

AGENDA NOTE – HRPDC QUARTERLY COMMISSION MEETING

ITEM #7: SUBMITTED PUBLIC COMMENTS

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

ITEM #8: PUBLIC COMMENT PERIOD

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

ITEM #9: APPROVAL OF REGULAR AGENDA ITEMS

A. MINUTES

The Minutes of the HRPDC Executive Committee meeting of March 21, 2013 are attached.

Attachment 9-A

RECOMMENDED ACTION:

The HRPDC staff recommends approval of the minutes.

B. TREASURER'S REPORT

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

Attachment 9-B

RECOMMENDED ACTION:

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

C. REGIONAL REVIEWS – PNRs

The HRPDC staff is routinely involved in the review of applications for grants to support projects involving federal or state funding. To ensure that all Commissioners are aware of projects being reviewed, brief summaries of these projects and anticipated review schedules are included in the Agenda. The HRPDC staff will continue to request comments directly from staff in localities that appear to be directly affected by a project. Review and comment by more than one locality is requested when a project may affect the entire region or a sub-regional area. There were no outstanding comments as of April 3, 2013 on these projects.

Attachment 9-C

RECOMMENDED ACTION:

None required

D. REGIONAL REVIEWS – ENVIRONMENTAL IMPACT ASSESSMENT/STATEMENT REVIEW

The HRPDC staff is routinely involved in the review of environmental impact assessments and statements for projects involving federal funding or permits as well as state development projects. To ensure that all Commissioners are aware of projects being reviewed, brief summaries of these projects and anticipated review schedules are included. The HRPDC staff will continue to request comments directly from staff in localities that appear to be directly affected by a project. There were no outstanding comments as of April 3, 2013 on these projects.

Attachment 9-D

RECOMMENDED ACTION:

None required.

Hampton Roads Planning District Commission
Executive Committee Meeting
Minutes of March 21, 2013

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

EXECUTIVE COMMITTEE:

Thomas Shepperd, Chairman (YK)
Kenneth Wright, Vice Chairman (PO)*
James O. McReynolds, Treasurer (YK)
Dr. Ella P. Ward (CH)
Randy Martin (FR)
Brenda Garton (GL)
Will J. Moffett (HA)
Dee Dee Darden (IW)

Mary Jones (JC)
McKinley Price (NN)*
Marcus Jones (NO)
J. Randall Wheeler (PQ)
Selena Cuffee-Glenn (SU)
John Seward (SY)
Louis R. Jones (VB)
Jackson C. Tuttle, II (WM)

Executive Director:

Dwight L. Farmer

EXECUTIVE COMMITTEE (ABSENT)

Christopher Stuart (HA)
Paul D. Fraim (NO)

Michael W. Johnson (SH)
Tyrone Franklin (SY)

OTHER COMMISSIONERS:

James Baker (CH)
Amar Dwarkanath (CH)
Scott Matheson (CH)
Debbie Ritter (CH)*
Barry Cheatham (FR)
Mary Bunting (HA)*
Douglas Caskey (IW)
Robert Middaugh (JC)

Neil Morgan (NN)*
Sharon Scott (NN)*
John L. Rowe (PO)
Robert Dyer (VB)
Barbara Henley (VB)
James Spore (VB)
Clyde Haulman (WM)

*Late arrival or early departure.

OTHERS RECORDED ATTENDING:

Earl Sorey (CH); Brian DeProfio (HA); Bryan Pennington, Jeff Raliski, (NO); Michael King, Jerri Wilson, (NN); Paige D. Cherry, Sherri Neil (PO); Sherry Hunt, Eric Nielsen (SU); Dewey Hurley, Branscome; Phil Hubbard, Ted Henifin, HRSO; Steve Romine, LeClair Ryan; Ellis James, Sierra Club Observer; Mark Geduldig-Yatrofsky, Portsmouth City Watch Org.; L. Frank Mach, US DOT Maritime; Patrick Crute, Virginia Port Partners; Thomas C. Inghima, Amber Randolph, Willcox & Savage; Cathy Aiello, Aiello Enterprises, Inc.; John Gergely, Citizen; Staff: Camelia Ravanbakht, Shernita Bethea, Melton Boyer, Rick Case, Jennifer Coleman, Nancy Collins, Katie Cullipher, Natalie Easterday, Kathlene Grauberger, Greg Grootendorst, Jim Hummer, Whitney Katchmark, Sara Kidd, Robert Lawrence, Mike Long, Jai McBride, Kendall Miller, Jessica Nappi, Tiffany Smith, Jennifer Tribo, Joe Turner, Chris Vaigneur.

