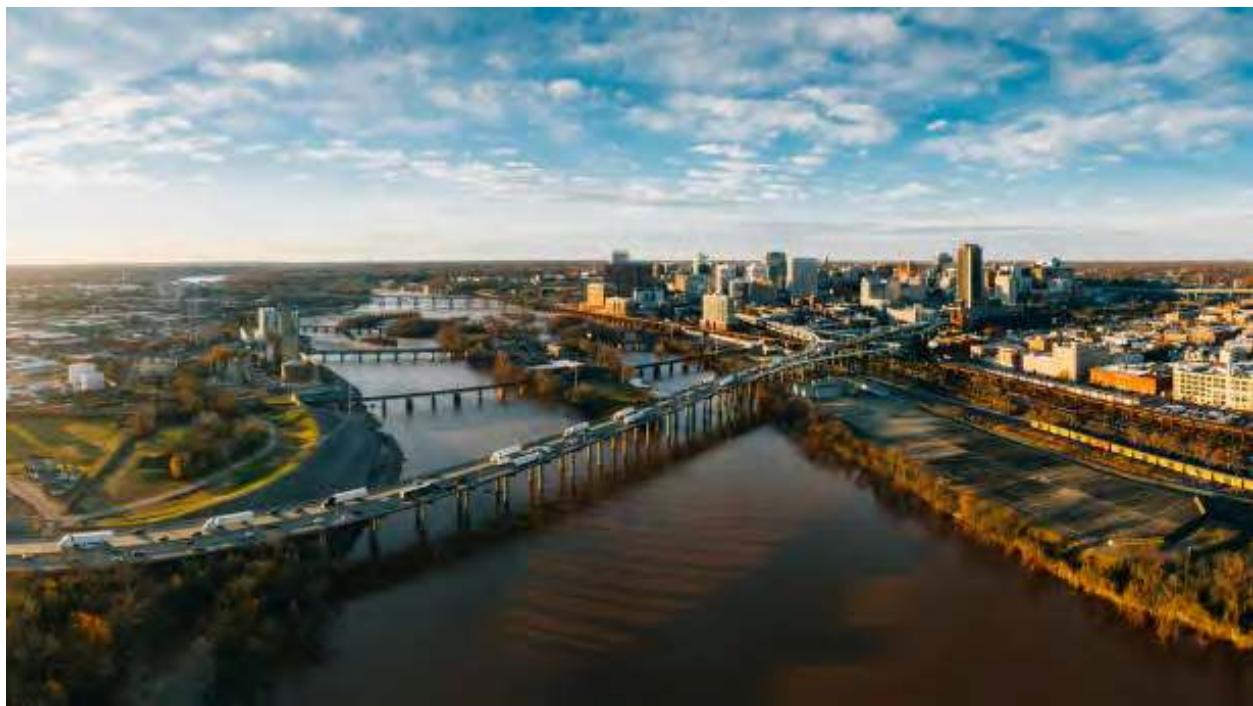


Mayo Island



City of Richmond Application to
The Community Flood Preparedness Fund
April 8, 2022



Appendix A: Application Form for Grant Requests for All Categories

Virginia Department of Conservation and Recreation
Virginia Community Flood Preparedness Fund Grant Program

Name of Local Government:

City of Richmond

Category of Grant Being Applied for (check one):

Capacity Building/Planning

Project

Study

NFIP/DCR Community Identification Number (CID) 510129

If a state or federally recognized Indian tribe, Name of tribe _____

Name of Authorized Official: Lincoln Saunders, Chief Administrative Officer

Signature of Authorized Official: Lincoln Saunders

Mailing Address (1): 900 East Broad Street

Mailing Address (2): _____

City: Richmond State: VA Zip: 23219

Telephone Number: (804) 646-7978 Cell Phone Number: (____) _____

Email Address: Lincoln.Saunders@rva.org

Contact Person (If different from authorized official): April Bingham, Director of Public Utilities

Mailing Address (1): 900 East Broad Street

Mailing Address (2): _____

City: Richmond **State:** VA **Zip:** 23219

Telephone Number: (804) 646-5205 **Cell Phone Number:** (____) _____

Email Address: April.Bingham@rva.gov

Is the proposal in this application intended to benefit a low-income geographic area as defined in the Part 1 Definitions? Yes No

Categories (select applicable project): Acquisition of land; restoration of natural features

Project Grants (Check All that Apply)

- Acquisition of property (or interests therein) and/or structures for purposes of allowing floodwater inundation, strategic retreat of existing land uses from areas vulnerable to flooding; the conservation or enhancement of natural flood resilience resources; or acquisition of structures, provided the acquired property will be protected in perpetuity from further development.
- Wetland restoration.
- Floodplain restoration.
- Construction of swales and settling ponds.
- Living shorelines and vegetated buffers.
- Structural floodwalls, levees, berms, flood gates, structural conveyances.
- Storm water system upgrades.
- Medium and large scale Low Impact Development (LID) in urban areas.
- Permanent conservation of undeveloped lands identified as having flood resilience value by *ConserveVirginia* Floodplain and Flooding Resilience layer or a similar data driven analytic tool.
- Dam restoration or removal.
- Stream bank restoration or stabilization.
- Restoration of floodplains to natural and beneficial function.
- Developing flood warning and response systems, which may include gauge installation, to notify residents of potential emergency flooding events.

