institute of Aeronautics (NIA), this is an ideal location for companies involved in aerospace, software development, light manufacturing, and other research and development activities.

Hampton Roads Center South Campus – This 137-acre park is located off of Interstate 64, just one mile from the junction of Interstates 64 and 664. This Park is ideal for office users.

Hampton Roads Center West Park – Located near Thomas Nelson Community College and the Peninsula Workforce Development Center, this 55-acre park is located on Big Bethel Road and close to Hampton Roads Center Parkway. It enjoys visibility from Interstate 64 and is ideal for light manufacturing and commercial office uses.

Table ED #5 City of Hampton Business Districts and Industrial Parks	
Business Parks	Activity
Centrale Park	Commercial Office & Light Manufacturing
Copeland Industrial Park	Industrial & Heavy Manufacturing
Coliseum Central Business District	Mixed-Use Retail & Commercial Office
Downtown Hampton	Mixed-Use Retail & Commercial Office
Hampton Commerce Center	Light Manufacturing & Warehouse Distribution
Hampton Industrial Mall	Light Manufacturing & Warehouse Distribution
Hampton Roads Center Central Campus	Commercial Office & Light Manufacturing
Hampton Roads Center North Campus	Commercial Office & Light Manufacturing
Hampton Roads Center South Campus	Commercial Office & Light Manufacturing
Hampton Roads Center West Park	Commercial Office & Light Manufacturing
Langley Research & Development Park	Commercial Office & Light Manufacturing
NetCenter	Commercial Office and Research & Development
Newsome Place Industrial Park	Industrial & Light Manufacturing
Wythe Creek	Construction & Light Manufacturing
<i>Source: Department of Economic Development, City of Hampton, 2004.</i>	

Hampton Commerce Center – This 12-acre park is ideal for light manufacturing and warehouse and distribution and is within one mile of Interstate 664.

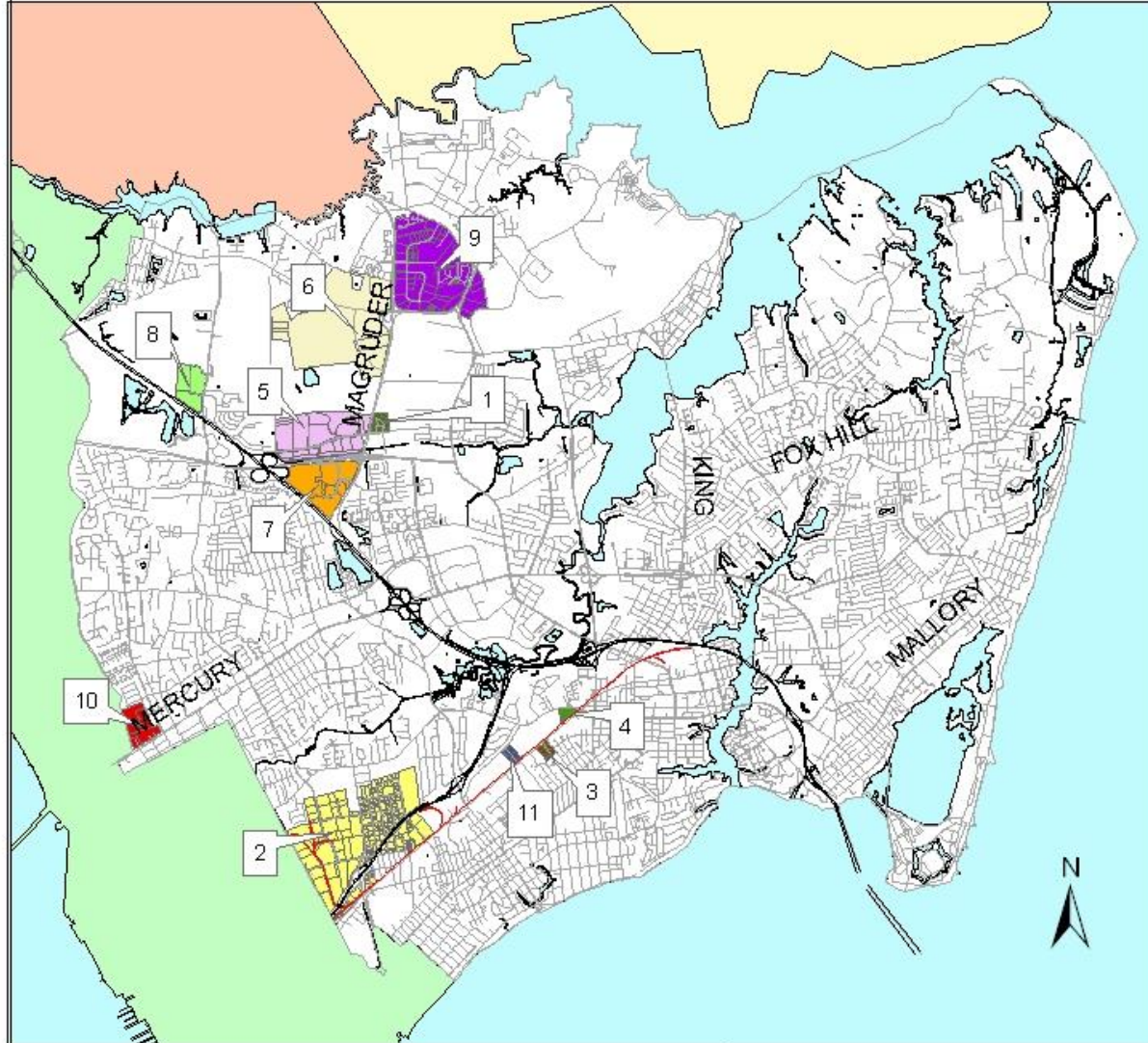
Langley Research & Development Park – Located just outside of NASA/Langley's southern gate and just one mile from Interstate 64, this 150-acre business park is an ideal location for firms engaged in light manufacturing and research and development activities.

Newsome Place Industrial Park – This is a 12-acre facility located along Pembroke Avenue near the Copeland Industrial Park. It is used for warehouse/distribution and manufacturing.

NetCenter – NetCenter is a former retail mall that has been converted into the largest single office building in the Hampton Roads area. At 900,000 square feet, it is ideal for data and customer support centers, engineering, and training centers. The complex is easily accessible from Interstate 664, Jefferson Avenue, and Mercury Boulevard.

Wythe Creek Commerce Park – Located just outside of NASA/Langley's north gate and just 2½ miles from Interstate 64, the 50-acre business park is an ideal location for businesses engaged in construction and light manufacturing.

Business and Industrial Parks



Features

- | | |
|-----------------------------|-----------------------------------|
| 1. Centrale Park | 8. HRC West |
| 2. Copeland Industrial Park | 9. Langley R. & D. Park |
| 3. Hampton Commerce Center | 10. Netcenter |
| Street_Labels | 11. Newsome Place Industrial Park |
| 4. Hampton Industrial Mall | Interstate Highways |
| 5. HRC Central | Hampton Rail |
| 6. HRC North | Street Network |
| 7. HRC South | |

Hampton Community Plan Economic Development Element

Data Sources:
 City of Hampton, Planning Department
 City of Hampton, Economic Development Department
 City of Hampton, Geographic Information Services



City of Hampton
 Planning Department
 February, 2006

Conventions and Tourism

Visitors spend more than \$100 million each year in Hampton which accounts for more than \$3 million in local tax revenue. Through a coordinated marketing effort to generate this revenue for the City, the Convention & Visitors Bureau promotes Hampton as a destination for convention and meeting groups, group tours, and individual travelers.

The target markets for Hampton are primarily the religious, military, fraternal, hobby, and education markets. Hampton is a drive destination that is located within a one day drive of the majority of Americans.

Recently the City of Hampton constructed a new convention center to expand the infrastructure available to local and regional travelers. The Hampton Roads Convention Center is a 157,635 square foot facility, located adjacent to the Hampton Coliseum. This regional facility is expected to be operating by May of 2005.¹⁹

Workforce Development

Building a strong human capital is a priority for Hampton and the Hampton Roads region.

Peninsula Workforce Development Center – State of the art facilities and custom programs are available to address the needs of corporate clients and private citizens. This 92,000 square foot facility is equipped with a flexible manufacturing lab, one-stop Career Resource Center, hi-tech computer and research labs, career and employment programs, and a telecommunications center. The Peninsula Workforce Development Center provides customized training, professional and industry certifications, and skill assessments.

¹⁹ A general description of the main service areas and venues offered at the Convention Center along with local and regional tourist attractions and facilities are included in the Community Facilities section of this Plan.

Workforce Development Programs -

- Virginia Consortium of Engineering and Science Universities (VCES)
- Virginia Quality Institute
- Workforce Services
- Virginia Department of Business Assistance.

Regional Business, Technical, and Industrial Trade Schools – Advanced Technology Institute, Bryant & Stratton, ECPI College of Technology, ITT Technical Institute, KEE Business College, Tidewater Tech, World College, Newport News Shipbuilding Apprentice School, and the National Joint Apprenticeship and Training Committee.

Colleges & Universities – The Hampton Roads Region has the highest concentration of institutions of higher learning in Virginia and one of the highest concentrations in the United States. Presently there are 24 colleges and universities providing quality education to both the region's businesses and residents. This allows them to have access to numerous associate, graduate, postgraduate, and doctoral level courses in a variety of areas of study including the areas of liberal arts, applied sciences, engineering, business, and technical trades.

TABLE ED #6 COLLEGES AND UNIVERSITIES LOCATED IN HAMPTON ROADS	
Name	Location
Christopher Newport University	Newport News
Eastern Virginia Medical School	Norfolk
George Washington University Graduate Center	Norfolk
Hampton University	City of Hampton
Norfolk State University	Norfolk
Old Dominion University	Norfolk
Paul D. Camp Community College	Suffolk, Franklin, and Smithfield
Rappahannock Community	Gloucester County

College	
Regent University	Virginia Beach
Thomas Nelson Community College	City of Hampton and James City County
Tidewater Community College	Chesapeake, Norfolk, Portsmouth, and Virginia Beach
Virginia Institute of Marine Science	Gloucester
Virginia Wesleyan College	Norfolk and Virginia Beach
The College of William and Mary	Williamsburg
<i>Source: Virginia Peninsula Alliance for Economic Development, 2004.</i>	

Other local higher educational institutions with extension campuses include:

- ◆ Saint Leo College (branch campuses at Hampton Roads military bases including LAFB);
- ◆ Embry-Riddle Aeronautical University (LAFB);
- ◆ Atlantic University (Newport News);
- ◆ Averett University (Newport News & Virginia Beach);
- ◆ Bluefield College (Norfolk);
- ◆ Florida Institute of Technology (Fort Eustis branch campus);
- ◆ Strayer University (Newport News);
- ◆ Troy State University (Norfolk Naval Base); and
- ◆ Old Dominion University’s Peninsula Higher Education Center at the Peninsula Workforce Development Center (Hampton).

ANTICIPATED FUTURE CONDITIONS

A number of long range trends affecting the region's economy and the City of Hampton help to define the City's economic development policies.

Global Connections

A number of factors will continue to make the Hampton Roads regional economy increasingly connected to national and international economic trends and political developments:

- ◆ The region's dependence on military employment and defense spending, port activities, and tourism.
- ◆ The increasing globalization of many product and service markets.
- ◆ A continued reduction in the relative importance of military spending in the region will produce stronger ties to national business cycles.

Regional Economic Growth

According to the latest projections from the Hampton Roads Planning District Commission, the gross regional product (GRP) is expected to nearly double by 2030, from \$62.8 billion in 2000 to \$114.6 billion in 2030. The prospects for the region's basic economic sectors are expected to remain strong in the long run.

Within the service sector significant gains in tourism, recreation, and cultural entertainment are expected to continue to be an important source of employment growth.

Federal government employment, and in particular the military, is expected to continue to be a significant component of the regional employment base and a key asset to future development of economic clusters.

Structural changes within Federal agencies such as the National Aeronautics and Space Administration and the Department of Defense towards outsourcing and subcontracting will continue to open opportunities and attract new private investment. The flexibility of private companies to tap into wider and more diverse markets, both military and non-military, presents great opportunities for a sustainable healthy economy. Among those are the commercialization of patents and the development of new technology for private uses.

Tourism has become increasingly important to Hampton's economy. The infusion of dollars into the economy from visitors to the region is an important component of hospitality, entertainment, and retail market activity. To increase our share of the tourist market the City contributes to regional efforts to develop and promote Hampton Roads attractions. Local cultural and recreational attractions such as the Hampton Coliseum, the Virginia Air and Space Center, and complementary infrastructure provided by the new Convention Center, contribute to the future growth of this industry at the local level.

Industrial- to Knowledge-Based Economy

The U. S. economy is in the midst of a major structural transformation as it moves from the industrial base of the "old economy" to the knowledge-based "new economy." Where the industrial economy favors locations with abundant resources (raw materials, cheap land, and readily available power), the new economy favors locations with abundant knowledge resources (eminent scholars, research and development, and a skilled workforce).

Recent projections from the Virginia Employment Commission anticipate growth in such "new economy" sectors as professional and technical occupations, marketing and sales,

service occupations, and management and administrative positions.

Among the challenges posed by the “new economy” are not only producing but attracting and retaining a healthy pool of skilled and highly educated human capital. Skilled and knowledgeable people tend to locate in places that offer quality services, along with strong social, cultural, and natural assets.²⁰

Many important issues affecting our competitiveness in the new economy cannot be properly addressed at the local level. Issues associated with quality of life such as transportation, environmental management, workforce development, housing, and social inclusion, which have become increasingly important to maintain a healthy economy, demand regional solutions.

The Hampton Roads region will continue to remain competitive in the knowledge-based economy through developing and maintaining a strong human capital, enhancing and promoting our various social, cultural, and natural assets, and constantly improving the attractiveness and overall quality of life within the region.

The City of Hampton will continue to support and collaborate in regional solutions to this and other challenges.

The City of Hampton enjoys many social, cultural, and natural assets. Opportunities to transform and enhance those assets through the redevelopment of strategic investment areas are expected to continue over the next decade.²¹ The City’s focus on improving and diversifying the housing stock, and upgrading educational and

community facilities and infrastructure are also a significant part of this effort.²²

Growth Through Redevelopment

As illustrated by the population and economic trends, the period of suburban growth experienced by the City of Hampton that continued through the 1990’s is giving way to a period of stability where Hampton will be characterized as a mature city. As the city has matured, some of its older commercial and industrial areas have experienced an increase in the number of poorly maintained, vacant, or underutilized properties. These properties represent a significant financial cost in unrealized property tax revenue and jobs and they can have a negative affect on surrounding areas. Due to their location, existing infrastructure, urban and natural amenities, or other advantages, many of the properties continue to have significant market potential.

Economic growth and development in the city will increasingly come about as a result of redevelopment, revitalization, and reinvestment in these existing business districts and commercial corridors. Economic development policies and strategies will increasingly reflect the challenges and opportunities of a mature city:

- ◆ Increased emphasis on existing developed areas versus new development on large, previously undeveloped sites.
- ◆ Increased emphasis on mixed-use developments and place-making.
- ◆ Increased coordination between tourism, job creation, retail development, and housing and neighborhood development.

²⁰ For more on this topic see Alliance for Regional Stewardship, Monograph series, October 2000, pp 3-7.

²¹ A detailed description of Hampton’s Strategic Investment Areas can be found in the Land Use and Community Design section of this Plan.

²² More information on these efforts can be found in the Housing and Neighborhoods and Community Facilities sections of this Plan.

- ◆ Increased efforts to monitor and respond to economic obsolescence in commercial and employment uses.
- ◆ Increased alignment between economic development initiatives and City policies on land use, community design, transportation, community facilities, housing, and neighborhoods.

Public - Private Collaboration & Partnerships

Partnerships between the City of Hampton and private investors, business organizations, and civic associations will continue to be a significant source of city growth and revitalization.

Other public agencies and facilities will also continue to provide opportunities for collaborations to promote economic development. Langley Air Force Base (LAFB), the National Aeronautics and Space Administration's (NASA) Langley Research Center, Fort Monroe, Hampton University, and Thomas Nelson Community College have a significant economic impact on the city and region. Promoting the long term stability and growth of these facilities and expanding partnership opportunities will contribute to economic sustainability and growth.

For example, given the significant research and technological activity that is involved with NASA and LAFB, the City will continue to support the recruitment and expansion of businesses such as: aeronautics, aerospace, and software development that could benefit from the convenience and location advantages offered by Hampton's industrial parks.

Also, the presence within the region of more than 24 colleges and universities along with more than 14 workforce training centers offer a competitive advantage in providing a strong labor pool. Significant investments in Hampton's public schools, along with an active

working relationship with all educational and training centers, will remain a key to ensure the preparedness of our local workforce.

In the service sector the medical and health-related services could find the location near the Sentara Careplex Hospital to be highly desirable. Medical and health care related services could also provide potential opportunities for partnerships for supportive residential development and workforce development and training.

Challenging Fiscal Environment

The City of Hampton, like most cities and counties in Virginia, is providing local government services in an increasingly difficult fiscal environment. According to Virginia's Commission on Local Government, when compared to other Virginia localities, older urban areas like Hampton typically rank low in revenue capacity, high in revenue effort, and high in fiscal stress.

Factors that contribute to this challenging fiscal environment include the built-out nature of the older urban areas in the State and the increasing, often unfunded, mandates from the State and Federal government. These fiscal realities challenge the ability of local governments to provide high quality schools and other local services that are competitive within the region. Successful economic development initiatives are needed to help maintain a balance between local revenues and demands for local government services.

ECONOMIC DEVELOPMENT POLICIES

General Policies

ED Policy 1: Retain, expand, and attract businesses that provide jobs with family-supporting wages.

ED Policy 2: Focus business expansion and attraction efforts on basic sector companies to strengthen industrial clusters that bring new wealth into the city and region.

ED Policy 3: Diversify and strengthen the region's economic base through the development of economic clusters around existing basic industries.

ED Policy 4: Nurture small and start-up businesses.

ED Policy 5: Promote the development and commercialization of technology-based products and services.

ED Policy 6: Expand tourism, entertainment, and cultural opportunities within the city.

ED Policy 7: Promote tourism and cultural attractions as assets for business retention and recruitment.

ED Policy 8: Promote Hampton as a retail destination for travelers and as the first retail choice for residents.

ED Policy 9: Ensure that the City's implementation plans, physical infrastructure, and land use regulations support the City's goals for economic development and growth.

ED Policy 10: Foster the successful redevelopment of well-situated vacant and underutilized commercial and industrial properties within the city.

ED Policy 11: Ensure that employment centers, industrial parks, and business districts continue to receive the infrastructure necessary to attract new investment.

ED Policy 12: Focus special attention on strengthening the ability of older commercial and industrial areas to support new and expanded business activity.

Collaborations, Partnerships, and Regional Cooperation

ED Policy 13: Support the development of a shared agenda of regional economic development goals.

ED Policy 14: Cooperate with regional agencies to successfully market Hampton and the Hampton Roads region.

ED Policy 15: Maintain a close liaison with Fort Monroe, Langley Air Force Base, and the NASA Langley Research Center.

ED Policy 16: Monitor trends in defense and space research contracting, spending, and organizational change.

ED Policy 17: Expand economic development partnerships with business associations, governmental organizations, and educational and research institutions.

Workforce Development

ED Policy 18: Maintain a top-notch workforce through close coordination among key institutions: employment and training agencies, the business community, Hampton City Schools, Thomas Nelson Community College, Hampton University, and other local educational and research facilities.

ED Policy 19: Foster strategic partnerships with local military bases to create a successful mechanism to absorb and retain former military

personnel to enhance our local highly trained labor pool.

ED Policy 20: Facilitate greater participation in the workforce by promoting quality daycare services, flexible job schedules, job sharing, home occupations, increased accessibility of jobs, and other creative solutions.

IX. Community Plan Strategies

OVERVIEW

The Community Plan includes recommendations that will advance the vision and goals adopted in the early stages of the planning process. These recommendations are intended to provide both specific directions in the form of strategies, and more general direction and guidance in the form of vision statements, goals, planning principles, and policies. Basic definitions for these terms are provided below:

Vision: a guiding image of success; description of an ideal future with a grand purpose.

Goal: a general end towards which the community will direct its efforts.

Planning Principle or Policy: a specific statement of principle or of guiding actions that implies a clear commitment but is not mandatory; direction that will lead to meeting adopted goals and objectives.

Strategy: an action, activity, or program that is carried out in response to an adopted policy to achieve a specific goal or objective.

The purpose of this section of the Community Plan is to present a comprehensive list of the plan strategies (see Community Plan Strategies – Summary Table). Strategies are organized according to the key themes that were identified in the goal setting process:

Economic Sustainability - Protecting property values, diversifying the city's housing stock, promoting redevelopment and economic development, protecting and managing natural resources, investing in infrastructure, and providing world-class schools and other community facilities while ensuring sufficient local revenue sources, are some of the issues identified as key to the long-term viability of the local economy.

Community Partnerships and Engagement-

The long-standing tradition to seek out partnerships and engage the community in shaping the future was recognized as a source of strength and an opportunity for continued success in the future.

Community Perception, Marketing and Image -

Many community assets are not fully recognized in the marketplace nor by the local media. Physical enhancements and effective marketing of community assets is needed to improve the city's image.

Preparing Citizens for Future Success -

One of the most important and fundamental resources in our community is our people. One key role of a community is to provide opportunities to prepare citizens for future success. This theme includes support to traditional education - K-12, colleges and universities, libraries and research institutions – as well as workforce development, life-long learning, and effective life skills to succeed in a diverse and ever-changing world.

The Summary Table also identifies timing, financing, the lead agency responsible for implementation, and references to other sections of the Community Plan whenever appropriate.

As noted in the Introduction section, Community Plan policies and strategies can also be summarized in the following general categories:

Plan for Future Land Use: the updated Land Use Plan will protect residential neighborhoods, encourage commercial investment in established centers and districts, promote revitalization in strategic areas of the city, and protect environmentally sensitive areas.

Plan for Transportation Improvements: the updated Transportation Plan recognizes the financial constraints on construction of new projects, promotes balance between

automobile and non-automobile trips, and links transportation investments with proposed land use and development.

Focus on Strategic Areas of the City: the Community Plan recommends that the City focus planning and implementation efforts within selected strategic areas. The Community Plan also provides the city-wide policy direction that supports the strategic area plans.

As of May 2005, strategic area plans or “master plans” are being implemented for Downtown, Coliseum Central, and Buckroe. A plan is being prepared for the Kecoughtan Road corridor and plans are scheduled to be prepared in FY06 for Phoebus and the North King Street corridor.

Strategic neighborhoods, districts, and corridors serve as the “front door” for surrounding areas of the city. These areas play an important role in defining the overall image of the city and they perform a particularly important function in the economic vitality of the city. Focusing investments in these areas can result in benefits for the entire city.

Diversify Housing: the Community Plan contains a number of recommendations and policies that will help the city to diversify its housing stock. These recommendations will encourage housing that meets the needs of the current market and that strikes a healthy balance of housing values.

Maintain and Enhance Community Appearance: the Community Plan places a high priority on maintaining and creating a sense of community in the city’s neighborhoods, districts, and corridors. Major policies and strategies include updating the Zoning Ordinance, strengthened policies on property maintenance and community design, and master plans for strategic areas.

Build on Assets and Leverage New Investments: the Community Plan includes policies and strategies to build on existing assets such as educational, medical, cultural, and recreational facilities and Langley Air Force Base. Other assets include waterways and waterfronts, natural areas, and parks. Key public sector interventions and investments in community facilities, transportation, and schools can build on our existing assets while generating private sector investment and investor confidence.

Forge Effective Partnerships: the Community Plan recognizes that while our local government has limited resources, we are fortunate to have many strong civically minded neighborhoods, businesses, and community organizations. Plan policies and strategies support existing and encourage new partnerships among community and regional leaders, including the City of Hampton. Many major policies and strategies actually depend on effective partnerships to ensure successful implementation.

Hampton’s Community Plan will be implemented through the actions of City staff, the Planning Commission, other City Boards and Commissions, and the City Council. Plan recommendations will be carried out through the revision and adoption of the City’s Zoning Ordinance, annual operating budget, and the capital improvements budget. The Plan will also be implemented through the many ongoing actions of neighborhood, community, and business organizations, as well as the individual actions of home owners, business owners, and investors.

Long-range planning in Hampton does not end with the adoption of this document. It is important to continue with the steps necessary to bring about the vision of the Plan. The Plan is intended to be a living document that is changed and updated as local conditions

change. In fact, State regulations require that the Plan be reviewed at least once every five years to determine the need for amendment.

Only through continuing to use, evaluate, and amend the Community Plan will Hampton reach towards the vision and goals identified by the many dedicated people who contributed to the development of the Plan.