APPROVAL/MODIFICATION OF AGENDA

Chairman Shepperd asked if there were any modifications or additions/deletions to the agenda. Mr. Farmer requested to include a presentation by Ms. Sara Kidd, HRPDC Senior Regional Planner, of the revised delineation of the Virginia Beach-Norfolk-Newport News VA-NC Metropolitan Statistical Area (MSA).

Commissioner Randy Martin Moved to approve the agenda; seconded by Commissioner John Seward. The Motion Carried.

WORKSHOP AGENDA

REGIONAL BENCHMARKING STUDY

Mr. Greg Grootendorst, HRPDC Chief Economist, informed the Commission the 2013 Benchmarking study was funded by an Office of Economic Adjustment (OEA) grant and serves the purpose of informing and assisting local leaders in the decision making process. Included in the document are 104 graphs and nine chapters:

- Introduction
- The economy
- Industry
- Demographics
- Housing
- Transportation
- Quality of life
- Local comparison
- Data tables

The Commission was presented with a series of charts displaying Hampton Roads' ranking among 103 comparable MSAs with populations totaling over 500,000. Hampton Roads ranked first for civilian population who are veterans, 20th for median monthly cost for homeowners, 65th for median age and 93rd for people in poverty.

Mr. Grootendorst explained the gross metro product is a relative economic indicator of the metro area. He displayed a graph comparing Hampton Roads to other MSAs, such as, Washington D.C., Baltimore, Orlando, Richmond and Greenville. The area was compared against the same metro areas in respect to per capita gross metro product. This figure shows the productivity and is usually higher with greater incomes. Hampton Roads is \$47,860; below Charlotte and Baltimore, but above, Greenville and Tampa.

Commissioner Sharon Scott arrives

Employment in Hampton Roads between the years 2008 and 2011 has slipped below the average U.S. metro area annualized growth rate to comparable areas like Charleston, Charlottesville and Atlanta. Mr. Grootendorst noted this value was a good indicator of a region's economy. Additionally, over the same three years, sectors which have seen the

largest growth include government and other services, such as hair salons and car repair shops.

Per capita income of the Region in 2011 was about the national average with \$41,976. However when Hampton Roads was compared to other metro areas in respect to purchasing power of per capita income in 2011, that amount fell to \$39,863.

Mr. Grootendorst explained the area's per capita income levels were above the average U.S. per capita income levels for the years 2009 through 2011. This is attributed to the rise in military allowances and pay increases. Subsequently, Hampton Roads' average real median family income level is higher than the nation's.

Commissioners McKinley Price and Neil Morgan arrive

The Commission was given a summary on the following data:

- Military Personnel as a percentage of total employment
- General Cargo in Hampton Roads
- Construction Employment
- Building Permits
- House Price Index
- Three Year Change in Median Sales Price of Single Family Homes, 2008-2011
- Regional Cost of Living
- Real Per Capita Government Revenues
- 2010 Fair Market Value of Real Estate Per Capita
- 2011 Retail Sales

Commissioner Kenneth Wright inquired about the number of MSAs used to compare against Hampton Roads.

Mr. Grootendorst replied 103 MSAs were the total number of metro areas with a population above 500,000 as these were better for comparative purposes.

Chairman Shepperd asked for further clarification on Hampton Roads' ranking of 64th in travel time.

Mr. Grootendorst responded the highest value of 103 is the longest, and the lowest number is the shortest, Therefore, Hampton Roads falls somewhere in the middle.

REGIONAL SEWER CONSOLIDATION STUDY

Mr. Ted Henifin, General Manager, Hampton Roads Sanitation District (HRSD), briefed the Commission on the progress of the Regional Consolidation of Sanitary Sewer Assets Study.