Study Grants (Check All that Apply) N/A

- Studies to aid in updating floodplain ordinances to maintain compliance with the NFIP or to incorporate higher standards that may reduce the risk of flood damage. This must include establishing processes for implementing the ordinance, including but not limited to, permitting, record retention, violations, and variances. This may include revising a floodplain ordinance when the community is getting new Flood Insurance Rate Maps (FIRMs), updating a floodplain ordinance to include floodplain setbacks or freeboard, or correcting issues identified in a Corrective Action Plan.
- Revising other land use ordinances to incorporate flood protection and mitigation goals, standards and practices.
- Conducting hydrologic and hydraulic studies of floodplains. Applicants who create new maps must apply for a Letter of Map Revision or a Physical Map Revision through the Federal Emergency Management Agency (FEMA). For example, a local government might conduct a hydrologic and hydraulic study for an area that had not been studied because the watershed is less than one square mile. Modeling the floodplain in an area that has numerous letters of map change that suggest the current map might not be fully accurate or doing a detailed flood study for an A Zone is another example.
- Studies and Data Collection of Statewide and Regional Significance.
- Revisions to existing resilience plans and modifications to existing comprehensive and hazard.
- Other relevant flood prevention and protection project or study.

Capacity Building and Planning Grants N/A

- Floodplain Staff Capacity.
- Resilience Plan Development
 - Revisions to existing resilience plans and modifications to existing comprehensive and hazard mitigation plans.
 - Resource assessments, planning, strategies and development.
 - Policy management and/or development.
 - Stakeholder engagement and strategies.

Location of Project (Include Maps): Mayo Island (37.529252, -77.433230)

NFIP Community Identification Number (CID#):(See appendix F) 510129

Is Project Located in an NFIP Participating Community? Yes No

Is Project Located in a Special Flood Hazard Area? Yes No

Flood Zone(s) (If Applicable): Regulatory Floodway within Special Flood Hazard Area (Zone AE)

Flood Insurance Rate Map Number(s) (If Applicable): Panel 0043E

Total Cost of Project: \$11,500,000.00

Total Amount Requested \$9,200,000.00

Scope of Work

1. Project Information:

The City of Richmond seeks \$9.2 million in funding from the Community Flood Preparedness Fund to support its acquisition of the 14.5-acre privately owned Mayo Island located in the James River. The property is located entirely within the Federal Emergency Management Agency's Regulatory Floodway Zone AE of the Special Flood Hazard Areas. It is also located in an Intensely Developed Area that overlays the Resource Protection Area of the Chesapeake Bay Preservation Area while the remainder of the island is Resource Management Area.

Mayo Island has a long history dating to the 18th century when the first bridge was erected to connect the north and south side of the James River in Richmond, Virginia. Various bridges to the island would be washed out by flooding over the centuries and the island itself would become inundated on numerous occasions. The most memorable occasions occurred in 1969, 1972, and 1985 and subsequently lead to the construction of the Richmond Floodwall that was completed in 1995. Mayo Island is one of just two privately owned islands that make up the archipelago of islands between the floodwalls. It is the largest island and also the only developed one due to the bridge that connects into Richmond to Manchester at grade.

Population:

As of April 1, 2020, the [U.S. Census Bureau reports](#) the population of the City of Richmond to be 226,610. Racially, the demographics of the City are 46.1% Black or African America and 45.2% White. 20.9% of the population live in poverty. Mayo Island is located in Census Tract 610.02, which is also identified as Opportunity Zone Census Tract ID 517600610000 by the Internal Revenue Services. Demographics specific to this geographic area are 47.1% White and 35.8% Black or African American. This particular project is located in a low-income geographic area as defined in the DCR 2022 Grant Manual.

According to the Trust for Public Land ParkServe model, 1,447 people live within the 10-minute walk model. However, within 1-mile of the property that population is growing at the fastest pace in the Richmond region. Mayo Island is also served by Mayo's Bridge for U.S. Route 360 that carries over 20,000 cars daily and is served by public transportation.

Historic Flooding Data:

Please reference the more exhaustive narrative below outlining 18th, 19th, and 20th Century flooding history.

Local Government Ability to Provide Cost Share:

See Budget Narrative.

Local Floodplain Management Regulations:

The City of Richmond's local floodplain management regulations is accessible online at https://library.municode.com/va/richmond/codes/code_of_ordinances?nodeId=PTIICICO_CH14_FLMAERSECODR

2. Need for Assistance:

The Richmond Department of Public Utilities / Storm Water leadership and project managers, in coordination with the Richmond Department of Parks & Recreation and other departments and agencies, are experienced in executing capital projects from the time of inception and scoping to construction and final close-out. DPU/SW has sufficient capacity including staff, external consultants and contractors, and financial resources to adequately manage and facilitate all that is required to bring this project to completion. DPU/SW has three Capital Projects Managers and 4 Engineers. Any and all reporting requirements, either those of the City or those specific to DCR Community Flood Preparedness Grant Fund will be adequately addressed as may be required.

Mayo Island is located in Census Tract 610.02, which is also identified as Opportunity Zone Census Tract ID 517600610000 by the Internal Revenue Services. The project thus meets the definition for “low-income geographic area” in the 2022 Grant Manual. According to ADAPT Virginia’s Virginia Vulnerability Viewer, Mayo Island is classified as High Social Vulnerability and scores 1.2 on the Social Vulnerability Index.