IX. Community Plan Strategies – Summary Table

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
Economic Sustainability								
<i>City-Wide</i>	ES-1	Update the City Zoning Ordinance and related development regulations. 1. Explore the development and application of historic district, pedestrian overlay, and other zoning district overlays to implement the community design policies. 2. Explore zoning and other regulatory approaches to enhance community design, signage, transition between conflicting land uses, and open space.	Planning	Short	Operating		HB, HN	LUCD
	ES-2	Evaluate the use of fiscal impact analysis as a tool for evaluating selected land development proposals.	Planning	New	Operating		CD	LUCD
	ES-3	Evaluate and revise as necessary the objectives and approach of the Strategic (property) Acquisition Review Committee.	Neighborhood Office	New	Operating		HB, HN	LUCD
	ES-4	Prepare and maintain an inventory of City-owned land. Prepare and implement a marketing and asset management plan for City-owned land.	Planning and Economic Development	New	Operating		HB, HN	LUCD, ED, HSN
	ES-5	Evaluate and implement options to improve building and zoning code compliance and to improve property maintenance throughout the city.	Codes Compliance	On-going	Operating		CD, HB, HN	LUCD, HSN
	ES-6	Identify and evaluate opportunities for housing development and redevelopment on larger parcels (5 acres or more) with single owners that were developed more than 30 years ago.	Planning and Economic Development	New	Operating		HN	LUCD, HSN
	ES-7	Conduct additional historic inventories and surveys to promote the preservation of existing historic neighborhoods and structures. Ensure that new development becomes a contributing element to the identity of these neighborhoods.	Planning	New	TBD	Federal, State, Grants	HN	LUCD, HSN
	ES-8	Evaluate and implement programs to preserve existing and to create new mixed income neighborhoods.	Neighborhood Office and Planning	On-going	Operating		HN, DC	HSN
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Type: Short: Existing Strategy – Up to Five Years Ongoing: Existing Strategy – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
City-Wide	ES-9	Work with the Hampton Redevelopment and Housing Authority (HRHA) to monitor, and when necessary, align the number of publically assisted housing units in the city with the regional fair share percentages for publically assisted housing units.	HRHA, CDD	New	Operating	Federal, State, City General Funds	HN, HR, DC	HSN
	ES-10	Work with HRHA to develop a policy that governs the use of its bonding authority used in partnership with the private sector for Virginia Housing Development Authority Low Income Housing Tax Credit (LIHTC) projects to ensure that the HRHA's exercise of this authority aligns with the City's policy limitation of not exceeding its regional fair share of publically assisted housing units.	HRHA, CDD	New	Operating	Federal, State, City General Funds	HN, HR, DC	HSN
	ES-11	Use the City's authority to review private applications for LIHTC projects to ensure that the City's policy limitation with respect to the number of publically assisted housing units is not exceeded.	CDD	New	Operating	City General Funds	HN, HR, DC	HSN
	ES-12	In cooperation with HRHA, develop detailed procedures to promote dispersion of individual publically assisted housing units and/or to limit the number of assisted units in a particular multi-family complex or project.	HRHA, CDD	New	Operating	Federal, State, City General Funds	HN, HR, DC	HSN
	ES-13	Evaluate initiatives currently underway such as in-fill housing opportunities in master plan areas and the redevelopment of Lincoln Park to ensure that these initiatives promote the dispersion of publically assisted housing units.	HRHA, CDD	New	Operating	Federal, State, City General Funds	HN, HR, DC	HSN
	ES-14	Conduct research to determine "best practices" in comparable communities to promote the dispersion of publically assisted housing units.	HRHA, CDD	New	Operating	Federal, State, City General Funds	HN, HR, DC	HSN
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Note: ES-9 through ES-14 adopted by City Council Sept. 11, 2013 (CPA 020-2013)

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
City-Wide	ES-15	Focus transportation improvements in strategic corridors (see Transportation section for details): 1. Interstate Corridor 2. East-West Corridor (Between N. Armistead and NE quadrant of the city) 3. North-South Corridor (Big Bethel Road) 4. North-South Corridor (Magruder/Coliseum/N. Armistead) 5. East-West Corridor (Little Back River/Fox Hill/Harris Creek) 6. North-South Corridor (Old Buckroe/Woodland)	Planning and Public Works	On-going	CIP	Federal, State	HB, HN	TR
	ES-16	Focus transit improvements to serve key corridors and districts (see Transportation section for details): 1. Inter-city Transit Corridors 2. Transit Circulator (Coliseum Central) 3. Intra-city Transit Connections along corridors 4. Ferry System	Planning and Public Works	On-going	CIP	Federal, State	HB, HN, CY, Y	TR
	ES-17	Implement a program to coordinate an efficient multimodal transportation service and encourage usage of alternative means of transportation such as public transit, ferry, bicycling and pedestrian and improve transportation safety among youth.	Planning and Coalition for Youth	On-going	CIP	State, City General Funds	CY, Y	CF
	ES-18	Develop a sidewalk construction program for the city. Incorporate sidewalks into design plans for all transportation improvements when feasible. Focus on areas with high concentrations of jobs and housing and around educational and other public facilities and where there are pedestrian safety hazards. Require sidewalks where appropriate in all new developments. Encourage curb cut consolidation to minimize pedestrian and automobile conflicts. Encourage the use of private alleys or drives to access parking and loading areas.	Planning and Public Works	On-going	CIP	Federal, State	HB, HN, CY, Y	TR, LUCD
	ES-19	Expand existing computerized traffic management systems (signal controls) to improve traffic flow as part of all future roadway improvements.	Public Works	On-going	CIP	Federal, State	HB, HN	TR
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
City-Wide	ES-20	Move forward with the preparation and implementation of a master plan or plans for non-school related City facilities. Develop a process to ensure coordination between the Facilities Master Plan and the Community Plan.	Public Works	On-going	CIP	State, City General Funds	CD	CF
	ES-21	Develop and annually update an inventory (map, list, and description) of planned transportation facility and service improvements in the city.	Planning	On-going	Operating	State, City General Funds	HB, HN, CD	TR
	ES-22	Evaluate the need for a new (or improved) traffic impact analysis process for certain development proposals (generating 100 trips or more during AM or PM peak hours).	Public Works and Planning	Short	Operating	State, City General Funds	CD	TR, LUCD
	ES-23	Design and construct a Teen Center.	Planning and Coalition for Youth	Short	CIP	State, City General Funds	CY, Y	CF
	ES-24	Prioritize Brownfield and Greyfield sites for redevelopment and execute necessary studies to ascertain presence of hazardous substances. Pursue State and Federal grants to assist in verifying potential sites and their clean up.	Public Works	On-going	Both	Federal, State, Grants	HB, HN	EN
	ES-25	Adopt a waste reduction program that addresses cost reduction of City operations by reducing waste in all departments through the use of environmentally-preferred products and services; reduction in the amount of hazardous wastes generated; and efficient use of energy, water, and other resources.	Public Works	Short	Both	Grants	CD	EN
	ES-26	Prepare and adopt a tree preservation ordinance that protects existing trees, provides a plan for planting new trees, and includes a maintenance program.	Planning, Parks and Recreation	On-going	TBD	Grants	HN, HB	EN
	ES-27	Maintain an up-to-date beach management plan and continue to support beach nourishment.	Public Works	On-going	CIP	Federal, State	HN, HB	EN
	ES-28	Hampton City Schools will develop and implement an effective process to provide timely and reliable information to assess management and performance.	HCS	Short	Operating	State, City General Funds	SS	
ES-29	Develop and implement a plan to increase the accessibility and public enjoyment of Grandview Nature Preserve and Grundland Creek Park.	Parks and Recreation	Short	TBD		HN, HB	EN	
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
City-Wide	ES-30	Evaluate and modify codes, ordinances, and policies that foster green building and green development. Adopt an integrated, conservation-based green building program that promotes resource-efficient building and sustainable site design practices throughout the city.	Planning, Public Works	On-going	Both	Federal, State, Grants	HN, HB, CD	EN, CF
	ES-31	Support actions recommended on HSC Strategic Plan to manage and maximize Fiscal and Physical Resources Effectively and Efficiently.	Hampton City Schools	On-going	CIP	Federal, State	SS, CY, Y	CF
	ES-32	Develop and implement a long range capital improvement plan process for Public Schools.	HCS	Short	Operating	State, City General Funds, Bonds	SS	CF
	ES-33	Develop and implement a comprehensive five-year facility maintenance plan for Hampton City Schools.	HCS	Short	Operating	State, City General Funds, Bond	SS	CF
	ES-34	Provide student transportation services that are safe, orderly and timely.	HCS	On-going	Operating	State, City General Funds	SS	
	ES-35	Develop a comprehensive program to provide an efficient school meal program.	HCS	On-going	Operating	State, City General Funds	SS	
Strategic Areas	ES-36	Prepare and implement master plans for strategic investment areas of the city. The following strategic investment areas have been identified: Downtown, Coliseum Central, Phoebus, Buckroe, Kecoughtan Road Corridor, Phoebus, and N. King Street Corridor.	Planning	On-going	Both	Private	HB, HN	LUCD
	ES-37	Develop an approach to target community resources in key city neighborhoods. Prepare and begin implementation of neighborhood master plans, conservation plans, redevelopment plans and other pilot programs in key neighborhoods.	Neighborhood Office	On-going	Both	Private, Federal	HB, HN	LUCD, HSN
	ES-38	Evaluate the need for a strategic area master plan in connection with the proposed closure of Fort Monroe.	City Manager	New	TBD	TBD	HB, HN	LUCD, HSN
	ES-39	Implement road and transit improvements in the strategic investment areas. (See the Transportation section of the Community Plan for a description of recommended improvements.)	Public Works and Planning	On-going	Both	Private, Federal, State	HB, HN, CY, Y	TR
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
Strategic Areas	ES-40	Focus higher value housing initiatives in the strategic investment areas and on waterfront properties.	Economic Development	On-going	Both	Private	HN	LUCD, HSN
	ES-41	Coordinate the CIP and master planning processes to identify opportunities to coordinate investments in community facilities with implementation of the City's strategic investment area plans.	City Manager	On-going	Both	City General Funds	HB, HN, CD	CF
	ES-42	Increase inventory of convention-quality hotels.	Convention & Visitors Bureau	On-going	Both	Private	HB	ED
	ES-43	Identify potential retail and office development opportunities as part of the master planning process.	Economic Development	On-going	Both	City General Funds	HB	LUCD, ED
	ES-44	Leverage investments in retail projects and support the attraction of neighborhood, traditional, and destination retailers. 1. Provide incentives and programs that encourage private investment in shopping centers and neighborhood commercial corridors. 2. Develop pedestrian-friendly environments in retail districts and along neighborhood commercial corridors.	Economic Development	On-going	Both	Private	HB, HN	ED
	ES-45	Improve demographics by developing a larger selection of higher value housing for families and young professionals including mid- to high-rise waterfront housing.	Economic Development	On-going	Both	Private	HB, HN	HSN
	ES-46	Develop new attractions to complement the Virginia Air and Space Center.	Convention & Visitors Bureau	On-going	Both	Private	HB, HN	ED
	ES-47	Implement bikeway and walkway improvements in the strategic investment areas. Sidewalks and walking trails provide safe and attractive opportunities to encourage pedestrian activity in residential and mixed-use areas. These improvements strengthen connections between district cores and surrounding neighborhoods. Street improvements should include expanded shoulders to accommodate bike lanes. Implement the Safe Routes to Schools Program (SR2S) in the City of Hampton school districts to encourage walking and bicycling to school. Give priority to schools in the strategic investment areas.	Planning and Public Works	New	Both	Private, Federal, State, Grants	HN, CY, Y	TR
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
Strategic Areas	ES-49	Increase the diversity and quality of the inventory of restaurants in the city.	Economic Development	On-going	Operating	Private	HB, HN	ED
	ES-49	Expand the bikeway system to improve connections to activity and employment centers within the city. Include expanded shoulders to accommodate bike lanes in new roadway improvements.	Planning and Public Works	New	CIP	Federal, State	CY, Y	TR
Community Partnerships and Engagement								
Regional	PE-1	Advocate for a shared regional vision. Advocacy should occur at all levels of the community not just at the highest levels of local government.	City Manager	On-going	Operating	Federal, State, Grants	HR, HB, HN	LUCD, ED, TR, EN, HSN
	PE-2	Work with the appropriate regional entities to develop meaningful regional benchmarks and indicators that measure the region's progress.	City Manager	On-going	Operating	Federal, State, Grants	HR, HB, HN	LUCD, ED, TR, EN, HSN
	PE-3	Advocate for critical city issues at the Federal, regional, and State level. Key areas include: 1. Regional and Local Governance 2. Urban Reinvestment 3. Transportation 4. Economic Development 5. Affordable Housing 6. Smart Growth 7. Environmental Planning	City Manager	On-going	Operating	Federal, State, Grants	HR, HB, HN	LUCD, ED, TR, EN, HSN
	PE-4	Develop an organizational structure which insures organizational accountability for achieving the regional goals and strategies.	City Manager	On-going	Operating	Federal, State, Grants	HR, CD	LUCD, ED, TR, EN, HSN
	PE-5	Develop and implement a broad-based education and public awareness program centered on the relevancy and importance of regional issues to the well being of Hampton.	Public Communication	On-going	Operating	Federal, State, Grants	HR, HB, HN	LUCD, ED, TR, EN, HSN
	PE-6	Support an expanded bikeway system plan to connect to other bike facilities in neighboring jurisdictions.	Planning	On-going	Operating	Federal, State, Grants	HR, HN, CY, Y	TR
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

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			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
<i>Regional</i>	PE-7	Work with the Metropolitan Planning Organization (MPO) and the Hampton Roads Planning District Commission (HRPDC) to develop and implement solutions to reduce traffic congestion on I-64 and the Hampton Roads Bridge Tunnel.	Planning, Public Works	Short	Operating	Federal, State, Grants	HR, HB, HN	TR
	PE-8	Develop and implement an internal planning process to coordinate staff input to the HRPDC, MPO, and other transportation boards & commissions (including planning for transit, airport facilities, and other modes).	Planning	Short	Operating	Federal, State, Grants	CD	TR
	PE-9	Explore opportunities to connect local and regional tourism initiatives with the city's natural features and open spaces. Determine the potential for promoting "eco-tourism" as a regional tourist attraction.	Planning, Conventions and Tourism	On-going	Operating	Federal, State, Grants	HR, HB	EN, ED
	PE-10	Participate in regional long-range planning efforts to site a new regional landfill.	Public Works	On-going	Operating	Federal, State, Grants	HR	EN
	PE-11	Work with city residents and the appropriate State and Federal agencies to expand public access to Chesapeake Bay beaches and other area waterways.	Parks and Recreation, Planning	On-going	Operating	Federal, State, Grants	HR, HN, HB	EN
<i>Institutional and Community</i>	PE-12	Explore opportunities to develop formalized on-going partnerships and cooperation agreements with key institutions within the city such as Hampton University, Thomas Nelson Community College, NASA, Langley AFB, and Fort Monroe.	City Manager, Planning	On-going	Operating	Federal, State, Grants	HR, HB, HN	LUCD, ED
	PE-13	Continue to encourage strong community involvement to develop and update master plans for strategic investment areas of the city.	Planning, Neighborhood Office	On-going	Operating	Federal, State, Grants	CD	LUCD
	PE-14	Continue to work closely with Langley Air Force Base to study the impacts of the F-22 Raptors on the city and to maximize the compatibility between aircraft operation and the surrounding community.	Planning	On-going	Operating	Federal	HN	EN
	PE-15	Work with public agencies and private organizations to identify and gain control of ecologically sensitive land areas within the City.	Planning, Parks and Recreation	On-going	Operating	Federal, State, Grants	HN	LUCD, EN
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
<i>Institutional and Community</i>	PE-16	Promote neighborhood to neighborhood partnerships, positive interactions between the City and neighborhoods, school, family, and community partnerships, and partnerships with faith-based organizations.	Neighborhood Office	On-going	Operating	Grants	HN, CY, Y, CD	HSN
	PE-17	Create coalitions of large industries to develop a program to promote and encourage vertical integration, business-to-business interaction, and partnerships in Hampton.	Economic Development	On-going	Operating	Grants	HB	ED
	PE-18	Support the creation of community development authorities, business improvement districts, tax increment financing, and other similar techniques to facilitate implementation of the Community Plan.	Economic Development	On-going	Operating	Grants	HB, HN	LUCD, ED, HSN
	PE-19	Support students, teachers, and other school staff in their efforts to promote multicultural school events.	Schools, Unity Commission, Youth Coalition	On-going	Operating	Grants	SS, DC, Y	
	PE-20	Recognize businesses, organizations, schools, and individuals that exemplify diversity awareness, appreciation, and celebration.	Citizens Unity Commission	On-going		Grants	DC	
	PE-21	Support Hampton City Schools in establishing a cultural diversity initiative.	Schools, Unity Commission	On-going		Grants	DC, SS	
	PE-22	Develop a process to ensure ongoing coordination between the City and Hampton Public School administrations on community facilities planning.	City Manager, Schools	On-going	Both	General Funds	CD, SS	CF
	PE-23	Continue to implement the Land Development Services initiative and other approaches to improve City policies and procedures for evaluating land development proposals.	Codes Compliance	On-going	Operating	General Funds	CD	LUCD
	<i>Internal City</i>	PE-24	Coordinate interdepartmental implementation efforts of master plans in strategic investment areas.	City Manager, Planning	On-going			HB, HN
PE-25		Work with the Planning Commission and City Council to revise the process for coordinating the annual preparation of the City's CIP with the Community Plan and other adopted plans and policies. Periodically update key economic and demographic trends as an input to the CIP process.	Planning, Budget & Management Analysis	New	Both	General Funds	CD	CF
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
Internal City	PE-26	Develop and implement a site selection process for community facilities. Form ad hoc site selection committees that would include the agency sponsor for the facility and staff from the Public Works and Planning Departments.	Planning	New	Operating	General Funds	CD	CF
	PE-27	Develop and implement an asset management plan to identify surplus City buildings and properties and to make recommendations for their reuse.	Economic Development	On-going	Both	General Funds	HN, HB	ED
	PE-28	Institute an energy policy that provides the foundation for setting performance goals and integrating energy management into the City's culture and operations.	Public Works, Planning	New	Operating	Grants	CD	EN
	PE-29	Establish a work group within the City administration consisting of various offices that work in environmental protection and communication to meet and share information to facilitate smoother operations in regard to the environment within the City government.	Public Works, Planning	New	Operating	General Funds	CD	
	PE-30	Create a system of community partnerships and volunteer opportunities within Hampton City Schools that will increase sense of ownership among citizens, parents, and students.	HCS	On-going	Both	Grants	SS	
	PE-31	Continue to promote a strong working relationship between Hampton City Schools and City Council to ensure timely and adequate allocation of resources. Ensure that budgets are consistent with that of the Hampton City Schools, and Hampton's Community Plan, goals, objectives, and policies.	HCS	On-going	Both	General Funds	SS	
	PE-32	Youth Adult Partnerships: Expand the system of opportunities for meaningful youth engagement in neighborhood, school, local government, and community decision-making and service.	Coalition for Youth	New	TBD	Grants	CY, Y, SS	EN
	PE-33	Preschool Partners: Expand the preschool partnership to coordinate and support all City approaches to the early childhood population, including emphasis on strengthening partnerships, leveraging resources, evaluation, sharing best practices, and centralizing volunteer recruitment.	Healthy Families Partnership; Human Services	New	TBD	Grants	CY, Y, SS	
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
Internal City	PE-34	Healthy Children and Youth: Expand programs and partnerships designed to insure the healthy physical development of all children pre-natal through early adulthood.	Healthy Families Partnership, Coalition for Youth	New	TBD	Grants	CY, Y, SS	
Community Perception, Marketing, and Image								
	PM-1	Develop and implement community design and property maintenance policies that promote “curb appeal” at the district, neighborhood, and corridor planning levels: 1. Develop and implement design guidelines for public buildings and infrastructure. 2. Expand and update landscaping requirements. 3. Prioritize key city gateways and corridors for landscape enhancement improvement projects.	Planning, Codes Compliance, Public Works, Neighborhood Office	On-going	Both	General Funds	HB, HN	LUCD, HSN, CF, ED
	PM-2	Improve information access to businesses about the city’s assets through effective marketing campaigns, business networks, and state of the art websites.	Economic Development	On-going	Both	General Funds	HB, CD	ED
	PM-3	Promote a “green” City government; implement best practices that save money and improve the health of residents and the environment.	Public Works, Planning	On-going	Both	CIP	CD, HB, HN	EN
	PM-4	Develop and expand marketing strategies that are targeted to potential new residents, businesses, and visitors.	Public Communication	On-going	Operating	General Funds	CD	
	PM-5	Work closely with neighborhood organizations to develop more effective marketing and communications campaigns.	Neighborhood Office, Public Communication	On-going	Operating	General Funds	CD, HN	HSN
	PM-6	Promote Hampton’s human diversity as an asset for attracting businesses, residents, and visitors.	Unity Commission, Public Communication	On-going	Operating	General Funds	DC	ED
	PM-7	School facilities will be maintained to promote safety, functionality, and enhance community appearance and perception.	HCS	On-going	Both	Federal, State	SS, HB	
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
	PM-8	<p>Increase awareness of the existing opportunities and resources for youth, including opportunities to:</p> <ol style="list-style-type: none"> 1. Strengthen relationships with the community. 2. Share leadership. 3. Acquire and develop essential life skills. 4. Be prepared for a career. 5. Go from one place to another. 6. Attend youth friendly places, programs, and events. 	Coalition for Youth, Public Communications	On-going	TBD	Grants	Y, CY, SS, HB	
Preparing Citizens for Future Success								
	PC-1	<p>Implement a comprehensive system of opportunities, programs, and activities that promote career exposure and the development of essential life skills.</p>	Schools, Coalition for Youth	On-going		Federal, State, Grants	Y, CY, HB	ED
	PC-2	<p>Support Hampton City Schools' efforts to:</p> <ol style="list-style-type: none"> a. Ensure that all schools meet or exceed all State and national accountability benchmarks. b. Increase the number of students that read on grade level by the beginning of grade 3. c. Ensure that scores of Hampton City School students in pre-collegiate standardized tests meet or exceed the national averages and near to a half of the students graduate with an advanced diploma. d. Increase graduation rates and offer transition opportunities having coursework needed to fulfill a focused life plan. e. Increase the number of Advanced Placement, Dual Enrollment courses, and Honors courses. f. Increase the participation of minority students in the gifted program. g. Expand the City's preschool program. 	HCS	On-going	Both	Federal, State	SS, HB	CF, ED
Legend	<p>Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth</p> <p>Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD</p>		<p>Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development</p> <p>TBD – To be Determined N/A – Not Applicable</p>					