The study was driven by the Federal Consent Decree and State Order to eliminate overflows. Currently, overflows have been reduced by the localities tightening the system to reduce the amount of leaking water and to handle a higher capacity, as well as HRSD building regional infrastructure to subsequently handle the increased flows. The State

Order, presently, requires the localities to focus on rehabilitation plans and make peak flow commitments to HRSD.

Regional consolidation examines the most cost effective regional solution when political borders are not considered with the following potential benefits:

- Focus efforts in leakiest sewer basins
- Additional potential savings from shared services
- Facilitate timing and right size improvements region wide.

Mr. Henifin explained the study will compare capital costs, which include rehabilitation and wet weather management costs, for the current and regional options. The Commission was provided a graphic comparing the amount of basins which required being rehabilitated in both the current plan and the regional plan for the South and North shores.

The study will calculate a rate for each locality under the current independent structure to compare to a regional rate under a consolidated plan.

The Commission was presented with a deadline of July 2013 for the study to be completed and localities then have six months to consider moving forward. If a regionalization plan is approved, the deadline is February 2015 to draft the appropriate documentation.

Commissioner Debbie Ritter arrives

Mr. Henifin reviewed the status of the study:

- HRPDC are contract administrators
- Regional Workshops have been productive
- No non-starters found to date

Potential savings from regionalizing are significant avoided costs because of reduced capital requirements.

Chairman Shepperd asked for clarification on basin consolidation.

Mr. Henifin responded each locality in Hampton Roads would have to perform rehabilitation work in a basin if flow exceeded a certain threshold. By eliminating this requirement, rehabilitation work would only need to be done in a few basins.

Chairman Shepperd confirmed HRSD would be working with individual localities.

Commissioner Neil Morgan questioned the due dates of decisions to be made by the localities to HRSD.

Mr. Henifin confirmed the study will close in July 2013 and localities will have six months to approve moving forward with the consolidation with any changes included. The next steps will be submittal to the EPA and DEQ, with an additional year to implement the agreement.

Commissioner Morgan questioned the possibility of a partial regional consolidation and the outcomes.

Mr. Henifin stated the study is looking at the effectiveness of partial regionalization.

Chairman Shepperd inquired if the Commission will be provided briefings before schedule milestones.

Mr. Farmer confirmed Mr. Henifin will be presenting as the study moves forward.

FY 2014 UNIFIED PLANNING WORK PROGRAM (UPWP) DRAFT

Mr. Dwight Farmer, HRPDC Executive Director, explained to the Commission the UPWP was a blueprint for all HRPDC work activities during FY 14. He summarized the following work activities of the economics department:

- Regional benchmarking study
- Hampton Roads Quarterly
- Annual economic forecasts
- Long-range socioeconomic forecasts

The HRPDC includes work activities to support localities' emergency management coordinators and other stakeholders in eliminating preparedness and response gaps. An internal initiative, ReadyHamptonRoads, is a tool used to disseminate information to prepare for catastrophic events. This tool is coupled with the special needs registry which is a national model for outreach. Additional departmental programs include the Urban Area Security Grant and MMRS.

The Housing and Human Services department's core goal is improving quality of life such as access to affordable housing, services and programs for the disabled and senior citizens. A new research project of examining the correlation between housing, transportation and employment will be undertaken in FY 14. Shernita Bethea, HRPDC Housing and Human Services Administrator is the regional administrator for the Hampton Roads Loan Fund Partnership (HRLF), which assists residents with down payment and closing costs. Additionally, the development of the housing services portal, a comprehensive resource for all housing assistance in the Hampton Roads area, will be included.

The public information and community affairs staff provide information to a variety of audiences on issues of regional importance by the use of newsletters, news releases, reports and the HRPDC website. The HRPDC hosts the environmental education programs mandated by regulation at a highly effective cost rate.

Commissioner Mary Bunting arrives

Mr. Farmer noted the regional planning department has embarked on a new task of comprehensive regional planning, this includes technical writing and updating of comprehensive and master plans. Additional work products of the department include:

- Climate change/sea level rise research

- Coastal zone management program
- Green infrastructure planning
- Regional strategic plan and initiative tool

Currently the HRPDC is the designated agency responsible for the regional solid waste management planning program. This includes completing an annual recycling rate report and the SPSA post 2018 initiative.