3. Goals and Objectives:

The goal of the project is simple – acquire Mayo Island from private landowners to turn it into public open-space and implement Natural and Nature Based Features (NNBF) such as converting riparian buffer turf & impervious areas to forest and protecting natural wetlands with surrounding upland buffer. This has been part of the City of Richmond’s comprehensive plan for 30 years.

4. Approach, Milestones, and Deliverables:

The island was listed for sale in February 2022 for an asking price of \$19 million. The City of Richmond in coordination with Capital Region Land Conservancy (CRLC) have completed a fair market value appraisal of the property, which is \$11.4 million, that meets Yellow Book and Uniform Standards of Professional Appraisal Practice (USPAP). Per the local comprehensive plan, the City shall acquire the property for fair market value. The owners are in negotiation with CRLC to enter a purchase agreement. CRLC will then work to transfer the property to the City of Richmond as it has done with similar projects at Dock Street and the James River Park System.

A purchase agreement is anticipated to be finalized in Summer 2022 after which due diligence of the property will be conducted. This is to include title research and a Phase I Environmental Survey Assessment. An existing ALTA survey of the property was prepared in April 2008 by Timmons Group.

Closing on the acquisition of Mayo Island could occur in 2022 but is dependent on factors discovered during the due diligence period. Work to remove impervious surface and to restore riparian area, plant trees, and implement other BMPs as well as provide public access will occur after the Community Flood Preparedness Grant performance period.

5. Relationship to Other Projects:

After the 1985 flooding of Downtown Richmond, the Richmond Floodwall was built at a cost of \$143 million to the city and federal agencies. Mayo Island and Mayo’s Bridge remained in the floodway. Since 1994, the acquisition of Mayo Island has been in the City’s master plan though

the purchase price has remained out of reach for the City's Capital Improvement Plan budget. In partnership with other non-profits such as Capital Region Land Conservancy, the City is beginning to acquire parcels that have been identified as strategic acquisitions along the waterfront. This includes 5.2 acres at Dock Street next to Great Shiplock Park that is in the floodplain as well as 6 acres along the James River at Brander Street and adjacent to Ancarrow's Landing. This work to acquire private lands is helping to build out the eastern portions of the James River Park System that welcomes more than 2 million visitors annually. Mayo Island will become a key feature of the park.

Additionally, renovation and/or replacement of the 110-year-old Mayo's Bridge has been deemed a critical priority for the City of Richmond. The Virginia Department of Transportation has determined that the bridge is structurally deficient. The cost to replace the bridge is estimated at \$80 million of which \$14 million has been secured. This includes \$5 million that was recently provided through the federal Infrastructure Investment and Jobs Act. Additional funding for Mayo's Bridge is being sought from the Commonwealth Transportation Board.

6. Maintenance Plan:

A benefit to nature-based projects is that there can be low ongoing maintenance costs. Once Mayo Island is acquired, restoration work can commence to remove concrete and asphalt surfaces and restore vegetation. Mayo Island will then be placed under the supervision of the James River Park System with a conservation easement. Stewardship of the conservation values will become a community responsibility with support from non-profit organizations including Capital Region Land Conservancy and Friends of James River Park.

7. Criteria:

Appendix B is attached to this application. All criteria for eligibility have been met for Flood Prevention and Protection Projects. Responses to scoring information also make the Mayo Island acquisition project very competitive with a total score of 97 out of 110 available points. This includes acquisition of property in the local comprehensive plan that includes restoration of floodplain to natural and beneficial function, living shorelines and vegetated buffers, permanent conservation of land in the Floodplain and Flooding Resilience layer of ConserveVirginia v3.0. As noted previously, the project area has a Social Vulnerability Index Score of 1.2. and is within a low-income geographic area as defined in the 2022 Grant Manual. The project will also help the City of Richmond meet Chesapeake Bay TMDLs through best management practices to reduce nitrogen, phosphorus, and sediment as established in the [Commonwealth of Virginia Chesapeake Bay TMDL Phase III Watershed Implementation Plan](#). Land Use Change BMPs that are anticipated for post-acquisition implementation include Impervious Urban Surface Reduction, Forest Buffers, Urban Forest Planting, and Urban Tree Canopy Expansion. Additional BMPs specific to the James River Basin that may be implemented include Conservation Landscaping Practices, Erosion and Sediment Control, Shoreline Management (Urban), Urban Nutrient Management, Wet Ponds and Wetlands. Removing approximately 8 acres of surface parking and restoring it to a more natural area will have many co-benefits.

Additionally, the City of Richmond is a local government and thus an eligible applicant. The City of Richmond fulfills the Resilience Plan submission requirement as confirmed by correspondence letter between Wendy Howard Cooper, Director Dam Safety and Floodplain Management, and Allen Shue, Greeley and Hansen, dated August 19, 2021.

Budget Narrative

The total estimated cost for the acquisition of Mayo Island is expected to be \$11.5 million. \$11.4 million is the fair market appraised purchase price. Other due diligence costs are expected to be approximately \$100,000 to include appraisal, survey, legal, title, and Phase I ESA. A budget pro forma is provided below showing estimated income and expenses per quarter.

The City of Richmond is requesting \$9.2 million (80% of the nature-based project cost) from the Community Flood Preparedness Fund.