Community Plan Theme	No.	Strategy	General Information		Suggested Financing Sources		Community Plan Reference	
			Lead Dept. or Agency	Type	CIP or Operating Budget	Other Financing	Goal	Section
	PC-3	Support efforts by Hampton City Schools to attract and retain highly qualified teaching and administrative staff. Develop strategies to encourage teachers to obtain National Board Certification, pursue advanced degrees, increase the retention of teachers, and the percent of new teachers that return the following school year. Additionally the employees in non-teaching positions are also encouraged to pursue advanced degrees or industry certifications. Promote professional development opportunities, a positive working environment, and create an effective system to identify and develop future leaders.	HCS	On-going	Both	City General Funds	SS, HB	CF, ED
	PC-4	Target recreational and entertainment opportunities to a diverse population.	Parks and Recreation	On-going			DC	CF
	PC-5	Develop a holistic approach to ensure that Hampton City Schools provide a safe and nurturing environment in which teachers, parents and students express satisfaction with the safety of our schools and all students report that their school provides a caring environment	HCS	On-going	Both	City General Funds	SS, HB	CF, ED
	PC6	Promote civic pride through community recognition and award programs, publication of community achievements, and enhancement of public gathering places.	Coalition for Youth, Neighborhood Office, Public Communications	On-going			HN, CD	
	PC-7	Continue to develop and support the City's "Diversity College."	Unity Commission	On-going		Grants	DC	
	PC-8	Promote and support increased inter-generational interaction within the community. Create and enhance programs and events that encourage communication and interaction between youth and adults.	Citizens Unity Commission, Coalition for Youth	New	Operating	Grants	DC	
	PC-9	Provide cultural diversity education for employers, educational leaders, and providers of city services, including public safety and criminal justice.	Citizens Unity Commission	On-going	Operating	General Funds, Grants	DC, HN, HB	ED, EF
	PC-10	Build developmental assets within school, neighborhood, and community settings.	Coalition for Youth	On-going	TBD	Grants	DC, SS, CY, Y	
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	PC-11	Parent Awareness: Create an information system as well as expanded communication strategies for parents to include web-based resources, print and insert materials, and events.	Healthy Families Partnership, Coalition for Youth	New	TBD	Grants	CY, Y, SS	
	PC-12	Parenting Capacity: Expand existing parent education programs and create a parenting educational system with a focus on expecting and new parents, parents new to the area, and parents of children and youth in transition. Increase the number of family-centered activities and expand the number of Parent Involvement Facilitators in Hampton City Schools.	Healthy Families Partnership, Coalition for Youth	New	TBD	Grants	CY, Y, SS	
	PC-13	Early Childhood Reading and Literacy Skills: Insure the development of high quality literacy development and reading programs for young children by expanding existing partnerships and linking early childhood curriculum and resources to create excellence in early childhood educational programs.	Healthy Families Partnerships, HCS, Coalition for Youth	New	TBD	Grants	CY, Y, SS	
	PC-14	Teen Center: Ensure the successful opening and ongoing operation of the Hampton Teen Center and incorporate expanded out-of-school time opportunities for high school-aged youth.	Coalition for Youth, Parks and Recreations	New	TBD	Grants	CY, Y, SS	CF
	PC-15	Access to Quality Childcare: Expand and increase the availability and accessibility of comprehensive, high quality, early childhood care and educational programs. All programs should include superior early childhood educational experiences, developmentally appropriate curriculum, and affordable childcare options.	Healthy Families Partnership,	New	TBD	Grants	CY, Y, SS	
	PC-16	Out-of-school time Opportunities: Expand the quality and number of out-of-school-time activities (to include inter-session and high school) focused on arts, service learning, literacy, healthy lifestyles, civic engagement, life skills, career exploration and development, as well as wrap-around services. Expand the rate of after-school slots at one site per year.	Parks and Recreations, Coalition for Youth	New	TBD	Grants	CY, Y, SS	CF
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	PC-17	Real World Initiative: Create a comprehensive approach to ensuring that all young people have a career plan by the time they graduate, and are prepared for employment, enlistment, or enrollment in higher education.	HCS, Coalition for Youth	New	TBD	Grants	CY, Y, SS	
	PC-18	Out-of-school-time Task Force: Create a task force to coordinate and support all City approaches to the school-age population, including emphasis on strengthening partnerships, leveraging resources, evaluation, sharing best practices, and centralizing volunteer recruitment.	ACM- Public Safety and Human Services Cluster	New	TBD	Grants	CY, Y, SS	
	PC-19	Capacity Building: Create an expanded and specialized training system in order to enhance youth development services and the developmental assets mobilization throughout the community, including connection of services to in-school supports and mandatory training for school personnel.	Coalition for Youth	New	TBD	Grants	CY, Y, SS	
	PC-20	Bring Them Back: Create and invest in a system that recruits, encourages, and supports an ever-increasing number of young adults who make up the 'Creative Class' to choose to return to, or locate in, Hampton.	Coalition for Youth	New	TBD	Grants	CY, Y, SS	
	PC-21	Information Systems for School-age Youth: Create a comprehensive information system for young people regarding activities, opportunities, and important transitions including activity and web-based strategies. Ensure that strategies are inclusive and reach out to all youth and families.	Coalition for Youth	New	TBD	Grants	CY, Y, SS	
Legend	Goals: HB – Healthy Business Climate HN – Healthy Neighborhoods HR – Healthy Region CY – Healthy Growth and Development of Children and Youth DC – Healthy Diverse Community CD – Customer Delight SS – Strong Schools Y – Youth Timing: Short – Up to Five Years Ongoing – Continuing Beyond Five Years New: New Strategy, timing TBD		Sections: LUCD – Land Use and Community Design HSN – Housing and Neighborhoods TR – Transportation CF – Community Facilities EN – Environmental Stewardship ED – Economic Development TBD – To be Determined N/A – Not Applicable					

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APPENDICES

APPENDIX I

FOCUS GROUP MEMBERS AND STAFF

CUSTOMER DELIGHT FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
A. G. Womble	Hampton City Schools
Alice Rosen	Community Member
Andre' McCloud	Neighborhood Commission
Andy Bigelow	Neighborhood Commission
Charlie Fullman	Retired Employee/City of Hampton
Geoff Tennille	Comprehensive Plan Advisory Committee
Jesse Wallace	City of Hampton
Joan Charles	Community Member
John Ishon	Industrial Development Authority
Susan Cutler	Community Member
Thommy Thompson	Harrison & Lear

<u>Staff</u>	<u>Role</u>
John Eagle	Convener/Information Tech. Director
George Gaten	Facilitator
Kasia Grzelkowski	Facilitator
Michelle Woods Jones	Facilitator
Tammy Waldroup	Recorder/Neighborhood Office
Caroline Butler	Planning Department Support
Greg Goetz	Planning Department Support
Irayda Ruiz	Planning Department Support
Keith Cannady	Planning Department Support

HEALTHY BUSINESS FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Bob Panholzer	Remarque Manufacturing
Charlie Daniels	Raytheon
Darrell Hill	Tourism Advisory Committee
Frank H. Cowling, Jr.	Coliseum Central Business Improvement District
Lynne Moore	Industrial Development Authority
Mamie Locke	Hampton City Council
Mary Bunting	City of Hampton
Perry Pilgrim	Hampton Planning Commission
Ralph A. Heath, III	Hampton Planning Commission
Raymond Tripp	Coliseum Mall
Rick Bagley	Downtown Business Improvement District
Robert Carsey	Holiday Inn
Ross Kearney, II	Hampton City Council
Stephanie Short	Short Commercial Acquisitions

HEALTHY BUSINESS FOCUS GROUP (continued)

<u>Name</u>	<u>Affiliation</u>
Steve Cooper	S. L. Nusbaum Realty
Tommy Thompson	Harrison & Lear

<u>Staff</u>	<u>Role</u>
June McPartland	Convener/Economic Development Department
Bob Trahan	Facilitator/City of Hampton
Michelle Woods Jones	Facilitator
Angela Freeman	Recorder/Economic Development Department
Donald Whipple	Planning Department Support
Keith Cannady	Planning Department Support
Shelly Weidenhamer	City of Hampton Support
Terry O'Neill	Planning Department Support

Healthy Business Industry Focus Group: Higher Value Housing

<u>Name</u>	<u>Affiliation</u>
Ann Bane	Hampton Resident
Ann Stephens	Hampton Public Schools
Donna Campbell	Wachovia Mortgage
Jack Shiver	Olde Hampton Hotel Associates
Karen Bohlke	ReMax Select
Kim Georges	William E. Wood & Associates
Laura Ross	William E. Wood & Associates
Michael D. Newsome	Clark Whitehall
P. J. Mallicott	Mallicott & Associates
Rick Bagley	Wachovia Securities
Ross A. Kearney, II	Hampton City Council
Sondra Deibler	GSH Real Estate
Stephen Cooper	S.L. Nusbaum Realty Co.
Steve Adams	Pomoco Group, Inc.
Terri Feild	Hampton Resident
Terri Stickle	Rose and Womble Realty
Tommy Thompson	Harrison & Lear, Inc.
Verna Brundin	Coliseum Central Business Improvement District

<u>Staff</u>	<u>Role</u>
Brian DeProfio	Convener/Assistant to the City Manager
Dan Seachord	Facilitator/Downtown Hampton Development Partnership
Annette Oakley	Recorder/City Manager's Office
Irayda Ruiz	Planning Department Support
Shelly Weidenhamer	Economic Development Department Support

Healthy Business Industry Focus Group: Jobs

<u>Name</u>	<u>Affiliation</u>
Bob Panholzer	Remarque Manufacturing Corp.
C. Michael Fox	Newport News, Inc.
Carol Kleemeier	Universal Laboratories
Charles H. Mitchell	Zel Technologies, LLC
Charlie Daniels	Raytheon Company
Chuck Akers	Gateway, Inc.
David Staley	Nextel
E. Richard White	Vigyan, Inc.
Greg Grootendost	Hampton Roads Planning District Commission
Lynne S. Moore	Hampton Industrial Development Authority
Marty Kaszubowski	Hampton Roads Technology, Inc.
Matthew James	Peninsula Alliance for Economic Development
Ralph Patrick	Newport News, Inc.
Randy Edwards	Wyle Labs, Inc.
Steve Mallon	Craig Davis Properties
Tom Atherton	MEB General Contractors
William Lennon	Howmet Corporation

<u>Staff</u>	<u>Role</u>
Ray White	Convener/Economic Development Department
Von Gilbreath	Convener/Recorder/Economic Development Department
James T. Carroll	Facilitator
Shelly Weidenhamer	Recorder/City of Hampton
Keith Cannady	Planning Department Support

Healthy Business Industry Focus Group: Retail

Focus Group Members

<u>Name</u>	<u>Affiliation</u>
Bettie L. Sirine	Blue Skies Gallery
Dan Kelleher	Coliseum Central Business Improvement District, Inc.
Daniel E. Seachord	Downtown Hampton Development Partnership
Frank H. Cowling, Jr.	S.L. Nusbaum Realty Co.
John Katsias	The Katsias Company
Judy Younger	Hampton City Schools
Lewis Wood	Hampton Chevrolet-Mazda
Raymond J. Tripp	Coliseum Mall Office
Robert M. Thornton	Morton G. Thalhimer
Ross A. Kearney, II	Hampton City Council
Stephanie Short	Short Commercial Acquisitions
Steven D. Hussell	Old Point National Bank
Stuart Goodman	Goodman & Sons Jewelers
Susan Borland	Phoebus Improvement League

Healthy Business Industry Focus Group: Retail (continued)

<u>Name</u>	<u>Affiliation</u>
Toni DeBose	A Time 4 U
Victor W. Sparber	Infinity Realty Company

<u>Staff</u>	<u>Role</u>
June McPartland	Convener/Economic Development Department
Mike Canty	Facilitator/Neighborhood Office/INSYNC
Angela Freeman	Recorder/Economic Development Department
Shelly Weidenhamer	Recorder/Economic Development Department
Kathy Grook	Economic Development Department Support
Keith Cannady	Planning Department Support
Terry O'Neill	Planning Department Support

Healthy Business Industry Focus Group: Tourism

Focus Group Members

<u>Name</u>	<u>Affiliation</u>
Alicia Brower	Tourism Advisory Committee
Betty Wood	Tourism Advisory Committee
Bob Vines	Hampton Brass Shop
Darrell Hill	Tourism Advisory Committee
Joe Tsao	Hampton Coliseum
Lewis Allen	Allen, Sink & Hastings
Marie Collins	Tourism Advisory Committee
Mark Smith	Quality Inn & Suites
Mary Bunting	City of Hampton/Assistant City Manager
Rhet Tignor	Hampton City Council
Robert Bonner	Tourism Advisory Committee
Robert Carsey	Holiday Inn Hotel & Conference Center
Todd Wellbrock	Hampton Courtyard by Marriott

<u>Staff</u>	<u>Role</u>
Sallye-Grant Divenuti	Convener/Conventions and Visitors Bureau Department
Valerie Blackman	Recorder/Conventions and Visitors Bureau Department
Donald Whipple	Planning Department Support

HEALTHY DIVERSE COMMUNITY FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Amy Van Schagen	Kecoughtan High School/Citizens Unity Commission
Becky Betz	Literacy/ Citizens Unity Commission
Bill Adams	City of Hampton
Carol Godley	Retired SSA/ Citizens Unity Commission

HEALTHY DIVERSE COMMUNITY FOCUS GROUP (continued)

<u>Name</u>	<u>Affiliation</u>
Chris Bowman	Thomas Nelson Community College
Elizabeth A. Pfeiffer	Peninsula Catholic High School/Citizens Unity Commission
Enrique Zapatero	Norfolk State University/Citizens Unity Commission
Ivy Lee, Dr.	Hampton City Schools/Citizens Unity Commission
Johnny L. Parker	Realtor/Citizens Unity Commission
Kristina Walden	Hampton High School Student/Citizens Unity Commission
Mary K. Wallace	Retired Hampton City Schools/Citizens Unity Commission
Maurice Halfhide	Hampton University/Citizens Unity Commission
Mildred B. Sexton	Hampton City Schools
Patricia Lay	Hampton City Schools/Citizens Unity Commission
Ronald V. Davis	Hampton Police Division/Citizens Unity Commission
Shahid Siddiqi	NASA Contractor/Citizens Unity Commission
Shawn O'Keefe	Alternatives/Citizens Unity Commission
Steven L. Brown, Rev.	Faith Community/Citizens Unity Commission

<u>Staff</u>	<u>Role</u>
John L. Johnson	Convener/Citizens Unity Commission
Anthy Hall	Convener Assistant/Citizens Unity Commission
George Gaten	Facilitator
Kasia Grzelkowski	Facilitator
Michelle Woods Jones	Facilitator
Cheryl Copper	Recorder/Public Works-Environmental
Shellae Blackwell	Recorder/Neighborhood Office
Donald Whipple	Planning Department Support
Irayda Ruiz	Planning Department Support
Keith Cannaday	Planning Department Support
Terry O'Neill	Planning Department Support

HEALTHY GROWTH AND DEVELOPMENT OF CHILDREN AND YOUTH FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Bob Lehmann	Center for Child & Family Services
Cindy Carlson	Hampton Coalition for Youth
Debra Anderson	Neighborhood Commission
Eileen Kulp	Riverside Heath Systems
Freddie Simmons	Newport News/Hampton Community Services Board
Hank Lewis	Kids Tech
Kathy Johnson	Alternatives, Inc.
Marcy Wright	Transitions
Margaret Causby	Old Point National Bank

HEALTHY GROWTH AND DEVELOPMENT OF CHILDREN AND YOUTH FOCUS GROUP (continued)

<u>Name</u>	<u>Affiliation</u>
Martha S. Tennile	Comprehensive Plan Advisory Committee
Mary Curran	Hampton Parent Teacher Association
Matt Asay	Neighborhood Commission
Patricia Johnson	Hampton City Schools
Paul Babcock	ARC of Virginia Peninsula
Rhet Tignor	Hampton City Council
Robert Shuford, Jr.	Old Point National Bank
Walt Credle	City of Hampton Department of Social Services
Welborn Preston	New Life Community Development Corporation

<u>Staff</u>	<u>Role</u>
Mike Monteith	Convener/City Manager's Office
Bob Trahan	Facilitator/City of Hampton
George Gaten	Facilitator
Michelle Woods Jones	Facilitator
Sydney Mason	Recorder/Neighborhood Office
Donald Whipple	Recorder/Planning Department
Irayda Ruiz	Planning Department Support
Terry O'Neill	Planning Department Support

HEALTHY NEIGHBORHOODS FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Amy Hobbs	Buckroe
Billy Massey	Peninsula Agency on Aging
Chuck Jordan	Hampton Police Division
Cynthia Cooper	Hampton City Schools/Adult Education
Eddie Anderson	Elizabeth Lakes Association/McDonald's Garden Center
Frank Grossman	Real Estate/Long & Foster
Frank Lofurno	Hampton Redevelopment & Housing Authority
Fred Mallory	Wythe-Phenix
Harold Johns	Hampton Planning Commission
Judy Carey	Olde Wythe
Katherine Glass	Hampton Planning Commission
Kathy Crocker	Youth/Parent
Maria Perkins	Youth/Alternatives, Inc.
Mildred Sexton	Hampton City Schools, Title 1
Moses Meadows	Farmington Civic Association
Paige Washington	Hampton City Council
Sharon Russell Hunt	Real Estate/Realty World Home Sales
Susan Borland	Phoebus Improvement League
Will Moffett	Old Northampton Office Director

HEALTHY NEIGHBORHOODS FOCUS GROUP (continued)

<u>Staff</u>	<u>Role</u>
Joan Kennedy	Convener/Neighborhood Office
Kasia Grzelkowski	Facilitator
Michelle Woods Jones	Facilitator
Mary Holup	Recorder/City of Hampton
Theora Rankins	Recorder/City of Hampton
Keith Cannady	Planning Department Support
Shelly Weidenhamer	Planning Department Support
Terry O'Neill	Planning Department Support

HEALTHY REGION FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Anna McNider	Digital Images
Art Collins	Hampton Roads Planning District Commission
Jimmy Eason	Hampton Roads Partnership
Don Blagg	Hampton Neighborhood Commission
Gary Price	NASA
Jay Joseph	Advantis Real Estate Services
Joseph Spencer	Hampton City Council
Neal McElhanon	Langley Air Force Base
Rondra Matthews	Daily Press
Suzanne Allan	Langley Air Force Base
Terry O'Neill	Hampton Planning Department
Timothy Smith	Hampton Planning Commission
Turner Spencer	Hampton City Council
Wallace Arnold	Hampton University

<u>Staff</u>	<u>Role</u>
Joe Tsao	Convener/Hampton Coliseum Director
Michelle Woods Jones	Facilitator
Bob Trahan	Facilitator/City of Hampton
Angela Freeman	Recorder/Economic Development Department
Beverly Thomas	Recorder/City of Hampton
Shalini Bansal	Economic Development Department Support
Donald Whipple	Planning Department Support
Keith Cannady	Planning Department Support

STRONG SCHOOLS FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Carmen Brown	Hampton City Schools Parent/Special Education

STRONG SCHOOLS FOCUS GROUP (continued)

<u>Name</u>	<u>Affiliation</u>
Denise James	Hampton City Schools Parent/Title 1
Greg Buckley	Hampton City Schools Parent/Middle School
Jami Brill	Hampton City Schools Parent/Elementary School
Jaynelle Oehler	Hampton City Preschool
John Ishon	Community Member
Johnny Pauls	Hampton City Schools
Kim Hannah	Hampton City Schools Parent/High School
Mary Bunting	City of Hampton/City Manager's Office
Mike Montieth	City of Hampton/City Manager's Office
Pat Leary	Hampton City Schools
Pauline Snider	Real Estate Broker
Ron Davis	Thomas Nelson Community College
William Brown	Community Member

<u>Staff</u>	<u>Role</u>
Linda Shifflette	Convener/Hampton City Schools
Kasia Grzelkowski	Facilitator
Michelle Woods Jones	Facilitator
Cheryl Copper	Recorder/Public Works-Environmental
Cynthia Yuille	Recorder/Parks & Recreation
Bob Trahan	City of Hampton Support
Irayda Ruiz	Planning Department Support
Terry O'Neill	Planning Department Support

YOUTH FOCUS GROUP

<u>Name</u>	<u>Affiliation</u>
Andrea Pippins	Kecoughtan High School Student
Anne-Marie English	Kecoughtan High School Student
Elmo Robinson	Bethel High School Student
Kevin Curran	Kecoughtan High School Student
Kristin Durette	Hampton High School Student
Max Ellison	Kecoughtan High School Student
Meaghan Mixon	Bethel High School Student
Megan Conway	Peninsula Catholic High School Student
Samantha Archey	Kecoughtan High School Student
Scott Riggs	Kecoughtan High School Student
Shaughanasee Williams	Hampton High School Student

<u>Staff</u>	<u>Role</u>
Rashida Costley	Convener/Bethel High School/Planning Department Support

YOUTH FOCUS GROUP (continued)

Staff

Alicia Tundidor

Bob Trahan

George Gaten

Irayda Ruiz

Terry O'Neill

Role

Recorder/ Bethel High School/Planning Department

Support

Facilitator/City of Hampton

Facilitator

Planning Department Support

Planning Department Support

Appendix II: Documents Adopted by Reference
(updated 5/17/2007)

The Hampton Community Plan adopted by City Council on February 8, 2006 is official policy for the City of Hampton. This plan replaces the 2010 Comprehensive Plan and the 1998 Hampton Strategic Plan except for the documents listed below which are incorporated by reference as part of the Community Plan.

There are a number of other City Council adopted planning and policy documents which guide public and private actions within the city. The Community Plan may not address all aspects contained in these other documents. In cases where recommendations may conflict, the recommendations contained in the Community Plan prevail. Recommendations contained in other adopted documents which are not specifically addressed in the Community Plan and yet are consistent with the overall objectives of the plan will continue to be valid guidance for both public and private actions.

The following documents and any related amendments to them are hereby adopted by reference as part of the Hampton Community Plan:

- Bike Walk Hampton: A Strategic Bicycle & Pedestrian Plan (2016)
- Buckroe Master Plan (2005)
- Chesapeake Bay Preservation – 2010 Comprehensive Plan Amendment (2004)
- Coliseum Central Master Plan (2004)
- Downtown Hampton Master Plan (2004)
- Fox Hill Small Area Plan (1992)
- Foundation for the Future (2003)
- Hampton Parks and Recreation 2020 Master Plan (1998)
- Hampton Roads Center Master Plan (1986)
- Hampton Roads Center: North Campus Master Plan (2005)
- Harris Creek Small Area Plan (2000)
- Kecoughtan Corridor Master Plan (2006)
- North King Street Corridor Study (1995)
- Phoebus Business District Master Land Use and Development Plan (1987)
- Todds Lane/Big Bethel Road Corridor Study (1992)
- Wildlife Management Plan- Sandy Bottom Nature Park (1999)
- Youth Component of the Community Plan (2006)
- Peninsula Hazard Mitigation Plan (2006)

**Appendix III – Chronological Listing of Hampton Community Plan Amendments
(updated 11/9/2016)**

- Downtown Hampton Master Plan* adoption, Page A-11, 1/14/2004
- Coliseum Central Master Plan* adoption, Page A-11, 9/22/2004
- Buckroe Master Plan* adoption, Page A-11, 3/23/2005
- 001-2005 *Coliseum Central Master Plan* Amendment, Tide Mill Creek Initiative, 5/25/2005
- 002-2005 *Buckroe Master Plan* Amendment, Buckroe Bayfront Initiative, “Streets & Open Space” and “The Bayfront Development Blocks,” 1/11/2006
- Hampton Community Plan* adoption, 2/8/2006
- Youth Component of the Community Plan* adoption, Page A-11, 2/8/2006
- Kecoughtan Corridor Master Plan* adoption, Page A-11, 1/25/2006
- 003-2006 *Downtown Hampton Master Plan* Amendment, Armory District, 6/14/2006
- 004-2006 *Hampton Community Plan* Amendment, Land Use Map, 701 Aberdeen Road, Page LU-21, 9/13/2006
- 005-2006 *Hampton Community Plan* Amendment, Peninsula Hazard Mitigation Plan, Page A-11, 9/13/2006 (next CPA number is 007-2006)
- 007-2006 *Youth Component of the Community Plan* Amendment, Strategies, 11/15/2006
- 008-2006 *Coliseum Central Master Plan* Amendment, Tide Mill Creek Initiative, Marcella Road and Medical Drive (Community Services Board & Armory properties), 1/10/2007
- 009-2006 *Buckroe Master Plan* Amendment, Bayfront Initiative, 1/24/2007
- 010-2006 *Hampton Community Plan* Amendment, Land Use Map, Northwest Corner of Magruder Blvd & Semple Farm Road (Falcon Creek), 1/24/2007
- 017-2009 *Hampton Community Plan* Amendment, Peninsula Multi-Jurisdictional Hazard Mitigation Plan, Appendix L, 2/10/2010
- 018-2011 *Hampton Community Plan* Amendment, Peninsula Multi-Jurisdictional Hazard Mitigation Plan update, 10/12/2011
- 022-2015 *Hampton Community Plan* Amendment, Transportation Section – Urban Development Areas, 8/12/2015

- 023-2015 *Coliseum Central Master Plan Amendment, 11/12/2015*
- 16-00001 *Hampton Community Plan Amendment, Land Use Plan, Fort Monroe Land Use Plan, 4/13/2016*
- 16-00002 *Bike Walk Hampton: A Strategic Bicycle & Pedestrian Plan, 11/9/2016*
- 16-00003 *Hampton Community Plan Amendment, Land Use Plan, Virginia School for the Deaf and Blind, 1/11/2017*
- 16-00004 *Hazard Mitigation Plan, 2/22/2017*
- 17-00001 *Downtown Master Plan Amendment, 6/14/2017*
- 17-00002 *Hampton Community Plan Amendment, Land Use Plan, Langley Research and Development Park, Magruder Corridor, 7/12/2017*

HAMPTON COMMUNITY PLAN

HAMPTON COMMUNITY PLAN



HAMPTON COMMUNITY PLAN

HAMPTON COMMUNITY PLAN

Community Development
Department
22 Lincoln Street, 5th Floor
Hampton, VA 23669

www.hampton.gov/community-plan

Virginia Community Flood Preparedness Fund Application

Attachment 5: FIRM Panels of the Project Areas



NOTES TO USERS

This map is for use in the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for more detailed information in areas where Base Flood Elevations (BFEs) and/or Floodway Limits have been determined. Users are encouraged to consult the Flood Insurance Study (FIS) report that accompanies this map. Users should be aware that BFEs shown on this map represent the 1% Annual Chance Flood. The FIS report provides information on the rating purposes only and should not be used as the sole source of flood information for engineering or construction purposes. For more information, users should refer to the FIS report for purposes of engineering and construction management.

Coastal Base Flood Elevations shown on this map apply only to areas of coastal flooding. Floodway Limits are also provided in the Summary of Elevations shown in the Summary of Elevation Tables should be used for the purposes of engineering and construction purposes when they are higher than the elevations shown on this map.

Boundaries of the Floodway were compiled at cross sections and interrelated between cross sections. The floodway limits are based on hydraulic computations and other pertinent floodway data as provided in the Flood Insurance Study report for this jurisdiction.

Control structures are shown in the Flood Insurance Study report for this jurisdiction. Refer to Section 2.4, Flood Protection Measures by Flood Control Structures in the Flood Insurance Study report for this jurisdiction.