Mr. Farmer summarized the water resources department activities:

- Stormwater Program: permit support, TMDL implementation issues
- Wastewater Program: consent order support, SSORS, Consolidation Study
- Drinking Water Program: resiliency improvements, groundwater mitigation and regulations.

Chairman Shepperd emphasized the regional strategic initiative tool and the importance to the region.

Commissioner Wright inquired about the total number of HRPDC staff.

Mr. Farmer replied the number is approximately 45, including full and part time employees.

REGULAR AGENDA

Public Comment

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

Patrick Cruet

Good morning, My name is Patrick Cruet, and I'm here today representing Virginia Port Partners, an organization which has submitted a proposal to the Commonwealth to manage the Port of Virginia. VPP is a newly formed entity wholly owned by J. P. Morgan IIF acquisitions advised by J. P. Morgan Global real assets with the support of Noatum Ports and Maher Terminals. Virginia Port Partners will be an independent Port operator run by a local management team and local employees. The current port work force of Virginia International Terminals will continue to be an essential component of this operation as they provide uninterrupted understanding of the Port, the customer and the community. Simply stated the employees of Virginia International Terminals will become the employees of Virginia Port Partners. Our proposal seeks to build upon the past successes of VIT, through the implementation of best practices that promote operations that are ecofriendly, efficient and cost effective. Additionally, Noatum Ports which has non-containerized cargo expertise and Maher Terminals, which has development experience and understanding North American labor practices will provide transitional support and temporary guidance for the first three to five years of our proposal. The world class expertise and guidance will assist us in positioning the Port of Virginia for future growth and modernization projects. J. P. Morgan will be able to provide significant capital for modernization expansion that is currently unavailable to the Port of Virginia and to the Commonwealth. However, to be clear, the fund that seeks to invest in our port is comprised of state pension funds and union pension funds and a small amount of sovereign wealth. It is the fiduciary responsibility of our team to invest wisely and cautiously so hard working men and women can retire as they have planned. The proposal put forth by

Virginia Port Partners exhibit significant benefits to Hampton Roads and the Commonwealth. First, as this is a concession, not a sale, the Commonwealth will retain ownership of the port but will not incur the risk associated with managing and investing in port operations.

Second, Virginia Port Partners will have a common user terminal focus, meaning that the Port of Virginia and the business that it handles will not be sacrificed as part of a larger global strategy. The Port of Virginia will be the only port investment J. P. Morgan seeks to make in North America and thus will be its sole focus. Third, as I have stated, VPP will have access to significant capital resources inside and outside the gate, which will lead to growth and new opportunities for employment in Hampton Roads. Our goal is to be a long-term strategic partner for the Commonwealth, the Virginia Port Authority and the Hampton Roads community. We believe that for the Port of Virginia to grow and expand we must work with you all to ensure the economic vitality of our entire region. The port will only be able to increase its market share and expand its volumes if we are as successful in partnering with you all. Thank you for allowing me to share this information with you today. There is a handout available with more information.

Ellis W. James

Thank you, Mr. Chairman, members of the Commission. My name is Ellis W. James, I'm a lifelong resident of Norfolk. I want to take your attention back briefly to the Unified Planning Work Program because what I'm concerned about speaks directly to what your plans are. There is a very significant gap in the protection of the residents of both my city and Hampton Roads when it comes to the issue, and I'll try to pronounce this correctly and any Ph.D. in the room can correct me if they want to, but the basic issue is the hexavalent chromium. Now, under water resources, in the presentation that you've just gone through and also with respect to several other of the components of that unified program, there are water quality issues, and the big problem at this point as I see it is there are no state or federal laws which currently protect against this situation. Okay, why is it important to Hampton Roads? Several of the components of concern are the fact that there is a great deal of exposure to this in levels way above what any reasonable person would think would be acceptable from just the practice of steel workers and welding and so on. This chromium is going into our waterways and potentially into our water supply, and we don't at this point, I believe with all due respect to the excellent work that Mr. Farmer and his staff have been doing on a lot of issues, I don't believe we have a good firm handle on what the exposure is, or whether or not there are problems for the communities in Southside Hampton Roads as well as on the Peninsula side. And so I would like to urge that this Commission examine that in the terms of the unified work program that you're putting forward, but I would hope that it would get a little bit of a priority because there are two aspects to the exposure, inhaling and drinking, and liver cancer is one of the critical issues that's involved health-wise. Thank you, Mr. Chairman.