The City of Richmond currently has the remaining \$2.3 million needed to complete this project. \$1.5 million is currently budgeted for future park acquisition from American Rescue Plan Act funding and the balance of \$800,000 will be provided from general operating funds. However, through efforts of the Capital Region Land Conservancy and other partners, the City anticipates that its matching share could be privately raised. These funds are not pledged by the organizations referenced but are instead sources that will be asked for financial assistance with the project.

Funding to complete the transformation of Mayo Island post acquisition will be provided in future years. This will include replanting riparian tree buffers and removing impervious surfaces and providing nature-based, flood resilience projects.

	2022 Q1	2022 Q2	2022 Q3	2022 Q4	2023 Q1	TOTAL
EXPENSES						
Purchase	\$ -	\$ 150,000	\$ 11,250,000	\$ -	\$ -	\$ 11,400,000
Appraisal	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ -	\$ 20,000
Survey	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
Legal	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
Title	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000
Phase I ESA	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000
Phase I Archeology	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other - Contingency	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000
SUBTOTAL	\$ 10,000	\$ 240,000	\$ 11,250,000	\$ -	\$ -	\$ 11,500,000
	2022 Q1	2022 Q2	2022 Q3	2022 Q4	2023 Q1	TOTAL
ANTICIPATED REVENUE						
Comm Flood Prep Fund	\$ -	\$ -	\$ 9,200,000	\$ -	\$ -	\$ 9,200,000
Cabell Foundation	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000
Mary Morton Parsons Foun	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000
VLCF	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
Private Donors	\$ 6,000	\$ 150,000	\$ 650,000	\$ 250,000	\$ -	\$ 1,056,000
SUBTOTAL	\$ 6,000	\$ 150,000	\$ 9,850,000	\$ 750,000	\$ 750,000	\$ 11,506,000

Historical Background

Mayo Island is named for William Mayo (1685-1744) who laid out Richmond's street grid in 1737. He conceived a bridge that would be the first to cross the James River when only ferry operations connected the north and south shores during the colonial period. It was to be constructed at the end of the fall line where rapids cease and the tidal flatwater begins. His son John Mayo (1737-1786) was granted a charter in 1785 by the General Assembly to build a toll bridge. He died before it was built. His son John Mayo Jr. (1760-1818) completed the first bridge crossing, floating pontoon bridge – “large logs, raft-like, spiked to the rocks, with rough floor laid on the logs” across the river in 1788.

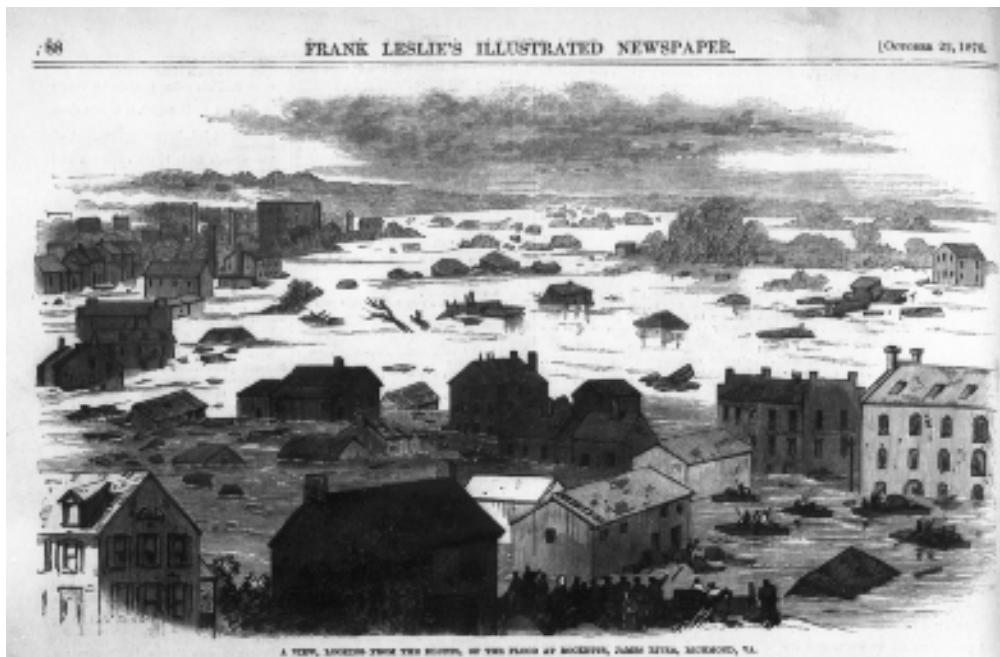
Mayo's Island began as two islands: Tollhouse Island to the west and Confluence Island to the east. The two islands were merged and expanded by fill and alluvial deposits to create Mayo's Island's present form. The Tollhouse Island section contained the tollhouse and a wooded grove used for picnics, barbeques, fishing, and quoits

After the Great Fresh of 1771 with its “wall of water” killing about 150 people and reaching flood stage of forty-five feet above normal, it's hard to imagine the desire to have invested in a bridge that seemed likely to washout. The Virginia Gazette reported the 1771 flood being twenty feet higher than that in May 1766. It is estimated to have crested at 40 feet. Mayo's Bridge was frequently destroyed by floods and rebuilt. It was a profitable venture afterall with six-and-a-quarter cents per person, per horse, and per wheel being charged at the toll house located on Mayo Island. Historical documents reveal that the bridge was destroyed by floods in 1790, 1802, 1814, 1816, 1823, 1835, 1847, 1870, 1877, 1882, and 1899. It was also burned during the War of 1812 and in 1865 during the evacuation of Richmond by the Confederacy during the American Civil War. The current filled concrete bridge was built in 1913 and has withstood numerous flood events.