The procedure used in the preparation of this map was the Virginia State Plane South zone (FIPS/ZONE 4502). The horizontal datum was the North American Datum of 1983 (NAD 83). The vertical datum was the National Geodetic Vertical Datum of 1988 (NGVD 88). These datums do not affect the accuracy of this map. Flood elevations on this map are referred to the North American Vertical Datum of 1988 (NAVD 88). For information regarding the conversion between the National Geodetic Vertical Datum of 1988 and the North American Vertical Datum of 1988, please refer to the National Geodetic Survey website at <http://www.ngs.noaa.gov/GG/html/8898a.html> or contact the National Geodetic Survey at the following address:

NOAA NGS322
National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch at (410) 779-3424, or visit its website at <http://www.ngs.noaa.gov/Benchmarks/>.

Base map information shown on this map was provided by the Commonwealth of Virginia (VIRMAP). The orthographic projection used was UTM Zone 18N and the datum was NAD 83. The map was derived from a 1:50,000 scale map of the area. The map reflects more detailed and up-to-date stream channel configurations and floodplain delineations than the VIRMAP. The map was derived from a 1:50,000 scale map of the area. The map reflects more detailed and up-to-date stream channel configurations and floodplain delineations than the VIRMAP. The map was derived from a 1:50,000 scale map of the area. The map reflects more detailed and up-to-date stream channel configurations and floodplain delineations than the VIRMAP.

Corporate limits shown on the map are based on the best data available at the time of map production. The map was produced using the best data available at the time of map production. The map was produced using the best data available at the time of map production.

Please refer to the separately printed Map Index for an overview map of the area. The map was produced using the best data available at the time of map production.

The map was produced using the best data available at the time of map production. The map was produced using the best data available at the time of map production.

For information on available products associated with this FIRM, visit the Map Service Center (MSC) website at <http://www.fema.gov/mapping>. For more information, please contact the National Flood Insurance Program at (800) 358-3527 or visit the FEMA website at <http://www.fema.gov>.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) LEGEND

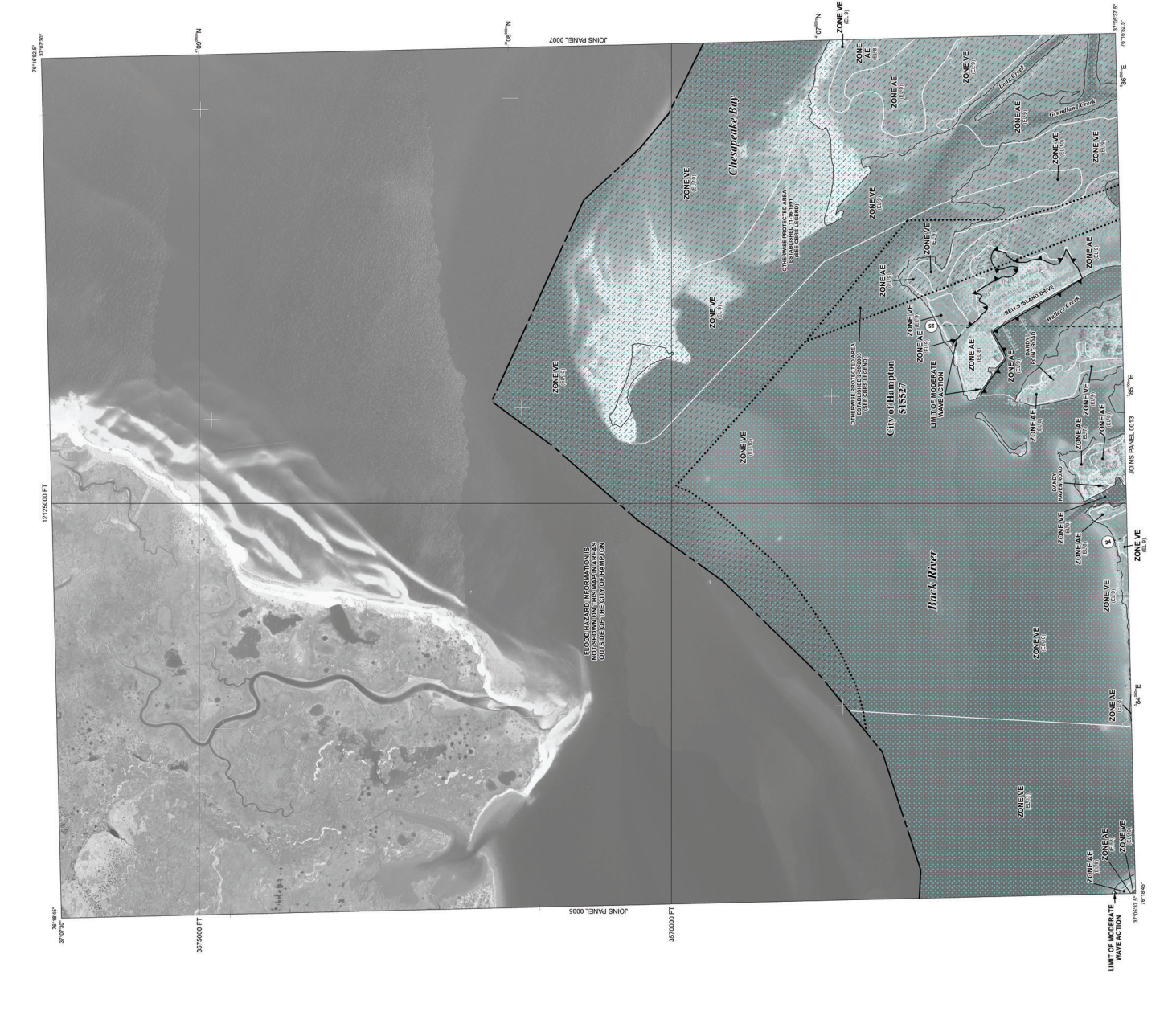
11-16-1991 Otherwise Protected Area (OPA)
SUBSTANTIALLY IMPROVED ON OR AFTER FEBRUARY 28, 2003. IN DESIGNATED OPAs WITHIN THE CBRS.

11-16-1991 CBRS Area
SUBSTANTIALLY IMPROVED ON OR AFTER NOVEMBER 16, 1991. IN DESIGNATED OPAs WITHIN THE CBRS.

2-20-2003 Otherwise Protected Area (OPA)
SUBSTANTIALLY IMPROVED ON OR AFTER FEBRUARY 28, 2003. IN DESIGNATED OPAs WITHIN THE CBRS.

shown on this FIRM was the Coastal Barrier Resources System (CBRS) for this area and are depicted on this FIRM for informational purposes only. The map was produced using the best data available at the time of map production. The map was produced using the best data available at the time of map production.

The official CBRS maps used to determine whether or not an area is located within the CBRS, or the area upon which the CBRS, please contact the FWS field office for the area shown on this map.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
The 1% Annual Chance Flood is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area that is subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area that is subject to inundation by the 1% Annual Chance Flood.

ZONE AE
Zone AE: Areas subject to inundation by the 1% Annual Chance Flood. Base Flood Elevation is shown on the map.

ZONE VE
Zone VE: Areas subject to inundation by the 1% Annual Chance Flood. Velocity Hazard. Base Flood Elevation is shown on the map.

ZONE V
Zone V: Areas subject to inundation by the 1% Annual Chance Flood. Vulnerability Hazard. Base Flood Elevation is shown on the map.

ZONE X
Zone X: Special Flood Hazard Areas. Base Flood Elevation is shown on the map.

OTHER FLOOD AREAS
Other Flood Areas: Areas subject to inundation by the 1% Annual Chance Flood. Base Flood Elevation is shown on the map.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
CBRS Areas: Areas that are subject to inundation by the 1% Annual Chance Flood. Base Flood Elevation is shown on the map.

OTHER FLOOD AREAS
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COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
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OTHER FLOOD AREAS
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COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
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COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
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COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
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COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
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COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
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COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
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COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
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COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
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COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
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Other Flood Areas: Areas subject to inundation by the 1% Annual Chance Flood. Base Flood Elevation is shown on the map.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
CBRS Areas: Areas that are subject to inundation by the 1% Annual Chance Flood. Base Flood Elevation is shown on the map.

OTHER FLOOD AREAS
Other Flood Areas: Areas subject to inundation by the 1% Annual Chance Flood. Base Flood Elevation is shown on the map.

OTHER FLOOD AREAS
Other Flood Areas: Areas subject to inundation by the 1% Annual Chance Flood. Base Flood Elevation is shown on the map.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
CBRS Areas: Areas that are subject to inundation by the 1% Annual Chance Flood. Base Flood Elevation is shown on the map.

OTHER FLOOD AREAS
Other Flood Areas: Areas subject to inundation by the 1% Annual Chance Flood. Base Flood Elevation is shown on the map.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
CBRS Areas: Areas that are subject to inundation by the 1% Annual Chance Flood. Base Flood Elevation is shown on the map.

OTHER FLOOD AREAS
Other Flood Areas: Areas subject to inundation by the 1% Annual Chance Flood. Base Flood Elevation is shown on the map.

NFIP FIRM FLOOD INSURANCE RATE MAP
HAMPPTON, VIRGINIA, INDEPENDENT CITY
PANEL 6 OF 32
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

MAP NUMBER: 515270068
MAP REVISED: MAY 16, 2016

NATIONAL FLOOD INSURANCE PROGRAM
Federal Emergency Management Agency

NOTES TO USERS

This map is for informational purposes only. It does not constitute a Flood Insurance Policy. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for more detailed information in areas where Base Flood Elevations (BFEs) and/or Floodway Limits have been determined. Users are encouraged to consult the Flood Insurance Study (FIS) report that accompanies this map. Users should be aware that BFEs shown on the Flood Insurance Study (FIS) report are not to be used as the sole source of flood rating purposes and should not be used as the sole source of flood rating purposes. The FIS report should be used in conjunction with the FIRMs for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only to areas of coastal flooding. Base Flood Elevations are also provided in the Summary of Elevations shown in the Summary of Elevations tables should be used for the purposes of floodplain management purposes when they are higher than the elevations shown on the FIRM.

Boundaries of the Floodways were compiled at cross sections and interpolated between cross sections. The floodways were based on hydraulic computations and other pertinent floodway data as provided in the Flood Insurance Study report for this jurisdiction. Floodway boundaries shown on this map are for informational purposes only and are not to be used for floodplain management purposes. For more information on floodway boundaries, please contact the National Oceanic and Atmospheric Administration at 14977-FEMA-MAP (1-877-338-2627) or visit the FEMA website at www.fema.gov.

To obtain current elevation, direction, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (404) 770-3424, or visit its website at www.ngs.noaa.gov.

Based on updated geographic information, this map reflects more detailed and up-to-date stream channel configurations and floodplain delineations than previous editions of the FIS. The FIS was prepared by the National Oceanic and Atmospheric Administration (NOAA) in 1993. The FIS was prepared by the National Oceanic and Atmospheric Administration (NOAA) in 1993. The FIS was prepared by the National Oceanic and Atmospheric Administration (NOAA) in 1993.

Corporate limits shown on the map are based on the best data available at the time of preparation of the FIS. Corporate limits are not to be used for floodplain management purposes. Corporate limits shown on the map are based on the best data available at the time of preparation of the FIS. Corporate limits are not to be used for floodplain management purposes.

Please refer to the separately printed Map Index for an overview map of the community showing the layout of the map sheets. The community map repository should be consulted for more detailed information in areas where Base Flood Elevations (BFEs) and/or Floodway Limits have been determined. Users are encouraged to consult the Flood Insurance Study (FIS) report that accompanies this map. Users should be aware that BFEs shown on the Flood Insurance Study (FIS) report are not to be used as the sole source of flood rating purposes and should not be used as the sole source of flood rating purposes.

The community map repository should be consulted for more detailed information in areas where Base Flood Elevations (BFEs) and/or Floodway Limits have been determined. Users are encouraged to consult the Flood Insurance Study (FIS) report that accompanies this map. Users should be aware that BFEs shown on the Flood Insurance Study (FIS) report are not to be used as the sole source of flood rating purposes and should not be used as the sole source of flood rating purposes.

LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
 This map shows the 1% Annual Chance Flood (ACF) hazard areas for the community. The 1% Annual Chance Flood (ACF) hazard areas are shown in light blue. The 1% Annual Chance Flood (ACF) hazard areas are shown in light blue. The 1% Annual Chance Flood (ACF) hazard areas are shown in light blue.

OTHER AREAS
 Areas determined to be within the 0.2% annual chance floodplain. Areas determined to be within the 0.2% annual chance floodplain. Areas determined to be within the 0.2% annual chance floodplain.

COASTAL BARRIER RESILIENCE SYSTEMS (CBRS) AREAS
 Areas in which flood hazards are understood, but not shown. Areas in which flood hazards are understood, but not shown. Areas in which flood hazards are understood, but not shown.

OTHER FLOOD HAZARD AREAS
 Areas in which flood hazards are understood, but not shown. Areas in which flood hazards are understood, but not shown. Areas in which flood hazards are understood, but not shown.

FLOODWAY LIMITS
 Limits of Moderate Wave Action. Limits of Moderate Wave Action. Limits of Moderate Wave Action.

BOUNDARIES
 Zone boundaries. Zone boundaries. Zone boundaries.

OTHER AREAS
 Areas in which flood hazards are understood, but not shown. Areas in which flood hazards are understood, but not shown. Areas in which flood hazards are understood, but not shown.

MAP REVISIONS
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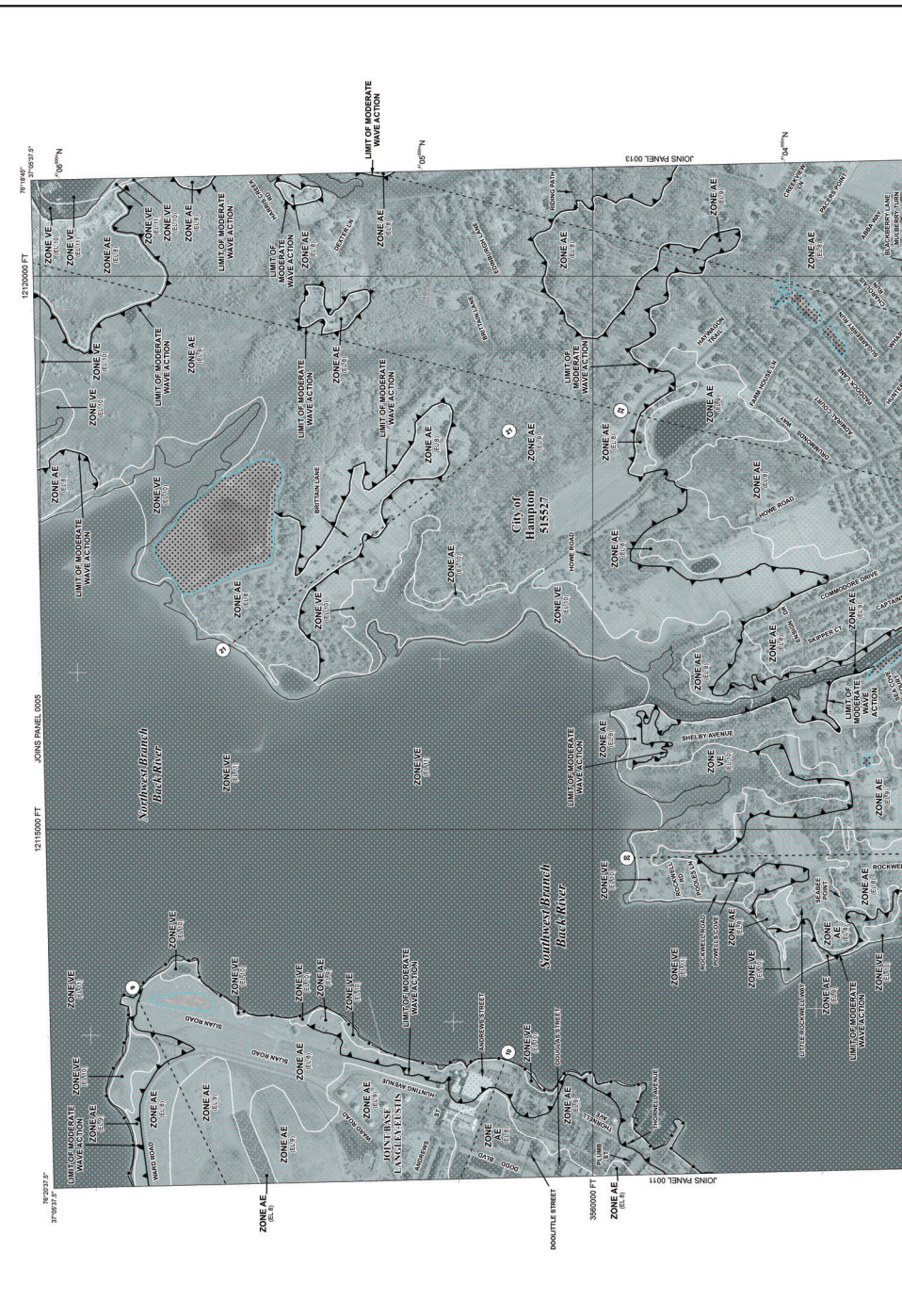
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NFIP
FIRM
FLOOD INSURANCE RATE MAP
HAMPTON, VIRGINIA
INDEPENDENT CITY
PANEL 12 OF 32
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)
 COMMUNITY NUMBER: 51557
 PANEL: 0012
 MAP NUMBER: 515570012H
 MAP REVISED: MAY 16, 2016
 FEDERAL EMERGENCY MANAGEMENT AGENCY



NOTES TO USERS
 This map is for informational purposes only. It does not constitute a Flood Insurance Policy. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for more detailed information in areas where Base Flood Elevations (BFEs) and/or Floodway Limits have been determined. Users are encouraged to consult the Flood Insurance Study (FIS) report that accompanies this map. Users should be aware that BFEs shown on the Flood Insurance Study (FIS) report are not to be used as the sole source of flood rating purposes and should not be used as the sole source of flood rating purposes.

NOTES TO USERS

This map is for use in the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for more detailed information in areas where Base Flood Elevations (BFEs) and/or Floodway Elevations (FWEs) have been determined. Users are encouraged to consult the Flood Insurance Study (FIS) report that accompanies this map. Users should be aware that BFEs shown on the map represent rating purposes only and should not be used as the sole source of flood information for engineering or construction purposes when they are higher than the elevations shown on this map.

Coastal Base Flood Elevations shown on this map apply only to areas of coastal flooding. Floodway elevations are also provided in the Summary of Floodway Elevations shown in the Summary of Floodway Elevations tables located in the FIS report for this jurisdiction. Floodway elevations are higher than the elevations shown on this map.

Boundaries of the Floodways were compiled at cross sections and interrelated between cross sections. The floodways were based on hydraulic considerations and other pertinent floodway data provided in the Flood Insurance Study report for this jurisdiction.

This product was developed in cooperation with the Virginia State Plane South zone (FIPS 5025-4-92). The horizontal datum was the North American Datum of 1983 (NAD 83). The vertical datum was the Mean Sea Level Reference System 1980 (MSL 80) adjusted. Distances in datum, geoid, or other datum should be used in the production of FISs for adjacent jurisdiction boundaries. These differences do not affect the accuracy of this FIS.

Flood elevations on this map are referred to the North American Vertical Datum of 1988 (NAVD 88). The vertical datum was established by a geoid commission between the National Geodetic Vertical Datum of 1955 and the NAVD 88. For information regarding the commission between the National Geodetic Vertical Datum of 1955 and the NAVD 88, please refer to the National Geodetic Survey at the following address:
NOAA NWS522
National Oceanic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282
(301) 715-3342

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch at the National Geodetic Survey at (404) 770-3424, or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIS was provided by the Commonwealth of Virginia. The base map was provided by the Commonwealth of Virginia when it was in 2009 at a resolution of 1:100 and $\pm 3.00'$. The orthophoto was provided by the Commonwealth of Virginia when it was in 2009 at a resolution of 1:100 and $\pm 3.00'$.

Based on updated geographic information, this map reflects more detailed and up-to-date stream channel configurations and floodplain delineations than the previous FIS. The FIS report includes a Flood Insurance Study Report Profile and Floodway Data tables in the Flood Insurance Study Report and Floodway Data tables in the Flood Insurance Study Report. The FIS report also includes a Flood Insurance Study Report Profile and Floodway Data tables in the Flood Insurance Study Report. The FIS report also includes a Flood Insurance Study Report Profile and Floodway Data tables in the Flood Insurance Study Report.

Corporate limits shown on this map are based on the best data available at the time of publication. The FIS report includes a Flood Insurance Study Report Profile and Floodway Data tables in the Flood Insurance Study Report. The FIS report also includes a Flood Insurance Study Report Profile and Floodway Data tables in the Flood Insurance Study Report.

Please refer to the separately printed Map Index for an overview map of the Virginia Flood Insurance Study. The FIS report includes a Flood Insurance Study Report Profile and Floodway Data tables in the Flood Insurance Study Report. The FIS report also includes a Flood Insurance Study Report Profile and Floodway Data tables in the Flood Insurance Study Report.

The FIS report includes a Flood Insurance Study Report Profile and Floodway Data tables in the Flood Insurance Study Report. The FIS report also includes a Flood Insurance Study Report Profile and Floodway Data tables in the Flood Insurance Study Report.

LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
This FIS includes Special Flood Hazard Areas (SFHAs) subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE AE
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE VE
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

OTHER FLOOD AREAS
ZONE X
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE D
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE A
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

OTHER AREAS
ZONE C
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE E
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE F
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

OTHER AREAS
ZONE G
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE H
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE I
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

OTHER AREAS
ZONE J
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE K
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE L
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

OTHER AREAS
ZONE M
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE N
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE O
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

OTHER AREAS
ZONE P
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE Q
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE R
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

OTHER AREAS
ZONE S
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE T
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE U
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

OTHER AREAS
ZONE V
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE W
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE X
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

OTHER AREAS
ZONE Y
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

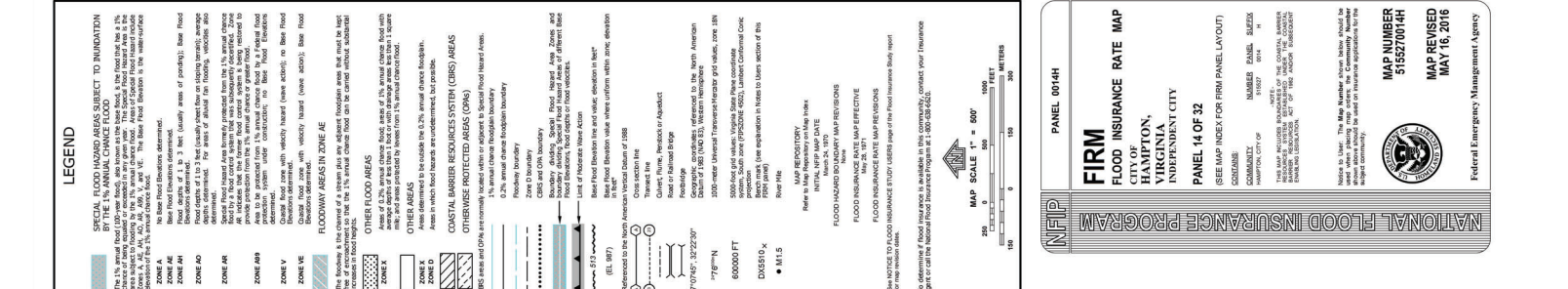
ZONE Z
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE AA
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

OTHER AREAS
ZONE AB
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE AC
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.

ZONE AD
Special Flood Hazard Area subject to inundation by the 1% Annual Chance Flood. The Special Flood Hazard Area is the area of land that is subject to inundation by the 1% Annual Chance Flood.



MAP REPOSITORY
FLOOD INSURANCE RATE MAP REVISIONS
FLOOD INSURANCE RATE MAP EFFECTIVE DATE: 11/16/2016
FLOOD INSURANCE RATE MAP REVISIONS DATE: 05/16/2016

MAP SCALE 1" = 800'
0 100 200 300 METERS

MAP NUMBER 5155270014H
MAP REVISED MAY 16, 2016

NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
VIRGINIA
INDEPENDENT CITY

PANEL 14 OF 32
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTRACT NUMBER 515527 0014 H
CONTRACT DATE 11/16/2016
CONTRACT DESCRIPTION FLOOD INSURANCE RATE MAP REVISIONS

PREPARED BY FEDERAL EMERGENCY MANAGEMENT AGENCY

NOTES TO USERS

This map is for use in the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for more detailed information in areas where Base Flood Elevations (BFEs) and/or Floodway Limits have been determined. Users are encouraged to consult the Flood Insurance Study (FIS) report that accompanies this map. Users should be aware that BFEs shown on the Flood Insurance Study map are not intended to be used as the sole source of flood rating purposes and should not be used for the purpose of flood insurance. Flood insurance coverage should be obtained in conjunction with the FIRMs for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only to areas of coastal flooding. Floodway Limits are also provided in the Summary of Elevations shown in the Summary of Elevation Elevations table used for the Flood Insurance Study report for this jurisdiction. Boundaries of the floodways were computed at cross sections and interrelated between cross sections. The floodways were based on hydraulic considerations and other pertinent floodway data as provided in the Flood Insurance Study report for this jurisdiction.