Submitted Public Comments

Chairman Shepperd indicated there was no submitted public comment.

Approval of Consent Items

Chairman Shepperd expressed his concern with items 8-G, Coastal Zone Program and 8-J, comments on the draft Arlington County MS4 permit and the States' dismissal of the HRPDC and Localities' valid concerns in relation to the TMDL. He suggested submitting a final letter stating the HRPDC's position on the errors and if there is still no action contacting the Governor.

Mr. Farmer stated the issue could be brought before the Commission again in April.

Commissioner Ritter commented the local advisory panel for the Chesapeake Bay Executive Commission are experiencing the same problems with communicating apprehensions to the State as well.

Chairman Shepperd thanked Ms. Ritter for her participation and noted the importance of sharing vital information.

Commissioner Ritter stated the communication problems between the State and localities is not Virginia specific, but is occurring across the watershed.

Chairman Shepperd asked for approval of the following consent items:

- A. Minutes of January 17, 2013 Meeting
- B. Summary Minutes of February 21, 2013 Meeting
- C. Treasurer's Report of January 31, 2013
- D. Regional PNRS Reviews
- E. Regional Environmental Impact Assessment/Statement Review
- F. Hampton Roads Watershed Roundtable Final Report
- G. Coastal Zone Program-Land & Water Quality Protection Final Report
- H. Coastal Zone Management Program-FY 2014 Grants
- I. 2013 Community Development Block Grant (CDBG) Regional Priorities
- J. Arlington Phase I Permit
- K. Consultant Services Contract for Post SPSA 2018 Support Services

Commissioner James McReynolds Moved to approve the consent items, seconded by Commissioner Selena Cuffee-Glenn. The Motion Carried.

HRPDC Three Month Tentative Schedule

Chairman Shepperd underlined the three month agenda schedule and noted the Commission meeting is cancelled in May due to the HRTPO retreat.

Project Status Reports

Chairman Shepperd discussed the Project Status Reports and highlighted the report on dredging and Norfolk.

Correspondence of Interest

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

For Your Information

Chairman Shepperd noted the For Your Information part of the agenda.

Old/New Business

Ms. Sara Kidd, HRPDC Senior Regional Planner, briefed the Commission on the change of the Virginia Beach-Norfolk-Newport News VA-NC Metropolitan Statistical Area (MSA). Surry County VA was removed and Gates County, NC was added.

In order to be included in a MSA, outlying counties need to obtain a minimum of 25% of residents commuting to the central counties.

Delineations occur after each census and/or updating of the “urban areas”. Williamsburg and James City County changed from central county to a new “urbanized area” and therefore residents commuting from Surry to Williamsburg and James City County did not apply toward the required 25% threshold.

The addition of Gates County occurred because approximately 50% of residents were commuting to central counties in the Virginia Beach-Norfolk-Newport News MSA.

Ms. Kidd summarized the following:

- There is no appeals process
- Richmond MSA lost two counties as well
- Louisa, Cumberland and Surry County are now all unattached to any MSA

Chairman Shepperd noted the Commission should consider inviting Gates County to join in regional discussions.

Adjournment

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

Thomas G. Shepperd, Jr.
Chairman

Dwight L. Farmer
Executive Director/Secretary

**FISCAL YEAR 2013
2/28/2013
BALANCE SHEET**

ASSETS		LIABILITIES & NET ASSETS	
Cash & Cash Equivalents	314,566	Current Liabilities	1,294,369
Accounts Receivables	2,299,500	Net Assets	4,697,470
Investments	1,941,047		
Other Current Assets	664		
Net Capital Assets	<u>1,436,061</u>		
Total Assets	<u><u>5,991,838</u></u>	Total Liabilities & Equity	<u><u>5,991,838</u></u>