View of Richmond by John William Hill, artist & F. Palmer, lithographer (1852)

In addition to the Great Fresh of 1771, the Great Flood of 1870 was a devastating event in Richmond. Frank Leslie's Illustrated Newspaper October 22, 1870 reported "At a later hour in the day the entire portion of Mayo's Bridge, extending from Manchester to Mayo's Island, was swept away by the foaming torrent, and the huge mass floated slowly down the river. Further down, toward Rocketts, all the docks were completely submerged, and seriously damaged." An accompanying illustration shows a view from Libby Hill of houses and debris floating down the James River past Rockett's Landing.

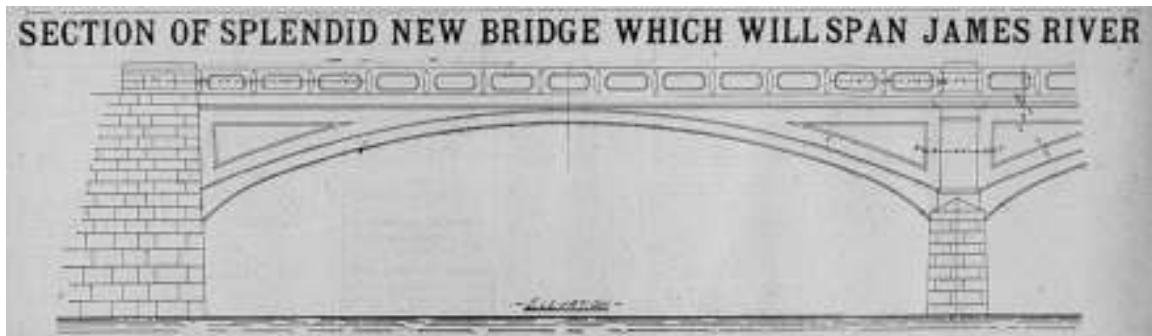


A View, Looking from the Bluffs, of the Flood at Rocketts, James River, Richmond, Va. by Frank Leslie Illustrated Newspaper (1870)



The repaired Mayo Bridge (1889)

Plans to build a new bridge in 1904 and were designed with previous flood threats in mind. According to a *Times-Dispatch* article, the new bridge was to be “five feet higher than the flood of 1877, which was the highest flood known here.” Engineers at the time claimed the class of construction minimized danger from extreme floods. “These bridges have been known to be completely submerged by water, and remain perfectly intact.” As a free bridge, the project was funded jointly by Manchester and Richmond at a proposed cost of \$250,000 and was laid out by the Concrete Steel Engineering Company of New York.



Times-Dispatch July 3, 1904

In March 2022, U.S. Senator Mark Warner announced \$5 million in federal funding to help pay for replacement of the 110-year-old bridge. The total cost is expected to be around \$80 million with \$14 million secured and requests pending with the Commonwealth Transportation Board.

In the 1950s a motor freight company, the Overnight Transportation Co., operated from this Mayo Island. Its offices and terminal were located in the two-story brick building that faces Mayo's Bridge at 501 South 14th Street. The existing T-shaped brick building on the east side was used as a truck maintenance and storage facility by the company. Later, other transportation companies used the east side of the island for activities ranging from refurbishing container trailers to truck maintenance to truck and trailer parking and storage.

During the 1950s, two gas stations, which were almost across the street from each other, were operated on the island. An ESSO station, which no longer exists, was located on the east side of Mayo's Bridge and a Gulf station, which operated until the early 1970s, was located on the island's west side. The building that housed the Gulf station is now used as part of the Reynolds Recycling operation.¹

Another major user of the island was the paper and wood related industry. In the 1870s a lumber mill operated on the east side of the island.¹ The western side of the island was used by several paper companies. In the 1950s, the Manchester Paper Company operated a paper storage warehouse on the western portion of the island, followed by the Standard Paper Manufacturing Company and finally a paper recycling company until its warehouse was destroyed in 1987 by fire.

Early Public Recreation

In 1875, the Virginia Boat Club was founded and boathouses were built on the south side of Mayo Island. Boathouses with rowboats, canoes, rowing sculls were a regular feature until 1969 when the facilities of the Club were destroyed by flooding. Mayo Island also served as the home of Richmond's minor league baseball team, the Richmond Colts. The stadium known as Mayo Island Park, later named Tate Field, operated on the island from 1894 until 1941 when it was destroyed by a fire. During a game in 1922, legendary slugger Babe Ruth hit a home run over the right-field fence. College football games were also played at the Park between 1921 and 1928 when City Stadium opened. During this era of great public access to the island for recreation, the island continued to regularly flood. Events in 1936 and 1937 brought some of the highest floodwaters to Richmond.