The products used in the preparation of this map were the Virginia State Plane North Zone (FIPS/USDA 4902). The horizontal datum was the North American Datum of 1983 (NAD 83). The vertical datum was the Mean Sea Level (MSL) datum of 1929. The datum used in the production of this map is the same as the datum used in the Flood Insurance Study report for this jurisdiction. These differences do not affect the accuracy of this FIRM. Flood elevations on the map are referenced to the North American Vertical Datum of 1988 (NAVD 88). For information regarding the datum used in the production of this map, please contact the National Oceanic and Atmospheric Administration at 4301 Rte. 17, Silver Spring, MD 20910 or contact the National Oceanic Survey at the following address:

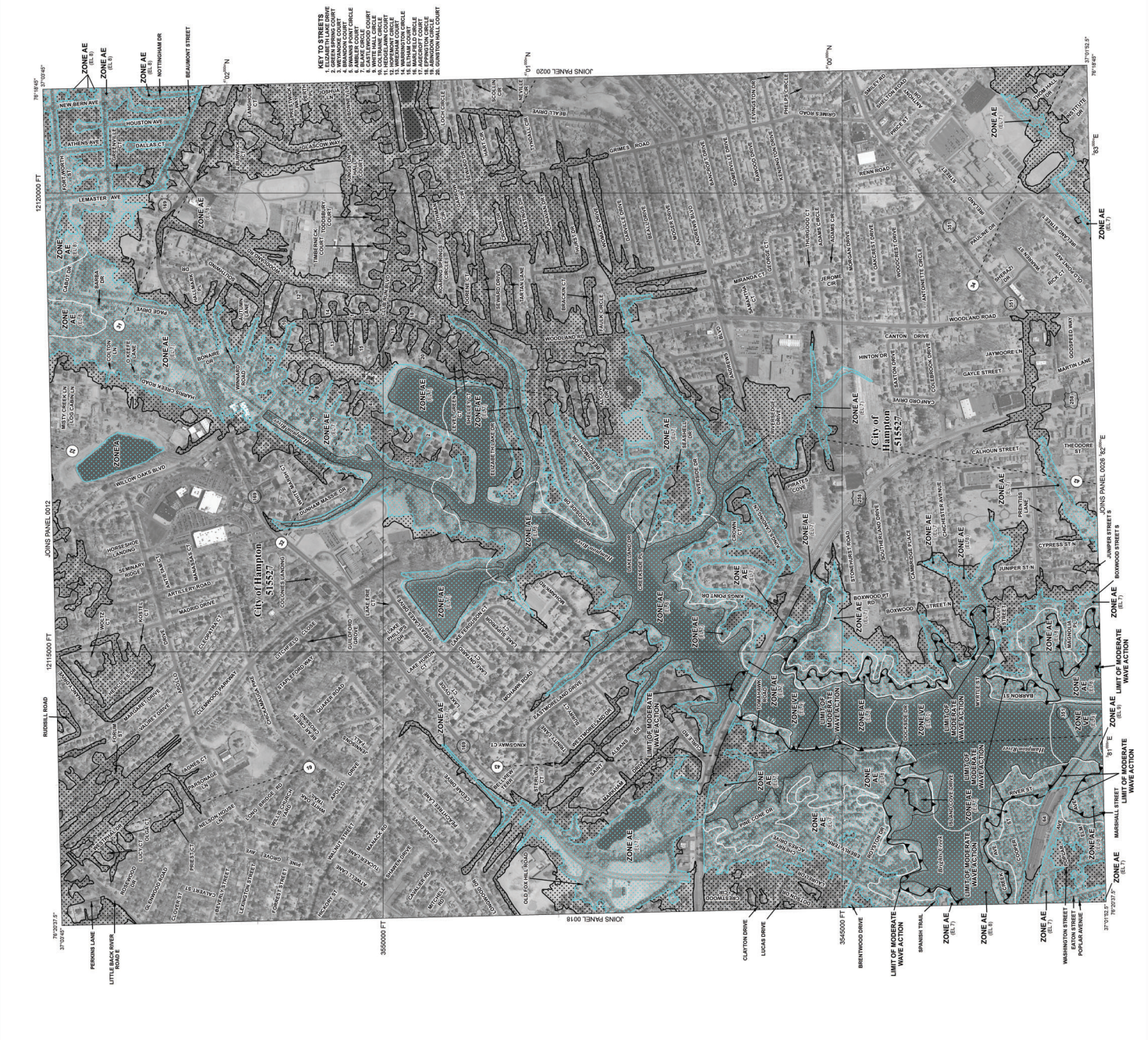
National Oceanic and Atmospheric Administration
 National Oceanic Survey
 1315 East-West Highway
 Silver Spring, MD 20910-3282
 (301) 713-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Oceanic and Atmospheric Administration at the following address: (301) 713-3242. The orthometric height in 2009 is a function of $t = 102$ and $t = 2007$.

Based on updated geographic information, this map reflects more detailed and up-to-date stream channel configurations and floodplain delineations than previous editions of the FIS. The FIS was produced using the National Oceanic and Atmospheric Administration's Flood Insurance Study Report which includes digital versions of the FIS. The FIS is a Flood Insurance Study Report and/or digital versions of this map. Many of these products can be ordered from the National Oceanic and Atmospheric Administration's Information Services Branch at 1315 East-West Highway, Silver Spring, MD 20910 or visit the FEMA website at www.fema.gov.

Please refer to the separately printed Map Index for an overview map of the study area. The map index is available at the National Oceanic and Atmospheric Administration's Information Services Branch at 1315 East-West Highway, Silver Spring, MD 20910 or visit the FEMA website at www.fema.gov.

The FIRMs are the products of the National Oceanic and Atmospheric Administration's (NOAA) National Flood Insurance Program (NFIP). The NFIP is a federal program that provides flood insurance to property owners in participating communities. The NFIP is authorized by the Federal Flood Insurance Act of 1968 (Public Law 90-400). The NFIP is administered by the Federal Emergency Management Agency (FEMA). The NFIP is a critical component of the federal disaster relief program. The NFIP provides flood insurance to property owners in participating communities. The NFIP is authorized by the Federal Flood Insurance Act of 1968 (Public Law 90-400). The NFIP is administered by the Federal Emergency Management Agency (FEMA). The NFIP is a critical component of the federal disaster relief program.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
 The 1% Annual Chance Flood is the flood that has a 1% chance of occurring in any given year. The Special Flood Hazard Zone (SFHZA) is the area that is subject to inundation by the 1% Annual Chance Flood. The SFHZA is shown on this map as a shaded area. The SFHZA is divided into several zones: Zone AE, Zone VE, Zone V, Zone X, Zone D, Zone A, Zone B, Zone C, Zone E, Zone F, Zone G, Zone H, Zone I, Zone J, Zone K, Zone L, Zone M, Zone N, Zone O, Zone P, Zone Q, Zone R, Zone S, Zone T, Zone U, Zone V, Zone W, Zone X, Zone Y, Zone Z.

ZONE AE (EL)
 Zone AE (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone AE (EL) is shown on this map as a shaded area.

ZONE VE (EL)
 Zone VE (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone VE (EL) is shown on this map as a shaded area.

ZONE V (EL)
 Zone V (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone V (EL) is shown on this map as a shaded area.

ZONE X (EL)
 Zone X (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone X (EL) is shown on this map as a shaded area.

ZONE D (EL)
 Zone D (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone D (EL) is shown on this map as a shaded area.

ZONE A (EL)
 Zone A (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone A (EL) is shown on this map as a shaded area.

ZONE B (EL)
 Zone B (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone B (EL) is shown on this map as a shaded area.

ZONE C (EL)
 Zone C (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone C (EL) is shown on this map as a shaded area.

ZONE E (EL)
 Zone E (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone E (EL) is shown on this map as a shaded area.

ZONE F (EL)
 Zone F (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone F (EL) is shown on this map as a shaded area.

ZONE G (EL)
 Zone G (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone G (EL) is shown on this map as a shaded area.

ZONE H (EL)
 Zone H (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone H (EL) is shown on this map as a shaded area.

ZONE I (EL)
 Zone I (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone I (EL) is shown on this map as a shaded area.

ZONE J (EL)
 Zone J (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone J (EL) is shown on this map as a shaded area.

ZONE K (EL)
 Zone K (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone K (EL) is shown on this map as a shaded area.

ZONE L (EL)
 Zone L (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone L (EL) is shown on this map as a shaded area.

ZONE M (EL)
 Zone M (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone M (EL) is shown on this map as a shaded area.

ZONE N (EL)
 Zone N (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone N (EL) is shown on this map as a shaded area.

ZONE O (EL)
 Zone O (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone O (EL) is shown on this map as a shaded area.

ZONE P (EL)
 Zone P (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone P (EL) is shown on this map as a shaded area.

ZONE Q (EL)
 Zone Q (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone Q (EL) is shown on this map as a shaded area.

ZONE R (EL)
 Zone R (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone R (EL) is shown on this map as a shaded area.

ZONE S (EL)
 Zone S (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone S (EL) is shown on this map as a shaded area.

ZONE T (EL)
 Zone T (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone T (EL) is shown on this map as a shaded area.

ZONE U (EL)
 Zone U (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone U (EL) is shown on this map as a shaded area.

ZONE V (EL)
 Zone V (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone V (EL) is shown on this map as a shaded area.

ZONE W (EL)
 Zone W (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone W (EL) is shown on this map as a shaded area.

ZONE X (EL)
 Zone X (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone X (EL) is shown on this map as a shaded area.

ZONE Y (EL)
 Zone Y (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone Y (EL) is shown on this map as a shaded area.

ZONE Z (EL)
 Zone Z (EL) is the area that is subject to inundation by the 1% Annual Chance Flood. The elevation of the flood is shown in feet above sea level (ASL). Zone Z (EL) is shown on this map as a shaded area.

OTHER AREAS
 Areas determined to be outside the 1% Annual Chance Flood. These areas are shown on this map as unshaded areas.

COASTAL BARRIER RESILIENCE SYSTEMS (CBRS) AREAS
 CBRS areas are normally located within or adjacent to Special Flood Hazard Zones. These areas are shown on this map as shaded areas.

OTHERWISE PROTECTED AREAS (OPA)
 OPAs are areas that are protected from flooding by a levee, dike, or other flood control structure. These areas are shown on this map as shaded areas.

KEY TO STREETS
 1. GREEN STREET
 2. GREEN STREET
 3. GREEN STREET
 4. GREEN STREET
 5. GREEN STREET
 6. GREEN STREET
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 18. GREEN STREET
 19. GREEN STREET
 20. GREEN STREET

MAP REVISIONS
 1. 10/15/09
 2. 10/15/09
 3. 10/15/09
 4. 10/15/09
 5. 10/15/09
 6. 10/15/09
 7. 10/15/09
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 19. 10/15/09
 20. 10/15/09

MAP SCALE 1" = 600'
 0 100 200 300 400 500 600 700 800 900 1000 METERS

MAP NUMBER 5155270019H
MAP REVISED MAY 16, 2016

FIRM FLOOD INSURANCE RATE MAP
HAMPTON, VIRGINIA
INDEPENDENT CITY
PANEL 19 OF 32
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

NATIONAL FLOOD INSURANCE PROGRAM
 FEDERAL EMERGENCY MANAGEMENT AGENCY

NOTES TO USERS

This map is for use in the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for more detailed information in areas where Base Flood Elevations (BFEs) and/or Floodway Limits have been determined. Users are encouraged to consult the Flood Insurance Study (FIS) report that accompanies this map. Users should be aware that BFEs shown on the Flood Insurance Study map are not intended to be used as the sole source of flood rating purposes and should not be used for the purpose of flood insurance. Flood insurance coverage should be obtained in conjunction with the FIRMs for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only to areas of coastal flooding. Floodway Limits are also provided in the Summary of Elevations shown in the Summary of Elevation Elevations table used for the Flood Insurance Study report for this jurisdiction. Boundaries of the floodways were computed at cross sections and interrelated between cross sections. The floodways were based on hydraulic considerations and other pertinent floodway data as provided in the Flood Insurance Study report for this jurisdiction.

The products used in the preparation of this map were the Virginia State Plane North Zone (FIPS/USDA 4902). The horizontal datum was the North American Datum of 1983 (NAD 83). The vertical datum was the Mean Sea Level (MSL) datum of 1929. The datum used in the production of this map is the same as the datum used in the Flood Insurance Study report for this jurisdiction. These differences do not affect the accuracy of this FIRM. Flood elevations on the map are referenced to the North American Vertical Datum of 1988 (NAVD 88). For information regarding the datum used in the production of this map, please contact the National Oceanic and Atmospheric Administration at 4301 Rte. 17, Silver Spring, MD 20910 or contact the National Oceanic Survey at the following address:

National Oceanic and Atmospheric Administration
 National Oceanic Survey
 1315 East-West Highway
 Silver Spring, MD 20910-3282
 (301) 713-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Oceanic and Atmospheric Administration at the following address: (301) 713-3242. The orthometric height in 2009 is a function of $t = 102$ and $t = 2007$.

Based on updated geographic information, this map reflects more detailed and up-to-date stream channel configurations and floodplain delineations than previous editions of the FIS. The FIS was produced using the National Oceanic and Atmospheric Administration's Flood Insurance Study Report which includes digital versions of the FIS. The FIS is a Flood Insurance Study Report and/or digital versions of this map. Many of these products can be ordered from the National Oceanic and Atmospheric Administration's Information Services Branch at 1315 East-West Highway, Silver Spring, MD 20910 or visit the FEMA website at www.fema.gov.

Please refer to the separately printed Map Index for an overview map of the study area. The map index is available at the National Oceanic and Atmospheric Administration's Information Services Branch at 1315 East-West Highway, Silver Spring, MD 20910 or visit the FEMA website at www.fema.gov.

The FIRMs are the products of the National Oceanic and Atmospheric Administration's (NOAA) National Flood Insurance Program (NFIP). The NFIP is a federal program that provides flood insurance to property owners in participating communities. The NFIP is authorized by the Federal Flood Insurance Act of 1968 (Public Law 90-400). The NFIP is administered by the Federal Emergency Management Agency (FEMA). The NFIP is a critical component of the federal disaster relief program. The NFIP provides flood insurance to property owners in participating communities. The NFIP is authorized by the Federal Flood Insurance Act of 1968 (Public Law 90-400). The NFIP is administered by the Federal Emergency Management Agency (FEMA). The NFIP is a critical component of the federal disaster relief program.

Virginia Community Flood Preparedness Fund Application







Attachment 3: Detailed Map of Project Areas



Figure 1. Proposed Project Areas:
 Fox Hill, Grandview, & Harris Creek



LEGEND

-  Project Areas
-  School Board Owned Property
-  City Owned Property
-  National Wetlands Inventory
-  City Parks
-  Grandview Nature Preserve

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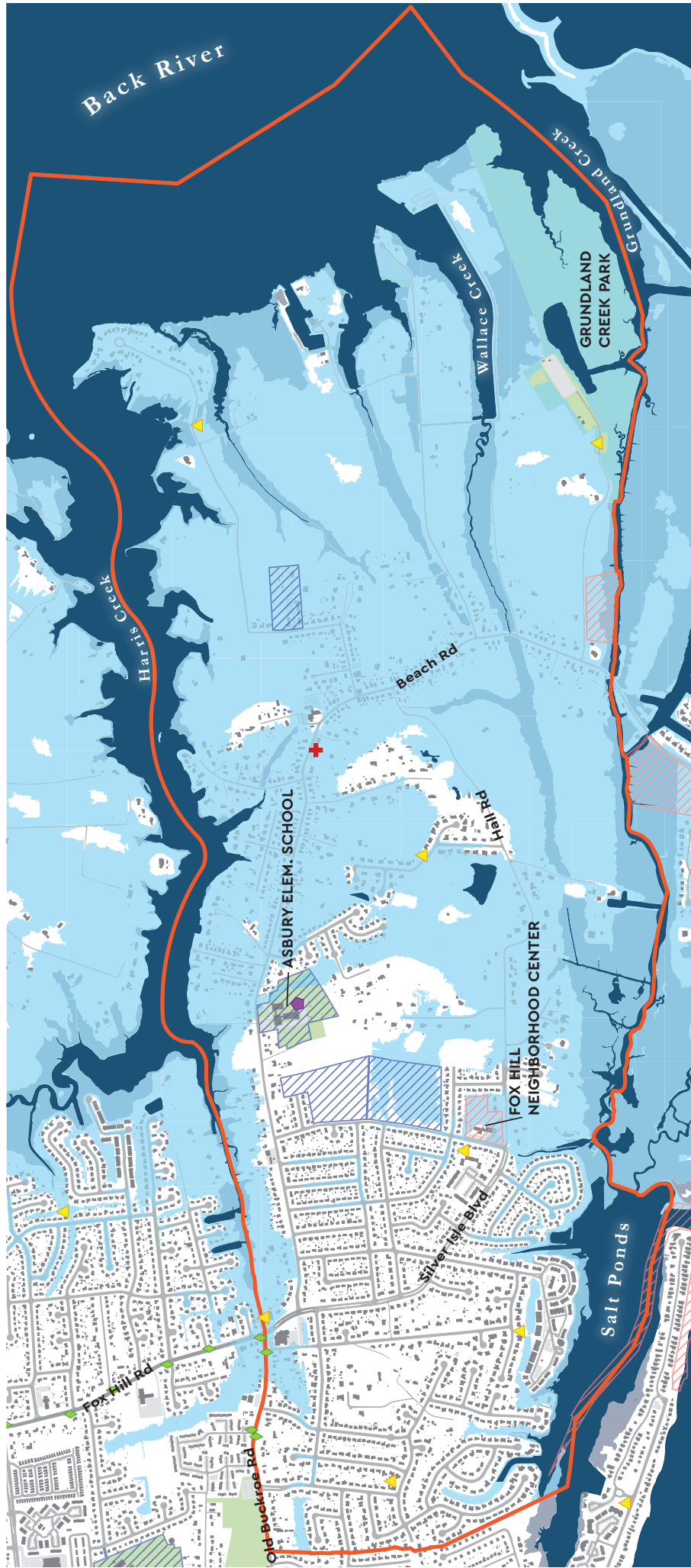


Figure 2. Proposed Project Area: Fox Hill

Legend

















-  Fox Hill
-  2080 Mean High Water Projection
-  School Board Owned Property
-  City Owned Property
-  Pump Station
-  Bus Stop
-  School
-  Critical Facilities

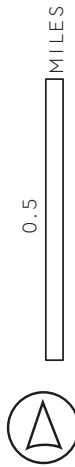




Figure 3. Proposed Project Area: Grandview

Legend

-  Grandview
-  2080 Mean High Water Projection
-  School Board Owned Property
-  City Owned Property
-  Pump Station
-  Bus Stop
-  School
-  Critical Facilities



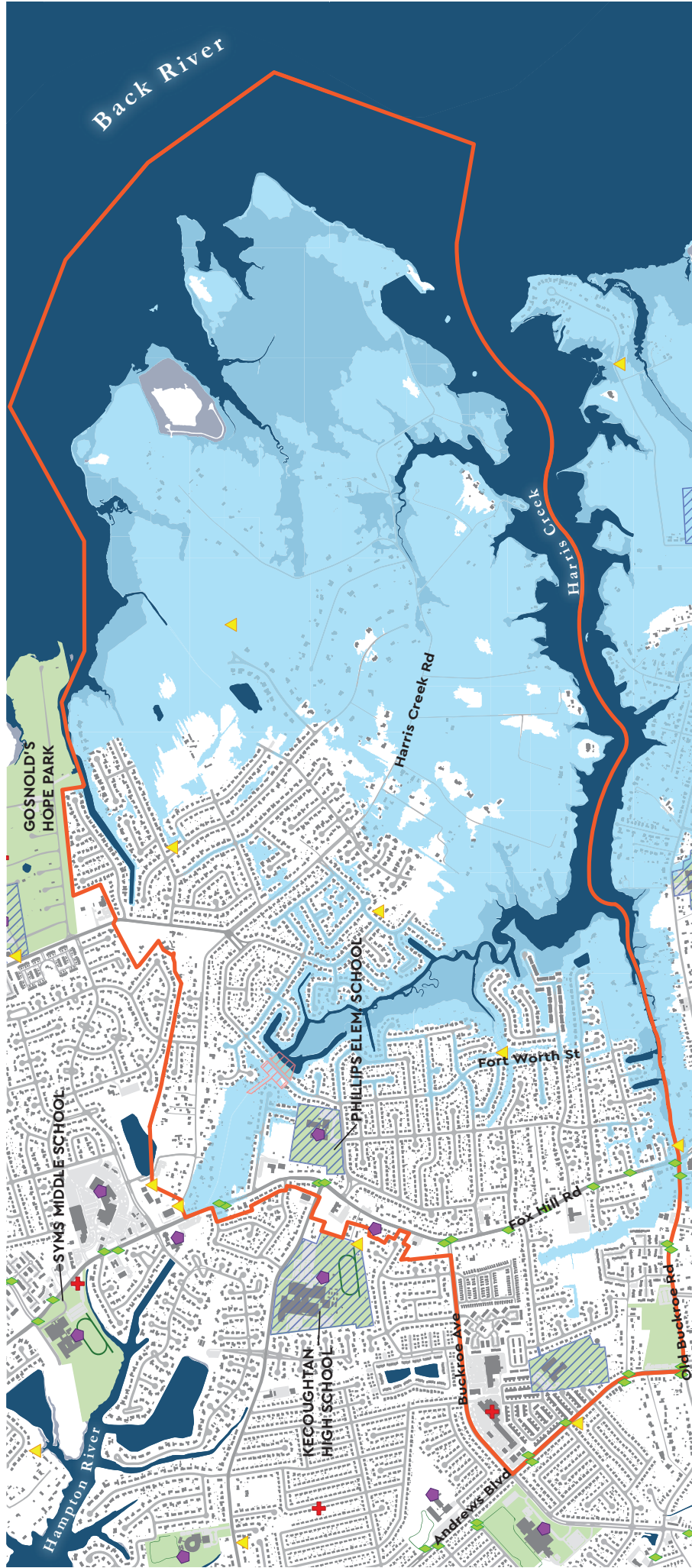











Figure 4. Proposed Project Area: Harris Creek

Legend

-  Harris Creek
-  2080 Mean High Water Projection
-  School Board Owned Property
-  City Owned Property
-  Pump Station
-  Bus Stop
-  School
-  Critical Facilities
- 





Virginia Department of Conservation and Recreation
Attention: Virginia Community Flood Preparedness Fund
Division of Dam Safety and Floodplain Management
600 East Main Street, 24th Floor
Richmond, Virginia 23219

Subject: Letter of Support for City of Hampton Fox Hill, Grandview, and Harris Creek Water Plan

I am writing this letter to offer the Fox Hill Neighborhood Center Board's support for the grant application submitted by the City of Hampton for the Virginia Department of Conservation and Recreation's Community Flood Preparedness Fund (CFPF).

The Fox Hill, Grandview, and Harris Creek areas already experience stormwater runoff, storm surge, and tidal flooding. This flooding is predicted to get worse due to the impacts of climate change. Our neighborhood is accustomed to truly "living with water," but as flooding get worse, we need adaptation and mitigation solutions. Flooding impacts transportation in our neighborhood due to flooded streets and also causes damage to our homes, property, and coastal ecosystems. Our neighborhood needs a resilient response to flooding.

The City of Hampton has made a commitment to its citizens to provide many opportunities for engagement throughout the planning and design process. The Fox Hill Neighborhood Center hopes to participate in these engagement efforts to ensure that the conceptual projects identified in the Water Plan benefit our neighborhood.

I sincerely urge the Department of Conservation and Recreation to give serious consideration to the City of Hampton's application for the Fox Hill, Grandview, and Harris Creek Water Plan to the CFPF program. The positive impact of this project on our community cannot be overstated.

Thank you for considering The City of Hampton's application. Your support would mean a great deal to the Fox Hill community.

Sincerely,

Lori Evans, President

Fox Hill Neighborhood Center
65 Hall Road
Hampton, VA 23664



Grandview Trust

To: Virginia Department of Conservation and Recreation
Virginia Community Flood Preparedness Fund
Dam Safety and Floodplain Management
600 East Main Street, 24th Floor
Richmond, Virginia 23219

From: The Grandview Trust
204 Lighthouse Drive
Hampton, VA 23664

Re: Hampton's Fox Hill, Grandview, and Harris Creek Water Plan

The Grandview Trust is in full support of the City's grant application being submitted to the Virginia Department of Conservation and Recreation's Community Flood Preparedness Fund (CFPF).

The Trust is responsible for maintaining four gravel roads in the historic section of Grandview. The Grandview Trust is more than willing to work with the City of Hampton in developing a Water Plan for this part of Hampton that will include strategies for managing storm water runoff and extreme high tide events.

In addition, the Trust supports the construction of off shore breakwaters which will help protect a living shoreline from White Marsh Beach all the way to the Hampton Nature Preserve.