STATEMENT OF REVENUES AND EXPENDITURES

REVENUES	<u>Annual Budget</u>	<u>Current Month</u>	<u>YTD</u>
Grant and Contract Revenue	6,583,611	1,385,114	4,448,391
VDHCD State Allocation	151,943	-	113,957
Interest Income	18,000	200	9,045
Local Jurisdiction Contributions	1,362,302	-	997,079
Other Local Assessment	1,661,727	-	1,021,307
Sales and Miscellaneous Revenue	18,150	4,995	24,497
Special Contracts/Pass thru	3,857,246	-	-
Total Revenue	<u><u>13,652,979</u></u>	<u><u>1,390,309</u></u>	<u><u>6,614,277</u></u>
EXPENDITURES			
Personnel	4,532,387	487,040	2,939,783
Standard Contracts	209,869	4,142	107,743
Special Contracts / Pass-Through	8,006,908	278,408	3,161,093
Office Services	903,815	31,242	328,510
Capital Assets	-	-	-
Total Expenses	<u><u>13,652,979</u></u>	<u><u>800,832</u></u>	<u><u>6,537,130</u></u>
Agency Balance	<u><u>-</u></u>	<u><u>589,477</u></u>	<u><u>77,147</u></u>

Project Notification and Reviews

Date 3/26/2013 **CH #** VA130311-0123670

Title VADEQ FY13 Pollution Prevention Grant Program

Applicant Virginia Dept. of Environmental Quality

State/Federal Program EPA - Pollution Prevention Grants Program

Type of Impact Statewide

Project Staff Sara Kidd

Project Description

The proposed project will expand and enhance the agency's core pollution prevention programs, the Virginia Environmental Excellence Program, the Governor's Environmental Excellence Awards program, the Virginia Green tourism program, and the Southwest Virginia E3 initiative, with a goal of achieving a greater level of sustainability throughout the Commonwealth.

Federal	\$80,000.00	Local	\$0.00
Applicant	\$80,000.00	Other	\$0.00
State	\$0.00	Income	\$0.00
TOTAL		\$160,000.00	

Environmental Impact Reviews

Received 3/8/2013

Number 13-042F

Name Dredging at Perdue Agribusiness, Inc.

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

Description

Perdue Agribusiness, Inc. (Perdue) has submitted a Joint Permit Application to the U.S. Army Corps of Engineers (Corps) for the issuance of an individual permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act to increase dredge depths at its facility located 0.30 mile south of the Jordan Bridge on the Southern Branch of the Elizabeth River in the City of Chesapeake. Purdue is seeking a change in the dredge limits and depth as a result of the company having recently brokered a deal to import and export product on larger vessels than its facility can currently handle. The dredging would occur at two piers on site; the unloading pier and the loading pier. The unloading pier is located on the Southern Branch of the Elizabeth River and is used for vessels ranging in size from 300 feet to 500 feet with a draft of up to 36 feet. The loading pier is located on Jones Creek which runs perpendicular to the Southern Branch of the Elizabeth River and is primarily used to load vessels with a draft of up to 40 feet. Purdue is requesting an allowable dredge depth of 42 feet below mean low water with a 1-foot allowable over dredge at the unloading pier and an allowable dredge depth of 42 feet below mean low water with a 1-foot allowable over dredge at the loading pier. In addition, Perdue seeks a western dredge limit of 115 feet and a northern dredge limit of 250 feet from the face of the loading pier. A 2:1 slope or greater would need to be maintained between any adjacent shorelines and the edge of the dredge limits to ensure that the proposed dredging does not cause erosion of the shorelines. The dredge spoils will be removed from the river bottom and placed in a barge for transport to Craney Island's rehandling basin where it will later be moved upland by the Corps. Perdue has submitted a Federal Consistency Certification that finds the proposed project consistent with the enforceable policies of the Virginia Coastal Zone Management Program.

Affected Localities Chesapeake

Finding

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

Comments Sent 4/2/2013

Final State Comments Received

Received 3/25/2013

Number 13-052S

Name Child Study Center Addition and Renovation

Sponsor Old Dominion University

Description

Old Dominion University submitted an environmental impact report for the construction of an addition to the Child Study Center on its campus in the City of Norfolk. The project site includes parking spaces and playground. The one-story addition to the center will be approximately 6,623 square feet in size.

Affected Localities Norfolk

Finding

Comments Sent

Final State Comments Received