Virginia Boat Club, Tate Field, and Mayo Island by Dementi Studio (1931)

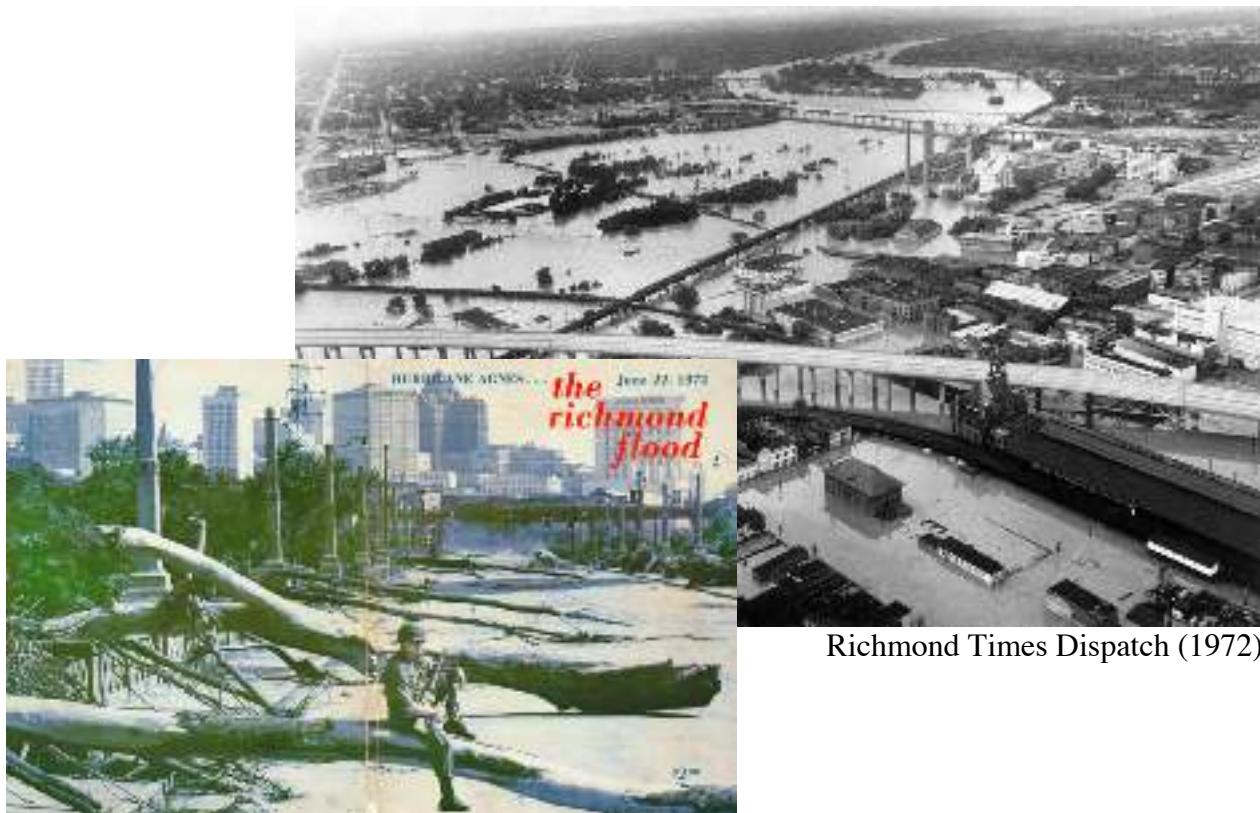


Tate Field by Dementi Studio (1937)

Modern Flooding

The history of flooding in Richmond is well documented. However, events in the past 50 years are among the top with regard to height of flood waters and financial impacts. Many people recall the devastation that Hurricanes Camille (1969), Agnes (1972), and Juan (1985) wrought on Downtown Richmond. According to the National Oceanic and Atmospheric Administration, these hurricanes represent the highest recorded crests of the James River with data from the 1771 and 1870 events being reported anecdotally.

Hurricane Agnes made landfall in Florida on June 19, 1972. The tropical system drenched the eastern United States and flooded Shockoe Bottom and Manchester in Richmond, Virginia. Richmond's Mayo Island and Mayo Bridge were inundated. On June 23 the James River crested at 28.62 feet at the Richmond Westham gauge and 36.5 feet at the Richmond City Locks gauge. Thirteen fatalities and over \$125 million in losses were reported in Virginia.



Richmond Times Dispatch (1972)

Hurricane Camille, a Category 5 hurricane, made landfall near the mouth of the Mississippi River on August 17, 1969. The remnants of the storm crossed the Appalachian Mountains and devastated Nelson County, Virginia. Rainfall in excess of 27 inches, mostly falling in a five-hour period, overwhelmed the James River and its tributaries. On August 21, the James River crested at 41.3 feet at Columbia gauge, 24.95 feet at Richmond Westham gauge, and 28.6 feet at Richmond City Locks gauge. 153 people died and numerous roads, bridges, and structures were damaged or destroyed. Damage totaled more than \$140 million and Virginia was declared a disaster area.



Richmond Times Dispatch (1969)

Rounding out the Top 3 floods is Hurricane Juan that combined with another low-pressure system and dropped significant rainfall across the Appalachian Mountains and Mid-Atlantic in late October 1985. The James River crested at 24.77 feet at the Richmond Westham gauge and 30.76 feet at Richmond City Locks gauge. Several blocks of Downtown Richmond were flooded on November 7. President Ronald Reagan signed legislation authorizing the construction of Richmond's floodwall the following year.