The Grandview Trust asks the Department of Conservation and Recreation to give every consideration to the City of Hampton's application for the Fox Hill, Grandview, and Harris Creek Water Plan to the CFPF program.

Your support would mean a great deal to the Grandview Community and citizens of the Fox Hill section of our City.

Grandview Trust Trustees: Jamie Chapman, 204 Lighthouse Drive. Jamiec0202@gmail.com 757-725-0807. Ronnie Hogge 116 Lighthouse Drive. R_hogge@yahoo.com 757-746-6063. Eunice Wellbrock, 12 Constant Road. unys@verizon.net 757-477-2100



Grandview Island Beach Partners

Grandview Islanders and Friends Joining
Together to Protect and Preserve
Grandview's Beaches

Virginia Department of Conservation and Recreation
Virginia Community Flood Preparedness Fund
Dam Safety and Floodplain Management
600 East Main Street, 24th Floor
Richmond, Virginia 23219

RE: Support for City of Hampton Fox Hill, Grandview, and Harris Creek Water Plan

Grandview Island Beach Partners INC supports the grant application submitted by the City of Hampton for the Virginia Department of Conservation and Recreation's Community Flood Preparedness Fund (CFPF).

Our nonprofit corporation supports the protection of the beaches and marsh land on the northeast coast area in Hampton, Virginia. The beaches are a fragile barrier dune protecting the marsh area of Grandview and Harris Creek. We organized the planting of 6,000 sea oats on the ¾ mile stretch of White Marsh Beach in 2014 and we are gearing up for a second planting in 2024. This has helped to preserve the primary dune on this reach. We support breakwaters which will allow for a protected living shoreline from Salt Ponds channel to the Back River Lighthouse ruins rocks. This will protect Hawkins Pond and the entrance to the Hampton Nature Preserve, the Grandview waterfront community, and White Marsh Beach.

Beach Road going through Fox Hill and ending in Grandview begins flooding when every time the tide exceeds 4.5 feet above mean low water. The frequency and severity of this flooding will continue without mitigation in various forms. Grandview Beach Partners stands ready to work with the City of Hampton in helping develop a water plan which will protect our section of the city as we increase our resilience to climate change and rising sea level.

A handwritten signature in cursive script that reads "Anne Butcher".

Anne Butcher, President

Grandview Island Beach Partners is a membership based non-profit corporation created to preserve Grandview Island Beaches as open space and accessible to the public for educational and recreational purposes. 14 Constant Road, Grandview Island, Hampton, VA 23664. Facebook: Grandview Beach Partners. Email: gvibeachpartners@gmail.com Anne Butcher, President 757 851 5272

Mr. Scott Smith

City of Hampton Public Works

22 Lincoln Street

Hampton, VA 23669

Dear Mr. Smith:

Thank you for attending our meeting to talk about tides and flooding in Hampton and your help in trying to place a radar instrument on the bridge to Grandview. We are excited to be included in the projects. The second page of this letter explains our research project.

Please attach a copy of this letter in the City's application to the Virginia Department of Conservation and Recreation's Community Flood Preparedness Fund. We are learning about and hope to participate in helping the City develop its application to protect our neighborhoods from storms and flooding. We understand the importance of planning for the future and we are relieved to know that our city is working with the state and federal government to help reduce the threats of rising sea level and more intense storms due to climate change.

Sincerely - Tides and Flooding Student Research Project Members

A handwritten signature in black ink that reads "Avery Hammond". The signature is written in a cursive, slightly slanted style.

Avery Hammod, Head Student Researcher



Tides and Flooding in Hampton

Student Research Project

The Fox Hill Neighborhood Center and Science Department of Jones Magnet Middle School are sponsoring and supporting a research team of students in a three-year research project. The research team formed on February 8, 2023 and will continue their research for the next two years. The students meet monthly at the school during the school year and at the Fox Hill Neighborhood Center at 65 Hall Road in June, July and August. The scope of the Students' Research follows:

NOAA and the NWS record predicted and observed tides at locations in Hampton Roads. This research project will involve analyzing this data and comparing it to tide measurements from Long Creek in Grandview. The observed tide data (Sewells Point and Messick Point) and student recorded measurements will be used to develop a model that predicts the depth of water that covers Beach Road near Grandview in the Fox Hill section of Hampton, Virginia during extreme (4.5 feet MLLW and above) high tide events.

The end product of the students' research will be the design of a website that will show flooding on Beach Road. The students will create an alert system that warns travelers that water will be covering the road and directs interested parties to a website that will show live footage of water-levels on the road. This system can also be adapted to other roads that flood during storms.

During the three years of this research, students will collaborate with the City of Hampton's Resilience Officer, officials of Public Works and scientists from Virginia Seafood Agricultural Research and Extension Center. Students that complete the research project will have a thorough understanding of tides and flooding as the area continues to experience sea level rise and opportunities to demonstrate that knowledge to the officials and citizens of Hampton.

For more information about the Tides and Flooding in Hampton Research e.Project contact: Dr. Jamie Chapman, Fox Hill Neighborhood Center, jamiiec0202@gmail.com, 757-725-0807. Sabrina Burbanck, Science Teacher, Jones Magnet Middle School, sburbanck1@hampton.k12.va.us



November 09, 2023

Virginia Department of Conservation and Recreation
Attention: Virginia Community Flood Preparedness Fund
Division of Dam Safety and Floodplain Management
600 East Main Street, 24th Floor
Richmond, Virginia 23219

To whom it may concern:

On behalf of the City of Hampton, I authorize the request for funding the grant proposal submissions to the Virginia Community Flood Preparedness Fund, for the following projects: Fox Hill, Grandview, and Harris Creek Water Plan, Honor Park Resilience Project, ADAPT-LongCreek Blueway, Citywide Stormwater Model .

If awarded and subject to execution of a grant agreement, the City of Hampton pledges its commitment to provide funding to meet the match requirement established by the 2023 Grant Manual for the fund. City funds have been budgeted for Fiscal Year 2024 ending June 30, 2024. As the City's grant application provides, such matching fund will be provided the project in the following amount:

- **Fox Hill, Grandview, and Harris Creek Water Plan:** The City of Hampton will provide \$240,000, in unobligated 2019 Bond Funds, a 40 percent match based on the project total cost of \$600,000.
- **Honor Park Resilience Project;** The City will provide \$1,640,000, in unobligated 2019 Bond Funds, a 40 percent match based on the total project cost of \$4,100,000.
- **ADAPT - Long Creek Blueway:** The City of Hampton will provide \$775,000, in unobligated 2019 Bond Funds, a 50 percent match based on the project total cost of \$1,550,000.
- **Citywide Stormwater Model;** The City will provide \$214,800, in unobligated 2019 Bond Funds, a 10 percent match based on the total project cost of \$2,148,000.

We appreciate this opportunity to seek funding in support of our ongoing efforts to increase Hampton's resilience and preparedness for flooding impacts.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian DeProfio".

Brian DeProfio,
Assistant City Manager, City of Hampton

Virginia Community Flood Preparedness Fund Application

Attachment 2: Budget Narrative





Virginia Community Flood Preparedness Fund Application
Resilient Hampton: Downtown Hampton, Phoebus & Buckroe Beach
 Attachment 2 – Budget Narrative

Estimated Total Project Cost

The estimated total project cost is **\$600,000**. A summary budget is shown below in Table 1.

This amount represents the total cost for consultant support. Costs do not include City staff’s work to oversee the contract, direct data collection and analysis, guide watershed concepts, and facilitate community outreach support. Although not enumerated in this proposal, those personnel costs will be funded by the City of Hampton’s budgeted personnel expenses.

Table 1: Summary Budget

Services	
Coastal Engineering, Modeling and Project Management	\$250,000
Resilience Planning, Concept Design, and Visual Communications	\$250,000
Creative Engagement, Outreach, and Facilitation	\$100,000
Projec Total	\$600,000

Table 2: Detailed Budget for Project

Task 1: Data Collection + Visualizations	
Data collection, watershed and vulnerability analysis, coastal modelling	\$120,000
Data visualizations, preliminary watershed concept development	\$60,000
Task 1 Total	\$180,000

Task 2: Watershed Concept Development	
Coastal engineering support	\$50,000
Development of watershed intervention strategies	\$90,000
Facilitated community engagement (design workshops), outreach	\$50,000
Task 2 Total	\$190,000

Task 3: Conceptual Project Design	
Coastal engineering support, project feasibility analysis	\$80,000
Development of flood mitigation and adaption strategies, project visualizations, plan development	\$100,000
Facilitated community engagement (design workshops), outreach	\$50,000

Task 3 Total	\$230,000
---------------------	------------------

Amount of Funds Requested from the Fund

Funds requested from the Fund are **\$360,000**.

These funds will be allocated to carry out Tasks 1, 2 and 3 of the Fox Hill, Grandview, and Harris Creek Water Plan to refine watershed flood mitigation and resiliency concepts into specific projects and develop initial project designs.

Amount of Cash Funds Available

The amount of cash funds available to the City of Hampton to meet the match requirement is **\$240,000**. This amount represents approximately 40 percent of the total project cost. Cash funds are being sourced from existing funding streams allocated by the City of Hampton for resiliency work, funded with a general obligation bond for capital projects.

A signed pledge agreement certifying the City's commitment to providing \$240,000 can be found in Attachment 6.

Authorization to Request for Funding

A signed letter authorizing the request for funding by Assistant City Manager Brian DeProfio may be found in Attachment 6.

Virginia Community Flood Preparedness Fund Application

Attachment 1: Scope of Work Narrative





Virginia Community Flood Preparedness Fund Application
Resilient Hampton: Fox Hill, Grandview, & Harris Creek Water Plan
Attachment 1 – Scope of Work Narrative

Part I: Project Information

Introduction

Hampton, Virginia, is a cultural treasure of state, national, and international significance. Our modern relationship to the water was developed and shaped over centuries by our connection to the Chesapeake Bay, Hampton Roads Harbor, and Back River. Here, there are more than 124 miles of navigable waterfront. The draw to the coast, and the livelihoods this natural feature supports, have led Hampton to develop a culture centered around water, illustrated by the fishing, tourism, boating, and military industries that thrive in our city today.

Anecdotal and empirical evidence tells us that our relationship to water is changing. Climate change is rapidly fueling an increase in extreme heat days, rising seas, and storms that are more powerful and more frequent than we have known in the past. These changes mean that Hampton's residents, businesses, and government must adapt to more successfully live with the water that is intrinsic to our economy, culture and identity. In 2017, Hampton publicly embraced this challenge and released the plan *Living with Water Hampton: A Holistic Approach to Addressing Sea Level Rise and Resiliency*. This was our first step in launching Hampton's resiliency initiative, Resilient Hampton. Since then, we have begun an ambitious journey to analyze the challenges posed by flooding in a changing climate in each of our watersheds. This began with Newmarket Creek, where the City worked collaboratively with residents and consultants to identify projects appearing in the *Resilient Hampton Newmarket Creek Pilot Project Area Water Plan*. Three of those projects have been designed, and are in various stages of construction. An innovative Environmental Impact Bond finances these projects, the first of its kind in the Commonwealth, and one of few of its kind operational in the country. Each project is designed to slow, store, and redirect water as strategies to mitigate the negative impacts of flooding, while treating Newmarket Creek as a valuable environmental and cultural asset for the City.

Hampton's next watershed-level resiliency plan took steps to pursue resilience in three economically, culturally, and historically significant areas of the city: Downtown Hampton, Phoebus and Buckroe Beach. Adopted by the City Council in October 2023, the *Downtown Hampton, Phoebus, and Buckroe Water Plan* – developed in collaboration with the local community, even amidst the COVID-19 pandemic – identified nature-based and hybrid solutions to mitigate tidal and stormwater flooding in Hampton's urban cores. Conceptual projects designed in the plan are being moved into the preliminary design and feasibility phase.

Hampton is now poised to strategize for the future resilience of the low-lying residential areas in the northeastern region of the city – the Grandview, Fox Hill, and Harris Creek neighborhoods. A

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22 Lincoln Street, 5th floor | Hampton, Virginia 23669
www.hampton.gov | Hampton's 311: 757.727.8311 | O.757.727.6140



desirable landscape for its natural beauty and proximity to water and wildlife, many area families have owned and passed property down through generations. From its beginning as a small village, there remains a solid connection to the land and heritage of living with the water.

This region of the city is the most geographically at risk from the impacts of climate change. Due to its low elevations and coastal proximity, this area can be heavily impacted during storm events. Flooding can be caused by multiple sources: tides, stormwater, or major events (hurricanes or nor'easters). While increasingly frequent tidal flooding is the primary stress for this area, nor'easters are of significant concerns, as the north-facing waterways – South Back River, Harris Creek, Wallace Creek, Grundland Creek, and Long Creek – are backed up with water for longer durations of time. Beach Road and Fox Hill Road, the primary critical access and evacuation routes, flood during storms, inhibiting safe egress. Similarly, Harris Creek Road and the Beach Road approach to the bridge over Long Creek flood frequently. Establishing safe egress during storm events, and safe corridors to access resources, is critical for these neighborhoods. In addition to the impacts of flooding on property and infrastructure, rising waters put the area's extensive marshes and forested wetlands, and the ecological services they provide the community, at risk of degradation.

This proposal seeks funding to forward Resilient Hampton's vision and goals by completing the initial concept development and conceptual design of nature-based or hybrid projects in Fox Hill, Grandview, and Harris Creek. Funding would finance the planning and conceptual design process for the *Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan*.

The initial project conceptual designs generated by this work will align with the values and guiding principles outlined in the Resilient Hampton *Living with Water* plan, and will slow, store and redirect water, and adapt, defend and buffer neighborhoods to changing water conditions. In mitigating flooding, each project will prioritize the use of nature-based solutions, and will contribute to economic vitality and social equity in Hampton's communities.

Project area

The project area is located in the northeastern corner of the City of Hampton, where the Back River meets the Chesapeake Bay (see Figure 1). The area is defined by multiple tidal waterbodies that divide the landscape – the Back River, Harris Creek, Wallace Creek, Grundland Creek, and Long Creek.

Fox Hill. The Fox Hill project area is located bound to the west by Harris Creek, to the north by the Back River, to the east by Long Creek. This is a largely residential area, with rural areas constructed in the early 1800s to post-war subdivisions. Many families in this area have passed down property for many generations. There is great neighborhood pride and recognition as a water-centric culture. Located in this project area, the Fox Hill Neighborhood Center is city-owned facility that is championed, staffed, and programmed by community volunteers and which acts as a



key institution and gathering place for the community. A detailed map of the project area is shown in Figure 2.

Grandview. Known by locals as Grandview Island, this project area is bound to the west by Long Creek, to the north by the Back River, to the east by the Chesapeake Bay, and to the south by the Salt Ponds inlet. This project area is composed of Bay-facing beach development, rural homesteads, and the Grandview Nature Preserve (a city park and beach access point). Residents of Grandview understand the challenges of “living with water” on their coastal island. The extensive marshes of Grandview provide exceptional wildlife habitat, carbon sequestration, and stormwater benefits. A detailed map of the project area is shown in Figure 3.

Harris Creek. This project area is bound to the west by a channelized tributary of the Back River, to the north by Back River, to the east by Harris Creek, and to the south by Fox Hill Road. This is the most densely developed project area. The growth of residential neighborhoods was largely driven by proximity to the Langley Air Force Base – North King Street Gate. Marshes and forested wetlands cover the low-lying coastal areas. Two tributaries of Harris Creek, that swell with stormwater during storm events, reach far into the inland, post-war subdivisions causing nuisance flooding. A detailed map of the project area is shown in Figure 4.



Figure 1. Proposed Project Areas:
Fox Hill, Grandview, & Harris Creek

LEGEND

-  Project Areas
-  School Board Owned Property
-  City Owned Property
-  National Wetlands Inventory
-  City Parks
-  Grandview Nature Preserve

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MILES



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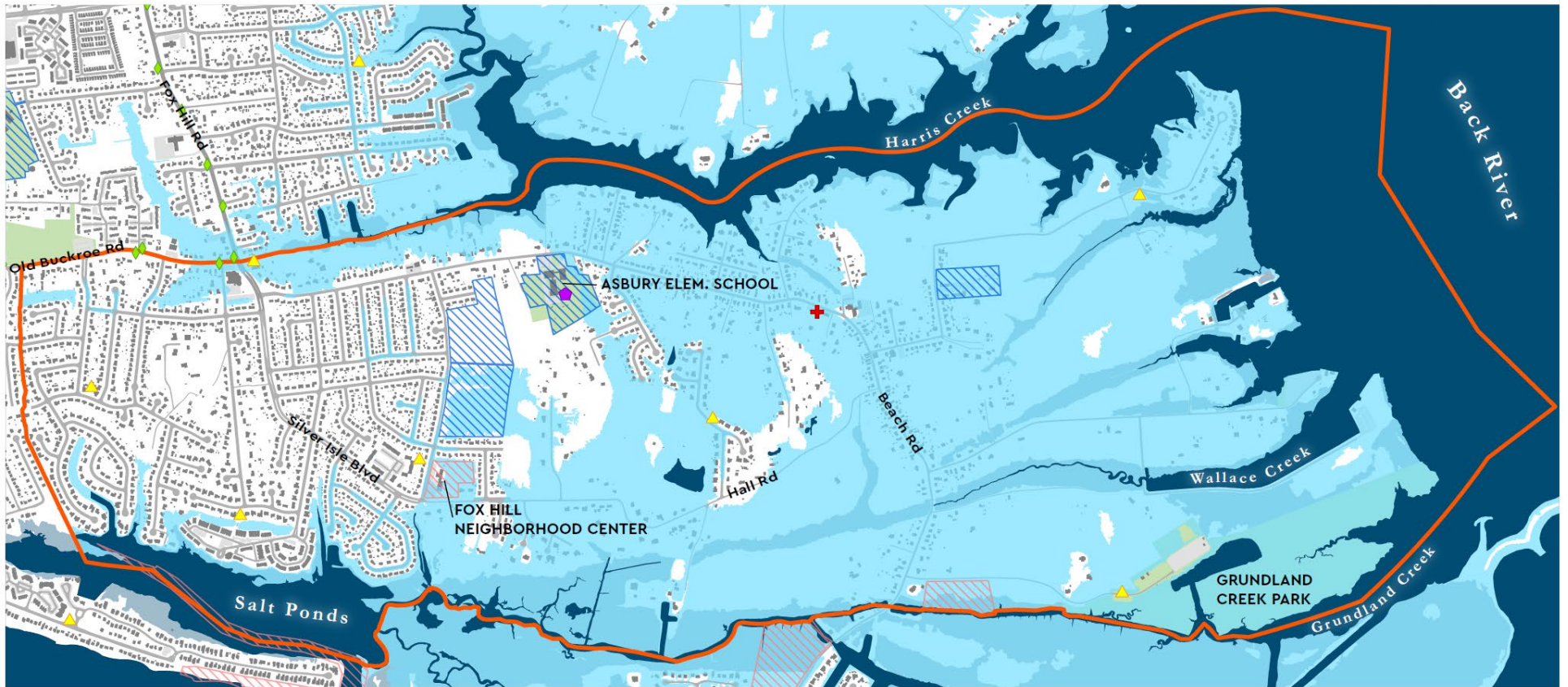
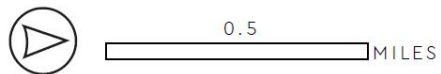


Figure 2. Proposed Project Area: Fox Hill

Legend

-  Fox Hill
-  2080 Mean High Water Projection
-  School Board Owned Property
-  City Owned Property
-  Pump Station
-  Bus Stop
-  School
-  Critical Facilities



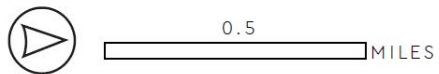
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Figure 3. Proposed Project Area: Grandview

Legend

-  Grandview
-  2080 Mean High Water Projection
-  School Board Owned Property
-  City Owned Property
-  Pump Station
-  Bus Stop
-  School
-  Critical Facilities



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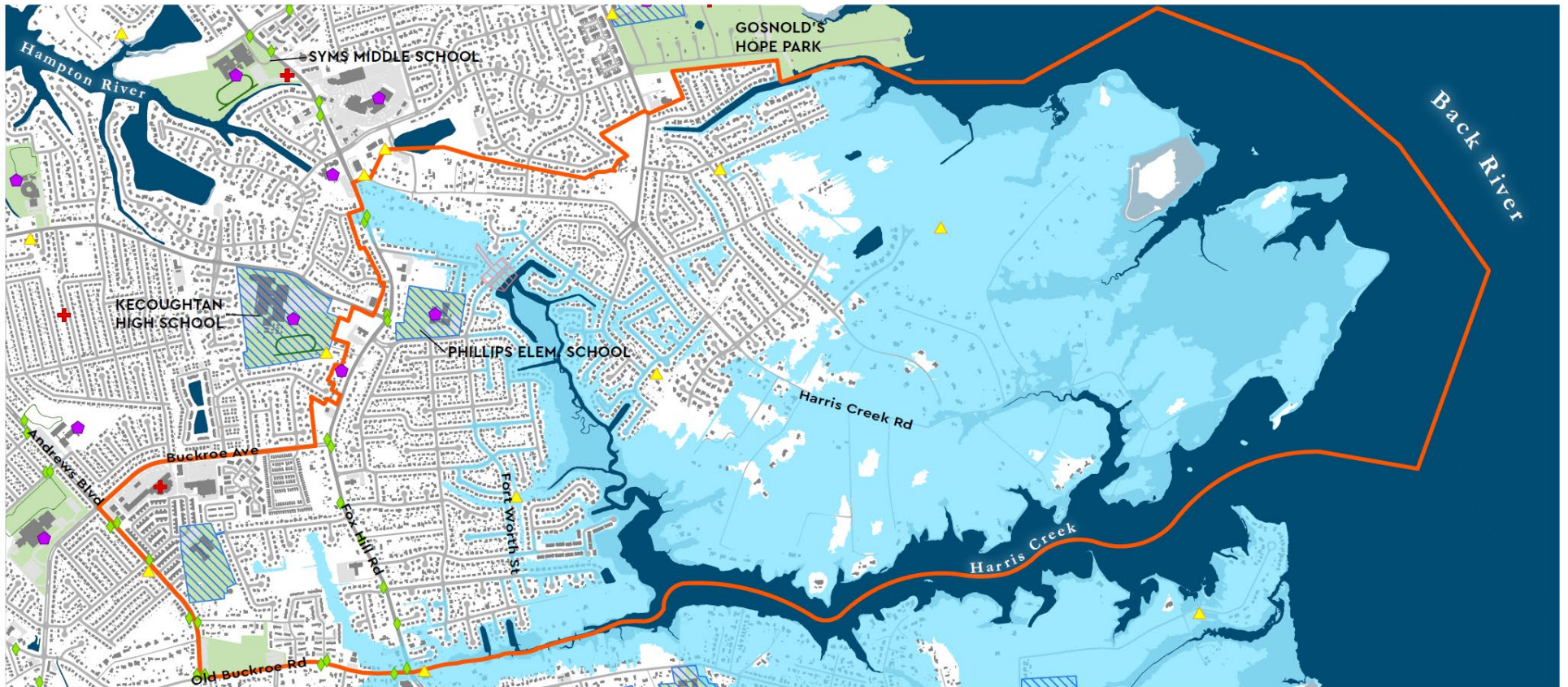
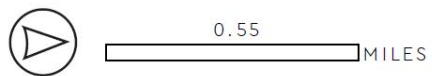


Figure 4. Proposed Project Area: Harris Creek

Legend

-  Harris Creek
-  2080 Mean High Water Projection
-  School Board Owned Property
-  City Owned Property
-  Pump Station
-  Bus Stop
-  School
-  Critical Facilities



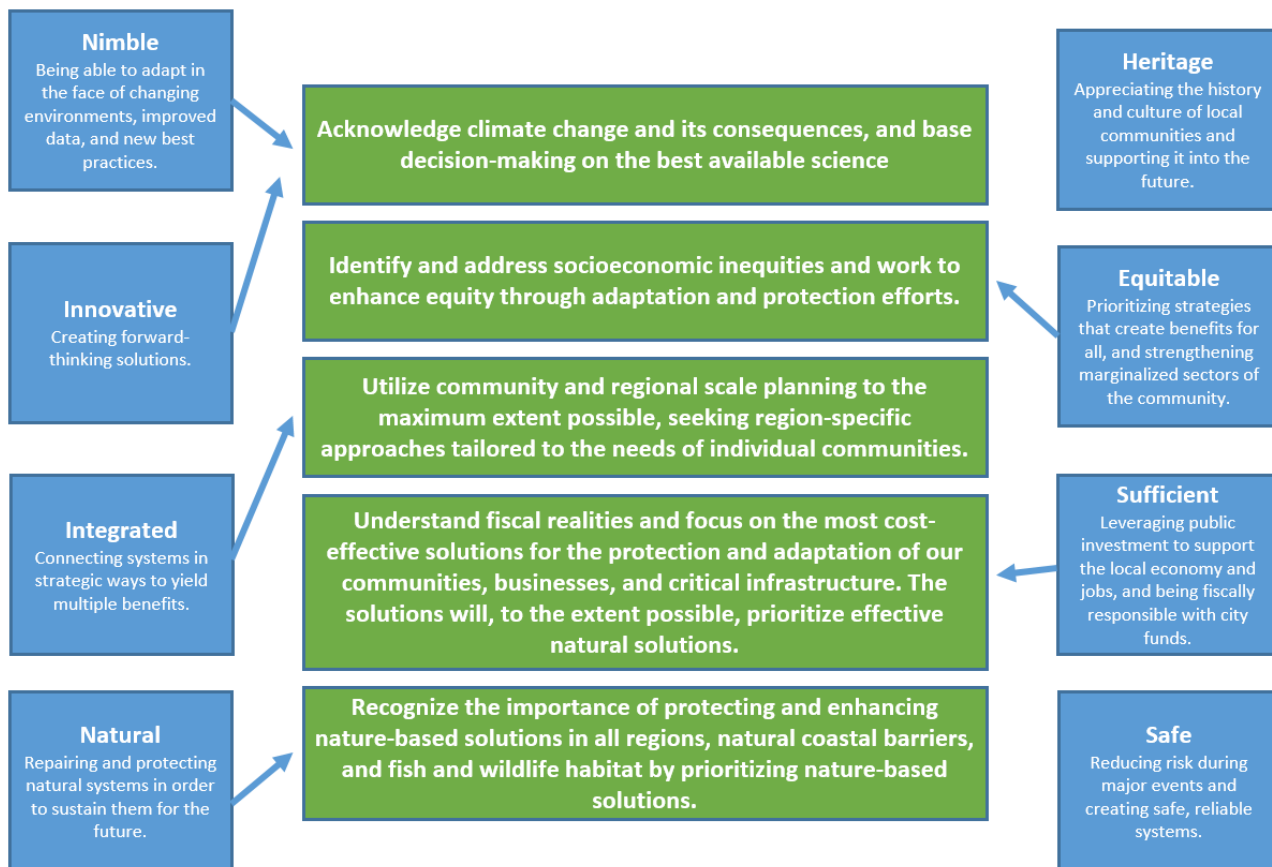
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Alignment with Hampton’s Resilience Plan

Implementation of flood resiliency projects and nature-based solutions in the Fox Hill, Grandview, and Harris Creek neighborhoods is in direct alignment with the following steps and vision identified in Resilient Hampton’s primary planning document, *Living With Water Hampton: A Holistic Approach to Addressing Sea Level Rise and Resiliency*. The plan articulates the need to identify geographic focus areas for detailed analysis, planning, and project implementation, in which the City will apply the strategies for resilience outlined in the original plan. The first of these geographic focus areas was the Newmarket Creek watershed, where implementation of projects continues. The second focus area is Downtown Hampton, Phoebus, and Buckroe, where projects advance to preliminary design. This proposed work in Fox Hill, Grandview, and Harris Creek represents the next geographic focus area for implementation.