Richmond Times Dispatch (1985)

A joint city and federal project, the Richmond Floodwall was completed in 1995 at a cost of \$143 million. It earned its accreditation from the Army Corps of Engineers on March 19, 2010. The floodwall is located on both the north and south side of the James River. The north side measures 4,277 feet and protects 150 acres. The south side measures 13,046 feet long and protects 600 acres. There are 30 sluice gates and 19 road closures that are inspected every 90 days. The road closures are operated once a year. The area between the floodwall is uninhabited and largely undeveloped with the exception of Mayo Island. On November 12, 2020 the flood gates at Dock Street and Brander Street were closed due to precautionary measure. It was the first time since 1999 that the gates were closed due to flood risk.

Local Comprehensive Plan

Acquisition of Mayo Island has been in the City's comprehensive plan almost four decades. The 1983 Master Plan noted "the conversion of Mayo Island into public open space is recommended due to its accessibility by City residents, including the handicapped, the availability of excellent fishing opportunities, and the potential for boating access." In 1994, the City of Richmond received a grant of \$15,000 from the Virginia Coastal Resources Management Program through the Department of Environmental Quality to conduct a [study of Mayo's Island](#). The explicit interest was to provide fishing access, boating access, and reestablish wildlife habitat by removing some of the impervious surface and revegetating part of the island. Amendments to the 1984 Downtown Plan were then adopted by Ordinance 1994-052-58.

The acquisition of Mayo Island has been more particularly detailed in the [Richmond Downtown Plan](#) (adopted in 2009), [Richmond Riverfront Plan](#) (adopted in 2012), and [James River Park Master Plan](#) (adopted in 2019).

On page 4.47 of the Richmond Downtown Plan, one of the goals identified is "Establish Mayo Island as a premiere public park." Acquisition is specifically noted: "Mayo Island in the center of the river should be purchased. The City should purchase the properties at fair market value and negotiations with these various property owners should begin as soon as possible." The plan further notes "Mayo Island, half of Brown's Island, Vauxhall Island, and most of the Canal and James River waterfront is privately held by individuals, corporations and industrial owners. While it is impractical to consider buying back all of these properties for public use in the present generation, the City should plan strategic purchases of some of these properties, and should secure waterfront access and trail right-of-way rights from the others, regardless of whether there is future development by the private and/or public sectors."

"The transformation of Mayo Island into a central public park cannot occur without the restoration of Mayo Bridge. The establishment of a comfortable pedestrian linkage between Downtown and Manchester also depends upon the restoration of the Mayo Bridge." "A historic bridge restoration project of this scale will require a staging area. As a part of the restoration project, Mayo Island could be purchased for staging, to later become a celebrated riverfront park."



Page 454 - July 2009

Mayo Island also received a dedicated chapter in the 2012 Richmond Riverfront Plan.



DATA FOR THE THREE-YEAR TERM PLAN

Stage 1: Implementing the first year of the three-year term plan, starting with identifying buildings for avoidance and energy reduction opportunities. Performance goals will track measured results from this stage.

Stage 2: Implementing the second year of the three-year term plan, continuing to identify buildings for avoidance, and transitioning to a detailed design phase for energy efficiency upgrades.

Stage 3: Implementing the third year of the three-year term plan, finalizing energy efficiency upgrades for buildings identified in Stage 2.

Timeline: All three stages will be completed by December 2014.

Goals:

- Stage 1: Identify buildings for avoidance and energy reduction opportunities.
- Stage 2: Implement energy efficiency upgrades for buildings identified in Stage 1.
- Stage 3: Finalize energy efficiency upgrades for buildings identified in Stage 2.

deeper traffic signal bays, while the two incorporate parking lots along the route for cycle storage. At 10.8 km/s, May's proposal is more than twice as long as Bremner's model, and performed poorly in the middle of the census tract. It provides greater safety for cyclists while also allowing space for a new Richmond station take on expressways, which has been a point of concern for many residents.

“Mayo’s Island is strategically located to serve communities on both the north and south sides of the River as a premier regional public open space. Mayo’s Island is both the largest and most vehicular-accessible of all the islands; additionally, it is adjacent to the habitat-rich archipelago of smaller islands immediately upriver. The island should be acquired for public use as open space, consistent with recommendations in the 2009 Downtown Master Plan, that envisioned Mayo’s Island as the centerpiece of the Riverfront. The island could provide a distinct open space that provides walking and biking trails, multiple watercraft launches, an exploratory green landscape, play areas, an event lawn, and restored riparian overlooks upriver and downriver. Existing parking lots could be reused adjacent to the road, and a plaza with concessions and recreational equipment rentals could offer support for a variety of programs. The rehabilitation of Mayo Bridge should integrate with this anticipated revitalization of Mayo’s Island, in support of this anticipated active, pedestrian landscape. The Plan recommends that 14th Street as it crosses the island be reconfigured to calm traffic speed and accommodate the anticipated foot and bike traffic crossing the street from one side of the island to the other. The acquisition and transformation of Mayo’s Island into public open space is a priority for protecting the integrity of the James River as an accessible landscape, reflective of Richmond’s rich natural and cultural legacy: Mayo’s Island becomes the ‘green jewel’ of the Richmond Riverfront.”