The City of Hampton’s values for resiliency are closely matched with the guiding principles embraced by the Commonwealth of Virginia in its Coastal Resilience Master Planning Framework. Figure 5 illustrates this alignment.

Figure 5. Resilient Hampton Values (Blue) and VA Coastal Resilience Master Planning Framework Guiding Principles (Green)





Population

According to data from the 2020 census, the City of Hampton’s total population is 137,148. Data from the 2020 census suggests that more than ten percent of Hampton’s residents (14,253 individuals) reside in the approximate Fox Hill, Grandview, and Harris Creek project areas, and therefore would benefit from project interventions to mitigate flood risk and establish nature-based solutions. The proposed projects in each of the project areas, however, will help more than those residents alone. Individuals who regularly work in and travel to these neighborhoods – as well as visitors drawn to the area for their historical and natural attractions – will also benefit directly and indirectly from efforts to reduce flooding impacts on infrastructure, commercial properties, parks and recreational facilities.

The overall project area is not considered low-income. The project area spans three census tracts, which – when averaged – result in a median household income of \$77,825.67, which is above the 80% median household income for the metropolitan region.¹ With a median household income of \$50,941, Census Tract 101.04 is considered low-income. Within this Tract, approximately 22% of residents live below the poverty level.

Table 1. 2021 ACS 5-Year Estimates for Median Household Income by Geography

Geography	Median HH Income	80% Median HH Income
Commonwealth of Virginia	\$80,615	\$64,492
Virginia Beach-Norfolk-Newport News, VA-NC Metro Area	\$71,059	\$56,847
City of Hampton	\$59,380	\$47,504

Historic flooding data and hydrologic studies projecting flood frequency

Fox Hill, Grandview, and Harris Creek are each in a mapped floodplain and subject to recurrent flooding powered by environmental factors, and complicated by patterns of human development. A FEMA-generated FIRM panel for the project area may be found in Attachment 5 of this proposal.

Fox Hill. The Fox Hill project area is located bound to the west by Harris Creek, to the north by the Back River, and to the east by Long Creek. As shown in the attached FIRM effective May 16, 2016, much of this project area is located in the Special Flood Hazard Area (SFHA) Zone AE, with base flood elevations of seven to nine feet. The Limits of Moderate Wave Action line traverses the northern project area, resulting in the Coastal A Zone for much of the rural, low-lying portions of the area. Along the north coast, parts of the project area are in Zone VE, with base flood elevations

¹ Taken individually, median household incomes for these tracts are \$91,797, \$90, 739, and \$50,941.



from nine to eleven. Of the remaining project area outside of the SFHA, the majority is within the 0.2% annual chance flood hazard zone.

Tidal flooding and sea level rise are critical challenges for this low-lying land. Here, coastal homes, stormwater infrastructure, and key transportation routes already experience challenges with tidal flooding, including preventing safe egress routes into the area along Beach Road and Hall Road. Residents have noted that the intersection of Fox Hill Road and Old Buckroe Avenue (where Harris Creek is piped under the road), which is the entrance to this area, frequently floods – preventing access to the area. As sea levels rise, buildings and infrastructure in low-lying areas will experience ever more frequent tidal flooding events. By 2080, almost all of Fox Hill will be located in the 1% annual chance floodplain, with 660 or more existing structures (34% of the housing stock) expected to be found on ground which will experience daily tidal influence.

If impacted by a category 3 hurricane, NOAA's Sea, Lake and Overland Surges Maximum of Maximums (SLOSHMOM) model predicts much of Fox Hill would experience six to eleven feet of storm surge.

Grandview. Known by locals as Grandview Island, this project area is bound to the west by Long Creek, to the north by the Back River, to the east by the Chesapeake Bay, and to the south by the Salt Ponds inlet. The majority of the project area fronts directly onto the Chesapeake Bay. Grandview Island is exposed to storm surges, wind damage, and wave action from severe storms. The area experienced significant losses during Hurricane Isabel and Irene. Grandview is only accessible by Beach Road. The roadway approaches to the Beach Road bridge over Long Creek flood frequently from nuisance tidal flooding, such as elevated high tides and sunny day flooding. When the roadway is inundated, access into and out of Grandview is cut-off, putting residents at risk during medical emergencies and evacuations, and impacting visitor traffic into the Grandview Nature Preserve. This condition may exacerbate local preparedness and recovery from hurricanes and other extreme weather events, which we know to be occurring with increasing frequency and severity.

The attached FIRM panels (map number 5155270006H, 0013H, & 0014H), effective May 16, 2016, shows these areas in the SFHA zones AE and VE, with base flood elevations from seven to eleven feet. The Limits of Moderate Wave Action line traverses the northern project area, resulting in the Coastal A Zone for much of the uninhabited areas of the Grandview Nature Preserve. Along the coastal edge of the project area are Coastal Barrier Resource System (CBRS) areas and Otherwise Protected Areas (OPA) where flood insurance is not available to new or substantially improved structures.

By 2080, virtually all of Grandview will be located in the 1% annual chance floodplain, with 142 or more existing structures (61% of housing stock) expected to be located on ground which will experience daily tidal influence.



SLOSHMOM modeling places much of the project area in the five to eight foot modeled depth during a category three storm in present conditions. With sea level rise, storm surge zones and depths are likewise expected to expand.

Harris Creek. This project area is bound to the west by a channelized tributary of the Back River, to the north by Back River, to the east by Harris Creek, and to the south by Fox Hill Road. This area is exposed to nuisance tidal flooding and tidal back-up during nor'easters. The channelized creek, Harris Creek, and the South Back River are all north-facing waterways. North and northeastern winds brought in by nor'easters stack up the water, exacerbating tidal flooding. Historically, nor'easters have a greater impact on this area of the city.

The attached FIRM panels, effective May 16, 2016, shows that a vast majority of the project area is already located within the SFHA and 100-year floodplain, zones AE and VE. Base flood elevations in this area range between seven and eleven feet. Outside of these zones, most of the remaining land is within the 0.2 percent annual flood risk area. The Limits of Moderate Wave Action line traverses the northern project area, resulting in the Coastal A Zone for much of the more rural residential properties.

By 2080, a majority of Harris Creek will be located in the 1% annual chance floodplain, with 409 or more existing structures (13% of housing stock) expected to be located on ground which will experience daily tidal influence.

SLOSHMOM modeling places much of the project area in the five to eight foot modeled depth during a category three storm in present conditions.

The ability of the local government to provide its share of the cost

The total project cost for the Fox Hill, Grandview, & Harris Creek Water Plan is \$600,000. This plan will result in hybrid projects, therefore the City match requirement is 40%, \$240,000. Funds from the 2019 General Obligation Bond will be used as a match source. A signed pledge agreement from the Office of the City Manager can be found in Attachment 6 of this application.

Administration of local floodplain management regulations

A copy of the City of Hampton's current floodplain ordinance can be found in Attachment 7. This ordinance is also accessible online via municode at https://library.municode.com/va/hampton/codes/zoning?nodeId=CH90VDI_ARTIVDIL0ZO0V.

Other necessary information to establish project or study priority



Repetitive Loss and Severe Loss Properties. The most recent data available to the City from 2022 indicates that there were a total of 274 repetitive loss properties and 14 severe repetitive loss properties in the proposed project area. A breakdown of this data by type and location is shown below in Table 2. We know, however, that this data does not reflect current conditions in the project areas. Further, we know that the older age of structures in these areas and risk of sea level rise is increasingly threatening properties and structures.

Table 2. Repetitive Loss and Severe Repetitive Loss Properties by Project Area

	No. of Repetitive Loss Properties	No. of Severe Repetitive Loss Properties
Fox Hill	186	6
Grandview	42	8
Harris Creek	46	0

Residential and Commercial Structures. Hampton is the oldest continually settled, English-speaking community in the United States, and as such is rich in historic and cultural significance. This is especially true in the three project areas, which include areas settled since the early 1600s.

The **Fox Hill** project area is primarily a residential neighborhood, with a historic main street along Beach Road. Many of the commercial structures in this historic main street are no longer operational or have been converted to a residential or institutional use. Some homes and buildings along this historic street are pre-1800s structures. Within the project area there are 25 non-residential and 1929 residential structures. These numbers reflect that this area was once a thriving commercial center – supported by local watermen and the residential estates of the neighborhood.

Three private marinas and boat launches are located at the north reach of this project area – Bell Isle Marina, Dandy Haven Marina, and a Virginia DWR boat launch. These three facilities provide essential recreational opportunities to the Hampton community, and the larger Peninsula community. Increased water access has been identified by citizens as strategic priority for the City of Hampton. These three marinas also support the local watermen’s industry.

The **Grandview** project area is another largely residential portion of Hampton. Of the 231 residential structures, 67% are water- or marsh-front properties. There is one non-residential structure in the project area. This area was previously home to the historic Grandview Lighthouse, which marked the entrance to the Back River from the Chesapeake Bay. The lighthouse was deactivated in 1936 and destroyed by Hurricane Flossy on September 27, 1956 with only a pile of rocks marking the site. Many residents see the lighthouse as a sign of resilience, and there are efforts from the neighborhood to build a replicate lighthouse at the end of Beach Road. Due to the high risk of storm damage, many structures are elevated on piles; though many of the pre-FIRM homes on Beach Road and Adriatic Road are slab-on-grade or crawlspace construction that do not meet current freeboard requirements.



The **Harris Creek** project area is more densely populated than the other two project areas, with 3076 residential structures. Post-war subdivisions, like Fort Worth, were constructed in this low-lying area to meet the housing demand from nearby Langley Air Force Base – North King Street Gate. Development patterns of these neighborhoods is consistent with many of the post-war subdivisions in Hampton – smaller 70’x100’ lots with slab-on-grade brick ranchers. Like much of the Hampton Roads region, Hampton has a lack of quality affordable housing to meet the community needs. These post-war neighborhoods continue to play an important role in providing easily accessible and affordable housing to Air Force members and their families. Development in the northern portion of Harris Creek is more rural, with many of the homes accessed by private drives winding through the marshland. This project area also includes a regional commercial center along Nickerson Boulevard. This commercial center is one of two primary grocery and services locations within the northeastern region of the city.

3076 residential structures and 39 non-residential structures are located in the Harris Creek area.

Critical Facilities. There are fourteen critical facilities located in the proposed project area which are listed below in Table 3.

Table 3. Critical Facilities by Project Area

Project Area	Facility Name
Harris Creek	Police Field Office
Harris Creek	Pump Stations #38, 41, 42 43
Fox Hill	Fire Station #5
Fox Hill	Pump Stations #33, 44, 45, 46, 48, 51
Fox Hill	Police Communications Tower 6
Grandview	Pump Station #47



Part II: Need for Assistance

Local government financial and staff resources

The City of Hampton's resiliency work is supported by a highly trained group of professionals, in addition to external consulting support. Staff engaged in Resilient Hampton and other flood mitigation efforts include:

- Resiliency Officer
- Resiliency Specialist (x2)
- Director of Community Development Department
- Deputy Director of Community Development Department
- City Planner
- Zoning Administrator
- Building Official
- Neighborhood Development Associate II
- Emergency Management Coordinator
- Deputy Emergency Management Coordinator
- Emergency Management Planner (x2)
- Water Resources Engineer
- Senior Civil Engineer
- Senior Civil Engineer / Stormwater
- Parks, Recreation & Leisure Services Department Director
- Parks Planner
- Clean City Coordinator
- Deputy City Attorney

The City of Hampton has three certified floodplain managers on staff.

The City of Hampton has access to the following software which is relevant to the execution of flood mitigation and resiliency work:

- ArcGIS Desktop and Online
- Adobe Suite
- AutoCAD
- HURREVAC HV-X
- SLOSH
- HAZUS
- BasicGov (*or other equivalent development permitting software*)
- 311 Communications



Local government capacity

The City of Hampton has an established team and division tasked with advancing coastal resiliency in the community. The Resilience Division, housed in the Community Development Department, leads and manages the Resilient Hampton Team, an inter-department, inter-disciplinary team of City staff whose work is related to resilience and flood mitigation efforts. The City has a proven track record of effectively completing watershed-level resilience planning and conceptual designs for community scale flood mitigation projects. Both the adopted *Newmarket Creek Pilot Project Area Water Plan* and the *Downtown Hampton, Phoebus, and Buckroe Water Plan* are evidence of effective local government capacity.

In addition to staff capabilities, the City partners with various engineering and design consultant firms with expertise in coastal resiliency, including Waggoner & Ball, Moffatt & Nichol, Brown & Caldwell, Work Place Architects, Kimley Horn, Pennoni, etc.

Social vulnerability of the study area

Low-income geographic areas. On average, the overall project area is not considered low-income. The project area spans three census tracts, which – when averaged – result in a median household income of \$77,825.67, which is above the 80% median household income for the metropolitan region.² With a median household income of \$50,941, Census Tract 101.04 is considered low-income. Within this Tract, approximately 22% of residents live below the poverty level.

Census Tract 101.04 is located more inland than the other two Tracts in the project area. This is a common occurrence for Hampton – much of the higher value housing is waterfront property. Though this Tract is inland, it still experiences tidal flooding from Harris Creek tributaries and stormwater flooding in low-lying areas.

Social Vulnerability Index Score. The census tracts that most closely align with the project areas and their social vulnerability index score as provided by the Virginia Flood Risk Information System (VFRIS) viewer are shown in Table 4 below. The average score for all project areas is 0.31, indicating low social vulnerability.

Table 4: Social Vulnerability Classification and Index Scores by Project Area (ADAPT VA)

Project Area	Social Vulnerability Classification	Social Vulnerability Index Score
Fox Hill (census tract 121)		-0.2 (Average for the project area)

² Taken individually, median household incomes for these tracts are \$91,797, \$90, 739, and \$ 50,941.



121 Block Group 1	Low social vulnerability	-0.3
121 Block Group 2	Moderate social vulnerability	0.3
121 Block Group 3	Low social vulnerability	-0.6
Grandview (census tract 121)		0 (Average for the project area)
121 Block Group 1	Low social vulnerability	-0.3
121 Block Group 2	Moderate social vulnerability	0.3
Harris Creek (census tracts 101.03, 101.4)		.08 (Average for the project area)
101.03 Block Group 2	Low social vulnerability	-0.7
101.03 Block Group 3	Low social vulnerability	-0.1
101.03 Block Group 4	Low social vulnerability	-0.0
101.03 Block Group 5	Low social vulnerability	-0.1
101.03 Block Group 6	Moderate social vulnerability	0.3
101.04 Block Group 5	High social vulnerability	1.1
Average	Low Social Vulnerability	-.01

Table 5: Social Vulnerability Classification and Index Scores by Project Area (VFRIS)

Project Area	Social Vulnerability Classification	Social Vulnerability Index Score
Fox Hill (census tract 121)		.38 (Average for the project area)
121 Block Group 1	Moderate	.58
121 Block Group 2	Low	.22
121 Block Group 3	Low	.36
Grandview (census tract 121)		.69 (Average for the project area)
121 Block Group 1	Moderate	.58
121 Block Group 2	Low	.22
Harris Creek (census tracts 101.03, 101.4)		.28 (Average for the project area)
101.03 Block Group 2	Very low	.03
101.03 Block Group 3	Very low	.16
101.03 Block Group 4	Low	.27
101.03 Block Group 5	Low	.25
101.03 Block Group 6	Very low	.19



<i>101.04 Block Group 5</i>	<i>High</i>	<i>.79</i>
Average	Low Social Vulnerability	.31



Part III: Alternatives

The project concepts designed with this funding will prioritize use of nature-based solutions wherever feasible, and where infeasible, will pursue hybrid solutions for flood mitigation. The total project cost is less than \$2 million. Therefore, we do not present alternative options in this proposal to address the level of current and forecasted flood risk in the three project areas. To do nothing in the face of the accelerating climate crisis is not an option for Hampton. Inaction runs counter to the City's vision and mission. Each project area already experiences significant flooding impacts, and faces imminent risks from rising seas and worsening storms. For the health and prosperity of our city, it is crucial that Hampton invest in supporting residents to adapt to flooding, and in identifying innovative and functional solutions to maintain its critical functions, economy, and culture.



Part IV: Goals and Objectives

The purpose of this project is to increase resilience to flooding in the City of Hampton by bolstering our community's inherent strengths, alleviating chronic stresses, and enabling recovery from extreme events and shocks in ways that make our community even stronger than before. In pursuit of these ends, this phase of the Resilient Hampton Initiative will create preliminary concept designs for specific projects in three geographic areas. The projects will be designed to slow, store, and redirect water, while embracing opportunities to adapt to changing environmental conditions driven by climate change. Design strategies of buffering and defending will also be explored. The projects will each provide community-scale benefits for these areas, and will focus on creating mitigation benefits and other co-benefits for the surrounding communities.

Goal 1 – Develop projects which will mitigate existing impacts of flooding on public lands while prioritizing nature-based solutions to live with water.

- Objective 1.1 – Design projects to detain and clean stormwater runoff before it overwhelms infrastructure and reaches our waterways, using best management practices wherever possible.
- Objective 1.2 – Design projects to restore native floodways and create additional space in their floodplains to allow flooding to occur.
- Objective 1.3 – Design projects to create multi-purpose, hybrid infrastructural solutions to prevent tidal backflow and reduce storm surge impacts.

Goal 2 – Establish innovative, nimble, nature-based designs for coastal areas expected to be permanently inundated within the next 30-50 years.

- Objective 2.1 – Design projects to ensure continued operation or relocation of key public infrastructure and amenities in harm's way.
- Objective 2.2 – Design projects to restore natural habitats in low-lying areas and connect them to other green spaces.
- Objective 2.3 – Design projects to utilize public spaces as flexible amenities in the short- and long-term.

Goal 3 – Plan for project benefits to be equitably distributed, and to meet the needs of those most vulnerable to the impacts of climate change.

- Objective 3.1 – Create project concept designs in collaboration with the local communities that prioritize maintaining the heritage, culture, and assets with which those communities identify.
- Objective 3.2 – Share knowledge and information transparently with affected populations on a continual basis.
- Objective 3.3 – Prioritize flood mitigation project ideas that direct benefits to low-income, underserved, and under-resourced communities.



Goal 4 – Develop strategies for adaptation that balances Hampton’s coastal heritage and the increasing risk of sea level rise, flooding, and storm surge on nature, people, property, and infrastructure.

- Objective 4.1 – Identify projects and solutions to extend the resilience of critical infrastructure and assets.
- Objective 4.2 – Identify and prioritize adaptation strategies for residential structures.
- Objective 4.3 – Explore managed retreat as an adaptation strategy and explore programs that aid property owners in recouping economic value lost to sea level rise.
- Objective 4.4 – Design nature based-solutions to support the adaptation of coastal ecosystems, such as salt marshes and wetlands.

Goal 5 – Develop and implement a campaign to further engagement and education of residents of all ages.

- Objective 5.1 – Utilize a variety of formats and creative approaches to engage citizens and stakeholders in project areas in the planning process.³
- Objective 5.2 – Identify community champions for environmental stewardship to create collaborative opportunities to build education into the planning and engagement processes.
- Objective 5.3 – Embed holistic educational materials with innovative and fun opportunities to engage.

Expected Results and Benefits

Successful completion of this work will result in a water plan for the Fox Hill, Grandview, and Harris Creek areas that identifies, prioritizes, and recommends project design concepts aligned with Resilient Hampton’s values, goals, and guiding principles.

Goal 1 Expected Result – The City of Hampton has a concept design for flood impact mitigation projects in each project area, and is prepared to begin pursuing funding and detailed designs for the projects. The benefits of this result include near-term reductions in risk to both human life and economic assets.

Goal 2 Expected Result – The City of Hampton has a concept design for coastal adaptation projects in each geographic area, and is prepared to begin pursuing funding and detailed designs for the projects. Mitigating medium-term risk by planning ahead for climate impacts will prepare the City to transition more smoothly to new development forms. Demonstrating action to create liveable neighborhoods into the future can also help drive investment in Hampton, in turn supporting economic opportunity in the community more broadly.

³ The project team will utilize the International Association for Public Participation’s (IAP2) “Spectrum of Public Participation” to guide engagement design and ensure that engagement methods result in the desired outcome. In addition, six of the project’s facilitation and engagement support team are certified by IAP2.



Goal 3 Expected Result – Groups that are low-income, underserved and/or under-resourced are engaged and plan to support and/or partner with the City on specific projects to mitigate and adapt to flooding. Achieving procedural justice is a key step toward climate equity. In addition to increased awareness of flooding challenges, an engaged and informed citizenry can identify the barriers to individual adaptation, as well as opportunities for City-led co-investment in environmental, social, and economic resilience.

Goal 4 Expected Result – The City of Hampton has identified a clear strategy for adaptation of neighborhoods, infrastructure, and assets in areas that currently experience, or will increasingly experience, frequent flooding. Individual property owners will be empowered to respond to the risk of sea level rise and pursue adaptation strategies on their properties, therefore decreasing vulnerability. The City and non-profit partners will collaborate on efforts to support the resilience of coastal ecosystems.

Goal 5 Expected Result - Residents have an increased awareness, knowledge, and general understanding of climate change, flood risk, and the City of Hampton’s Living with Water approach to coastal resiliency; property owners will better understand the ways in which adaptation and mitigation strategies increase community resilience. The benefit of these results is an empowered citizenry who maintains an active voice and role in the planning and execution of a more resilient city.



Part IV: Approach, Milestones, and Deliverables

Approach

Award of the funds requested by this proposal would support Task 1, Tasks 2, and 3 of the City of Hampton's work with their engineering, design, and engagement consultants to create the *Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan*. Task 1 of this water plan will result in a detailed analysis and modelling of local conditions in the three study areas. This analysis will include hydraulic and hydrologic models, current and projected flood risk, urban heat and vegetative density, land use and ownership, building conditions, socioeconomic conditions, historic patterns of development, anticipated and planned development, and infrastructure vulnerability. During the completion of Task 1, these factors will be used to envision broad concepts for resiliency projects in each of the three study areas.

Under Tasks 2 and 3 of this work, we will generate more specific concept designs for individual projects based on prior analysis conducted. Task 2 will refine strategies and identify projects. This will include consulting support and coordination meetings between consultants and the City of Hampton's staff, including the Resiliency Officer, Resiliency Specialists, a City Planner, and a Stormwater Engineer. The purpose of these meetings will be to review progress on project concepts and provide regular feedback. Additionally, consultants and City staff will meet with the local communities impacted by the water plan in a Design Workshop to share high-level concepts and collaborate on appropriate directions, local assets, and challenges. Under Task 3 of the project, consultants will work with the City to refine and prioritize concepts and feedback received from neighborhoods into resiliency, adaptation, and flood mitigation projects, including specific locations, typologies, schedules, and magnitude of cost estimates for each of the three project areas. Once developed, these project ideas will be brought back to the community for feedback in a set of community outreach meetings. Regular bi-weekly meetings between City staff and consultants will continue through this time.

As noted above, broad community participation, engagement, and feedback are fundamental to the Resilient Hampton Initiative's approach to creating a more resilient city. This approach seeks to listen and learn from the voices and experiences of residents, businesses, and anyone with a stake in the future of Hampton, recognizing that particularly those who will be affected by a decision have a right to be involved in the decision-making process. With equity among the Initiative's eight core values, not only is this work based on a commitment to involve the public at-large in shaping a resilient future for Hampton, ensuring that mitigation and adaptation projects are directing resources toward those individuals most in need and strengthening marginalized communities are a key priority in project decisions.

Though the Resilient Hampton has a documented history of successful community engagement, this application requests the assistance of a creative community engagement consultant to assist City staff in effectively navigating difficult discussions, such as the need for residential structure adaptation or managed retreat. Additionally, engagement consultant support will assist the City in



developing innovative and creative communication methods to reach the wider community, where traditional civic institutions do not reach.

Milestones, Deliverables and Timeline

Milestones and Deliverables for Task 1 June 2024 – October 2024

Milestone 1: Data collection and watershed-level risk and vulnerability analysis is completed.

- **Deliverable 1:** Vulnerability analysis report and project website with interactive mapping and survey tools to illustrate existing conditions and future risk and to collect a series of information from residents about their resilience challenges.

Milestone 2: Watershed-level concepts are developed for each project area.

- **Deliverable 2:** Notes from a series of online design sessions between City staff and consultants.

Milestone 3: Creative engagement with local communities to both educate and collect feedback on their understanding of climate risk, existing flood risk challenges, and resilience themes in each project area is documented.

- **Deliverable 3:** Documented notes from the first set of community meetings and from interactive website. Virtual and physical contour model will be fabricated for community engagement and design studies.

Milestones and Deliverables for Task 2 November 2024 – February 2024

Milestone 4: Draft watershed-level intervention strategies to slow, store, and redirect water and defend, buffer, and adapt to flood risk are identified for each project area.

- **Deliverable 4:** A set of workshop table maps and presentation boards explaining the strategies, concepts, and expected storage or mitigation capacity and potential.

Milestone 5: Feedback from local communities is documented for each project area.

- **Deliverable 5:** Documented notes from design workshops for each study area.

Milestone 6: Final watershed-level intervention strategies to slow, store, redirect, defend, buffer, and adapt to water are elaborated for each project area.

- **Deliverable 6:** A report describing a package of intervention strategies and, generated using online collaboration softwares.

Milestones and Deliverables for Task 3 March 2024 – September 2025



Milestone 6: Draft flood mitigation and adaptation project concepts are identified for each project area.

- **Deliverable 6:** A set of workshop table maps, presentation boards, and a draft ArcGIS Online Storymap explaining the project concepts and their expected impacts (storage and other mitigation capacity and potential).

Milestone 7: Feedback on draft project concepts is documented from each project area.

- **Deliverable 7:** Documented notes from online feedback and community meetings in each project area.

Milestone 8: A complete set of initial project concept designs, including locations, typologies, schedules, and order of magnitude costing is produced for each of the three project areas. High-level analysis and hydrologic and hydraulic flood modeling will illustrate impacts on conceptual design implementation

- **Final project deliverables:** *Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan* and a corresponding ArcGIS Online StoryMap.

Potential Project Partners

The City has previously partnered with Waggonner & Ball for resilience design and planning efforts and Moffat & Nichol for coastal engineering services. We will also explore partnering with a community engagement design firm, such as Dialogue & Design. We will explore opportunities to partner with local community organizations and neighborhood groups to conduct outreach activities. Many community organizations have already expressed their excitement in partnering with the City on this project. Their support is documented in the support letters attached to this application. These groups can be key in broadening the scope of individuals who receive requests for feedback on proposed intervention strategies and projects.

The City of Hampton has a long history of conducting meaningful community outreach on its Community Plans, Master Plans, and other projects led by the Community Development Department. We will draw from this experience and our networks, in coordination with the Housing and Neighborhood Services team, to identify key leaders in the communities to spread the word and generate interest about the water plan. For example, the Resilient Hampton Team is cultivating partnerships with the Fox Hill Neighborhood Center. Recently opened in the heart of the project area, members of the Fox Hill Neighborhood Board are actively involved in city-wide resilience efforts and education, and are passionate about pursuing resilience in their neighborhoods.



Part V: Relationships to Other Projects

Past and Current Resilience Projects

The City of Hampton has implemented numerous past resilience projects under the Resilient Hampton Initiative's earlier phases. Most notably, the City is currently implementing three flood mitigation projects based on the primary *Living with Water* resilience plan, as well as the subsequent *Newmarket Creek Water Plan*. These three projects – Big Bethel Blueway, Lake Hampton, and North Armistead Road Raising and Green Infrastructure – are at various stages in the design and construction process, from 90% design to under construction with estimated completion Spring of 2024. In addition, the City recently adopted the water plan for *Downtown Hampton, Phoebus, & Buckroe* in October 2023. The projects identified and designed in the plan draw from lessons learned in implementing the three resiliency projects currently underway in the Newmarket Creek watershed, expanding flood mitigation and resiliency efforts to another highly vulnerable area of the city.

The City is designing and implementing the Honor Park Resilience Park and the Mill Point Living Shoreline projects, both previous recipients of the Community Flood Preparedness Fund. Both of these nature-based flood mitigation and water quality projects are located in the Downtown Hampton and were integrated into the *Downtown Hampton, Phoebus, and Buckroe Water Plan*.

The next phase of work directly builds off of these previous and ongoing efforts. The water plan for the Fox Hill, Grandview, and Harris Creek watersheds will follow the intent of the *Living with Water* plan by continuing detailed watershed level studies across the City.

Future Resilience Projects

Four separate proposals have been submitted by the City of Hampton to the Community Flood Preparedness Fund for this funding round: (1) Honor Park Resilience Park, (2) ADAPT – Long Creek Blueway, (3) Citywide Stormwater Model, and (4) Fox Hill, Grandview, & Harris Creek Water Plan .

Demonstrated Experience Managing Grants and Loans for Resilience

Hampton has a demonstrated track record of pursuing and implementing both traditional and non-traditional financial mechanisms for resilience work. Most notably, in 2020, the City pursued an innovative Environmental Impact Bond (EIB) financing model. EIBs support investment in environmentally and socially beneficial projects, and ensure delivery on these goals through transparent outcome evaluation and disclosure. Hampton's EIB is the first of its kind in the Commonwealth of Virginia, and one of only a few similar bond structures in the county. The bond, now operational, provides \$12 million in financing for three Resilient Hampton projects implemented in the Newmarket Creek watershed, which are evaluated for delivery against a goal



to add 8.6 million gallons of storage capacity for stormwater. These projects are using nature-based approaches to accomplish this target, including bioswales, stormwater retention terraces, stream widening, and bioretention cells.

The City of Hampton aims replicate the experience and success of this first EIB offering in future Resilient Hampton projects, including those conceptualized by this proposed plan for Fox Hill, Grandview, and Harris Creek.

The City of Hampton has not applied for any other grants or loans to support this project.

In previous grant rounds, the City of Hampton has received seven (7) Community Flood Preparedness Fund grant awards:

1. CFPF-21-01-19-S: Honor Park Resilience Park
2. CFPF-21-01-20-S: Downtown Hampton, Phoebus, Buckroe Water Plan
3. CFPF-21-01-21-S: Mill Point Living Shoreline
4. CFPF-21-02-16-S: Big Bethel Blueway at Albany Drive
5. CFPF-21-02-14-S: Sunset Creek Urban Channel Naturalization Project
6. CFPF-21-02-15-S: Billy Woods Canal
7. CFPF-21-02-13-S: Lake Hampton and North Armistead Avenue

The City has not experienced any problems meeting the financial obligations of the awarded grants.



Part VI: Maintenance Plan

A maintenance plan is not included with this request. Although maintenance of projects will be required, development of this plan will not be possible until after preliminary project designs have been generated.



Part VII: Scoring Criteria for Projects

The following information describes how the project meets each of the applicable scoring criteria contained in Appendix D.

Eligible Projects: Hybrid approach resulting in nature-based solution (15).

Proposed conceptual project designs may include wetland/floodplain restoration, living shorelines and vegetated buffers, stream restoration, floodwalls, berms, flood gates, low impact development (LID), dredge material reuse, relocation of structures from flood-prone areas, property acquisition

Social Vulnerability Index Score: Low Social Vulnerability (0).

The average social vulnerability score for the project area is -.01 (ADAPT VA) and .31 (VFRIS). Both of these index scores result in a low social vulnerability (-1.0 to 0). For more detailed information, see Tables 4 and 5.

Community Scale of Benefits: More than one census block (30).

The project area spans three Census Tracts: 121, 101.03, and 101.04. It is expected that conceptual designs will provide flood prevention or protection to 25% of the project area. Conceptual designs resulting from the Water Plan will include roadway adaptation, which may provide protection benefits, as well as recommendations for residential structure adaptation.

Expected lifespan of projects: Over 20 Years (10).

Projects will be designed with at least a 20 year lifespan. Roadway adaptation projects will be designed with a lifespan of at least 50 years.

Remedy for NFIP probation or suspension: No (0).

Proposed project part of a low-income geographic area: Yes (10).

With a median household income of \$50,941, Census Tract 101.04 does not meet 80% AMI of the metropolitan statistical area for Hampton Roads. This Census Tract is considered low-income. Within this Tract, approximately 22% of residents live below the poverty level.

Proposed project implements a Chesapeake Bay TMDL BMP: No (0).

It is unknown if the conceptual designs for the flood mitigation and resilience projects will meet the criteria to be a Chesapeake Bay TMDL BMP. If possible, projects will be designed to meet the criteria.

TOTAL: 65



Part VIII: Additional Supporting Documentation

The Hampton Roads Hazard Mitigation Plan (2022) may be found online at chrome-
<https://www.hrpdcva.gov/uploads/docs/Hampton%20Roads%20Hazard%20Mitigation%20Plan%202022%20FINAL.pdf>.

Appendices for the 2017 Hazard Mitigation Plan may be found at: chrome-
<https://www.hrpdcva.gov/uploads/docs/Hampton%20Roads%20Hazard%20Mitigation%20Plan%20APPENDICES%202022%20FINAL.pdf>.

The City of Hampton's current Community Plan (comprehensive plan) may be found online at
<https://hampton.gov/DocumentCenter/View/574/final-plan-2006?bidId=>.

The City of Hampton's Resilience Plan may be found online at
<https://hampton.gov/DocumentCenter/View/20644/Resilient-Hampton-Phase-I-Report?bidId=>



November 3, 2023

RE: Community Flood Preparedness Fund (CFPF) Round 4 - City of Hampton (CID 515527) Project Application for Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan

Scope of Work Supporting Information – Projects

A benefit-cost analysis must be submitted with the project application

Response:

As the total project budget is less than \$2,000,000, no benefit-cost analysis is submitted for the project application.



November 3, 2023

RE: Community Flood Preparedness Fund (CFPF) Round 4 - City of Hampton (CID 515527) Project Application for Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan

Scope of Work Supporting Information – Projects

For ongoing projects or projects that will require future maintenance, such as infrastructure, flood warning and response systems, signs, websites, or flood risk applications, a maintenance, management, and monitoring plan for the projects must be provided.

Response:

A maintenance plan is not included with this request. Although maintenance of projects will be required, development of this plan will not be possible until after preliminary project designs have been generated.



November 3, 2023

RE: Community Flood Preparedness Fund (CFPF) Round 4 - City of Hampton (CID 515527) Project Application for Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan

Scope of Work Supporting Information – Projects

Provide information on the flood risk of the project area, including whether the project is in a mapped floodplain, what flood zone it is in, and when it was last mapped. If the property or area around it has been flooded before, share information on the dates of past flood events and the amount of damage sustained

Response:

Fox Hill, Grandview, and Harris Creek are each in a mapped floodplain and subject to recurrent flooding powered by environmental factors, and complicated by patterns of human development. A FEMA-generated FIRM panel, effective May 16, 2016, for the project area may be found in Attachment 5 of this proposal. The project area contains SFHAs VE9, VE10, VE11, AE7, AE8, AE9 and AE10. X-Shaded, with a 0.2% chance of annual flood occurrence, is also found within the project area.

The project area is subject to reoccurring flooding. The following information is a summary of repetitive and severe repetitive loss data for the project area.

	Fox Hill	Grandview	Harris Creek	TOTAL
Total Repetitive & Severe Repetitive Loss Properties	193	50	46	289
Total Losses	498	157	101	756
Average Loss Per Property	2.6	3.1	2.2	2.6
Total Building Payments	\$ 7,321,770.16	\$ 2,641,469.26	\$ 1,113,433.52	\$ 11,076,672.94
Total Content Payments	\$ 699,256.87	\$ 526,217.14	\$ 176,288.99	\$ 1,401,763.00
Total Paid	\$ 8,021,027.03	\$ 3,167,686.40	\$ 1,289,722.51	\$ 12,478,435.94
Average Paid	\$ 6,223.97	\$ 6,341.25	\$ 5,687.22	\$ 6,084.15
Past Flood Events*	4/26/1978 1/28/1998 2/5/1998 9/15/1999 9/15/2004 9/18/2003 10/7/2006 11/12/2009 8/28/2011	4/26/1978 10/25/1982 11/5/1985 8/17/1986 4/14/1988 10/31/1991 12/14/1992 11/18/1994 10/8/1996	9/18/2003 9/1/2006 10/7/2006 11/12/2009 8/27/2011	

	10/29/2012	4/30/1997		
	9/25/2015	1/28/1998		
	10/6/2015	2/4/1998		
		8/31/1999		
		1/25/2000		
		10/15/2002		
		4/10/2003		
		9/18/2003		
		9/5/2006		
		10/6/2006		
		11/22/2006		
		11/12/2009		
		8/27/2011		
		10/29/2012		
		10/2/2015		

** The past flood events above represent flood events documented through the FEMA NFIP repetitive & severe repetitive loss data and does not include the dates of nuisance flooding of roadways and property.*

See pages 9-11 for more information about the floodplain and flood risk.



Beach Road



Beach Road

2009 Nor'easter



Fox Hill



Salt Ponds Road & Fox Hill Road



Near Gosnold's Hope Park



Near Gosnold's Hope Park



Fox Hill



Fox Hill



Beach Road Fire Station



Fox Hill



Behind Beach Road Fire Station



Behind Beach Road Fire Station



Grandview



Grandview

2009 Nor'easter



Hall Road



Dandy Point Road

Hurricane Matthew



Beach Road & Clark Road



Fox Hill Road

Hurricane Isabel



Fox Hill



Fox Hill

Hurricane Isabel



Fox Hill



Fox Hill

Hurricane Isabel



Grandview



Grandview



Beach Road



Fox Hill – Routten Rd



November 3, 2023

RE: Community Flood Preparedness Fund (CFPF) Round 4 - City of Hampton (CID 515527) Project Application for Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan

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	10/29/2012	4/30/1997		
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	10/6/2015	2/4/1998		
		8/31/1999		
		1/25/2000		
		10/15/2002		
		4/10/2003		
		9/18/2003		
		9/5/2006		
		10/6/2006		
		11/22/2006		
		11/12/2009		
		8/27/2011		
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		10/2/2015		

** The past flood events above represent flood events documented through the FEMA NFIP repetitive & severe repetitive loss data and does not include the dates of nuisance flooding of roadways and property.*

See pages 9-11 for more information about the floodplain and flood risk.



Beach Road



Beach Road



Fox Hill



Salt Ponds Road & Fox Hill Road



Near Gosnold's Hope Park



Near Gosnold's Hope Park



Fox Hill



Fox Hill



Beach Road Fire Station



Fox Hill



Behind Beach Road Fire Station



Behind Beach Road Fire Station



Grandview



Grandview

2009 Nor'easter



Hall Road



Dandy Point Road

Hurricane Matthew



Beach Road & Clark Road



Fox Hill Road



Fox Hill



Fox Hill

Hurricane Isabel



Fox Hill



Fox Hill

Hurricane Isabel



Grandview



Grandview



Part IV: Approach, Milestones, and Deliverables

Approach

Award of the funds requested by this proposal would support Task 1, Tasks 2, and 3 of the City of Hampton's work with their engineering, design, and engagement consultants to create the *Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan*. Task 1 of this water plan will result in a detailed analysis and modelling of local conditions in the three study areas. This analysis will include hydraulic and hydrologic models, current and projected flood risk, urban heat and vegetative density, land use and ownership, building conditions, socioeconomic conditions, historic patterns of development, anticipated and planned development, and infrastructure vulnerability. During the completion of Task 1, these factors will be used to envision broad concepts for resiliency projects in each of the three study areas.

Under Tasks 2 and 3 of this work, we will generate more specific concept designs for individual projects based on prior analysis conducted. Task 2 will refine strategies and identify projects. This will include consulting support and coordination meetings between consultants and the City of Hampton's staff, including the Resiliency Officer, Resiliency Specialists, a City Planner, and a Stormwater Engineer. The purpose of these meetings will be to review progress on project concepts and provide regular feedback. Additionally, consultants and City staff will meet with the local communities impacted by the water plan in a Design Workshop to share high-level concepts and collaborate on appropriate directions, local assets, and challenges. Under Task 3 of the project, consultants will work with the City to refine and prioritize concepts and feedback received from neighborhoods into resiliency, adaptation, and flood mitigation projects, including specific locations, typologies, schedules, and magnitude of cost estimates for each of the three project areas. Once developed, these project ideas will be brought back to the community for feedback in a set of community outreach meetings. Regular bi-weekly meetings between City staff and consultants will continue through this time.

As noted above, broad community participation, engagement, and feedback are fundamental to the Resilient Hampton Initiative's approach to creating a more resilient city. This approach seeks to listen and learn from the voices and experiences of residents, businesses, and anyone with a stake in the future of Hampton, recognizing that particularly those who will be affected by a decision have a right to be involved in the decision-making process. With equity among the Initiative's eight core values, not only is this work based on a commitment to involve the public at-large in shaping a resilient future for Hampton, ensuring that mitigation and adaptation projects are directing resources toward those individuals most in need and strengthening marginalized communities are a key priority in project decisions.

Though the Resilient Hampton has a documented history of successful community engagement, this application requests the assistance of a creative community engagement consultant to assist City staff in effectively navigating difficult discussions, such as the need for residential structure adaptation or managed retreat. Additionally, engagement consultant support will assist the City in

Resilient Hampton | Community Development Department
22 Lincoln Street, 5th floor | Hampton, Virginia 23669
www.hampton.gov | Hampton's 311: 757.727.8311 | O.757.727.6140



developing innovative and creative communication methods to reach the wider community, where traditional civic institutions do not reach.

Milestones, Deliverables and Timeline

Milestones and Deliverables for Task 1 June 2024 – October 2024

Milestone 1: Data collection and watershed-level risk and vulnerability analysis is completed.

- **Deliverable 1:** Vulnerability analysis report and project website with interactive mapping and survey tools to illustrate existing conditions and future risk and to collect a series of information from residents about their resilience challenges.

Milestone 2: Watershed-level concepts are developed for each project area.

- **Deliverable 2:** Notes from a series of online design sessions between City staff and consultants.

Milestone 3: Creative engagement with local communities to both educate and collect feedback on their understanding of climate risk, existing flood risk challenges, and resilience themes in each project area is documented.

- **Deliverable 3:** Documented notes from the first set of community meetings and from interactive website. Virtual and physical contour model will be fabricated for community engagement and design studies.

Milestones and Deliverables for Task 2 November 2024 – February 2024

Milestone 4: Draft watershed-level intervention strategies to slow, store, and redirect water and defend, buffer, and adapt to flood risk are identified for each project area.

- **Deliverable 4:** A set of workshop table maps and presentation boards explaining the strategies, concepts, and expected storage or mitigation capacity and potential.

Milestone 5: Feedback from local communities is documented for each project area.

- **Deliverable 5:** Documented notes from design workshops for each study area.

Milestone 6: Final watershed-level intervention strategies to slow, store, redirect, defend, buffer, and adapt to water are elaborated for each project area.

- **Deliverable 6:** A report describing a package of intervention strategies and, generated using online collaboration softwares.

Milestones and Deliverables for Task 3 March 2024 – September 2025



Milestone 6: Draft flood mitigation and adaptation project concepts are identified for each project area.

- **Deliverable 6:** A set of workshop table maps, presentation boards, and a draft ArcGIS Online Storymap explaining the project concepts and their expected impacts (storage and other mitigation capacity and potential).

Milestone 7: Feedback on draft project concepts is documented from each project area.

- **Deliverable 7:** Documented notes from online feedback and community meetings in each project area.

Milestone 8: A complete set of initial project concept designs, including locations, typologies, schedules, and order of magnitude costing is produced for each of the three project areas. High-level analysis and hydrologic and hydraulic flood modeling will illustrate impacts on conceptual design implementation

- **Final project deliverables:** *Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan* and a corresponding ArcGIS Online StoryMap.

Potential Project Partners

The City has previously partnered with Waggonner & Ball for resilience design and planning efforts and Moffat & Nichol for coastal engineering services. We will also explore partnering with a community engagement design firm, such as Dialogue & Design. We will explore opportunities to partner with local community organizations and neighborhood groups to conduct outreach activities. Many community organizations have already expressed their excitement in partnering with the City on this project. Their support is documented in the support letters attached to this application. These groups can be key in broadening the scope of individuals who receive requests for feedback on proposed intervention strategies and projects.

The City of Hampton has a long history of conducting meaningful community outreach on its Community Plans, Master Plans, and other projects led by the Community Development Department. We will draw from this experience and our networks, in coordination with the Housing and Neighborhood Services team, to identify key leaders in the communities to spread the word and generate interest about the water plan. For example, the Resilient Hampton Team is cultivating partnerships with the Fox Hill Neighborhood Center. Recently opened in the heart of the project area, members of the Fox Hill Neighborhood Board are actively involved in city-wide resilience efforts and education, and are passionate about pursuing resilience in their neighborhoods.



November 09, 2023

Virginia Department of Conservation and Recreation
Attention: Virginia Community Flood Preparedness Fund
Division of Dam Safety and Floodplain Management
600 East Main Street, 24th Floor
Richmond, Virginia 23219

To whom it may concern:

On behalf of the City of Hampton, I authorize the request for funding the grant proposal submissions to the Virginia Community Flood Preparedness Fund, for the following projects: Fox Hill, Grandview, and Harris Creek Water Plan, Honor Park Resilience Project, ADAPT-LongCreek Blueway, Citywide Stormwater Model .

If awarded and subject to execution of a grant agreement, the City of Hampton pledges its commitment to provide funding to meet the match requirement established by the 2023 Grant Manual for the fund. City funds have been budgeted for Fiscal Year 2024 ending June 30, 2024. As the City's grant application provides, such matching fund will be provided the project in the following amount:

- **Fox Hill, Grandview, and Harris Creek Water Plan:** The City of Hampton will provide \$240,000, in unobligated 2019 Bond Funds, a 40 percent match based on the project total cost of \$600,000.
- **Honor Park Resilience Project;** The City will provide \$1,640,000, in unobligated 2019 Bond Funds, a 40 percent match based on the total project cost of \$4,100,000.
- **ADAPT - Long Creek Blueway:** The City of Hampton will provide \$775,000, in unobligated 2019 Bond Funds, a 50 percent match based on the project total cost of \$1,550,000.
- **Citywide Stormwater Model;** The City will provide \$214,800, in unobligated 2019 Bond Funds, a 10 percent match based on the total project cost of \$2,148,000.

We appreciate this opportunity to seek funding in support of our ongoing efforts to increase Hampton's resilience and preparedness for flooding impacts.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian DeProfio".

Brian DeProfio,
Assistant City Manager, City of Hampton



November 3, 2023

RE: Community Flood Preparedness Fund (CFPF) Round 4 - City of Hampton (CID 515527) Project Application for Resilient Hampton: Fox Hill, Grandview, and Harris Creek Water Plan

Scope of Work Supporting Information – Projects

Include studies, data, reports that demonstrate the proposed project minimizes flood vulnerabilities and does not create flooding or increased flooding (adverse impact) to other properties

Response:

Conceptual designs and feasibility modeling conducted as part of the water plan project will demonstrate that the proposed projects minimize flood vulnerabilities and does not create flooding or increased flooding to other properties.