“Mayo’s Island would be transformed from a predominantly paved parking lot with decaying buildings to an island landscape inviting exploration. Pedestrian and bike trails would traverse the island, maximizing access along the river and across the island, intersecting with a diversity of programmatic activities. From open lawns for informal play to integrated play environments, the transformed Mayo’s Island would offer opportunities for play, bike and skate rental, as well as passive gardens, within an iconic 21st-century landscape capitalizing on its position in the middle of the river. The intersection of Mayo Bridge with Mayo’s Island can be detailed as a speed table, or benched travel way, effectively calming speeding bridge traffic most days, while on rare occasions allowing the bridge to be closed for civic events. At 16-acres, Mayo’s Island is more than twice as large as Brown’s Island, and positioned squarely in the middle of the James River. A publicly owned Mayo’s Island would allow ample space for a new Richmond landscape type: an exploratory, green landscape capable of hosting events and festivals, a dynamic hybrid landscape that does not exist along the Richmond Riverfront.”

The James River Park Master Plan that City Council adopted in 2020 reiterates the need to acquire Mayo Island. A citation from page 61 reads: “Mayo Island was the single largest island identified in the 2012 Riverfront Plan, and remains the primary, privately held island for future Park acquisition. Since then, the property has been repaved with approximately 625 striped parking spaces.”

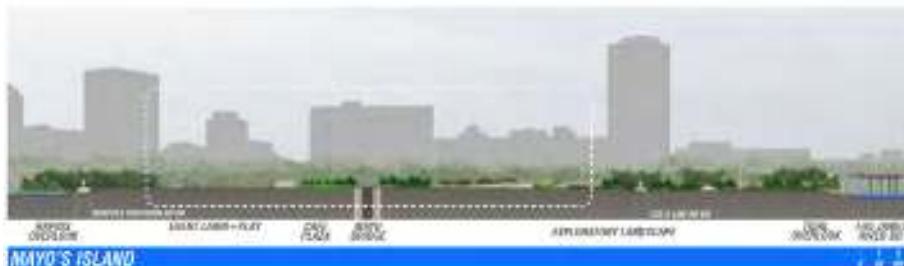
The acquisition of Mayo Island would support the City’s [RVA Clean Water Plan](#) by allowing it to implement the following strategies.

- 1) Replace or restore 10 acres of riparian buffers in MS4 and/or Combined Sewer System area. Evaluate opportunities for inclusion of access points to waterbody for recreational activities.
- 2) Place an additional 10 acres under conservation easement, prioritizing conservation of land that creates connected green corridors. Evaluate opportunities for inclusion of access points to waterbody for recreational activities.

Finally, the current Richmond 300 Master Plan lists as one of its goals: “develop and implement the plan for rehabilitating/replacing the Mayo Bridge that incorporates pedestrian and bicycle infrastructure.”

Physical conditions

Mayo Island is the largest and most accessible of the archipelago fall line islands in the James River. It is approximately 2,140 feet long and about 500 feet wide at its widest point. Mayo Island is 29 feet in elevation above sea level at its highest point and is located in the James River's 100-year floodplain. Because the James River drains 25% of the state, moderate floods are estimated to occur every 3 1/2 years. In the middle of the island, the 100-year floodplain is 36 feet in elevation while at the upper end of the island it is 36.9 feet. Essentially flat, the island has relatively steep banks approximately 25 feet to 28 feet high around most of its perimeter, making access to the water somewhat difficult. Exceptions to the steep bank conditions occur at the island's upstream and downstream tips, where more gentle and sloping terrain is found. Access to the water is easiest at these locations.

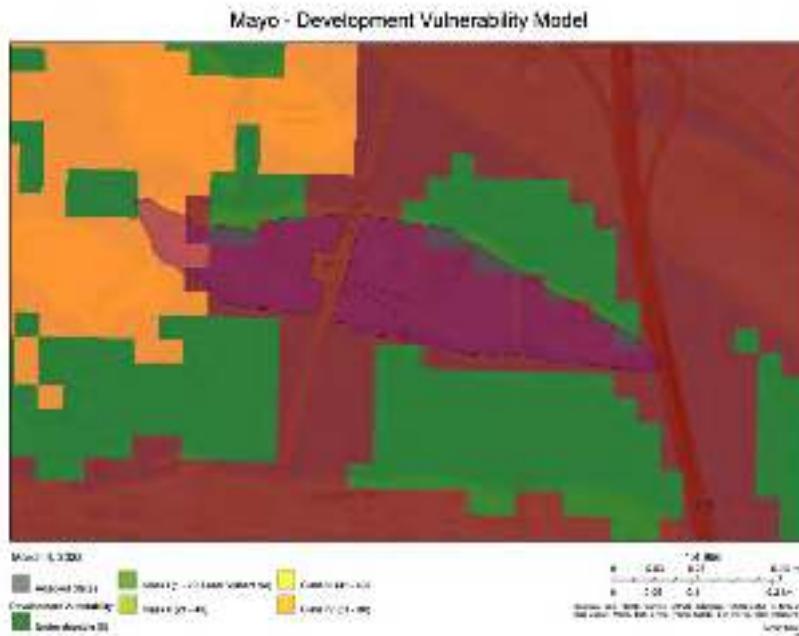


About one-third, or 4.75 acres, of the island's total of approximately 13.62 acres are located west of Mayo's Bridge (14th Street) while 8.87 acres, are located east of the bridge. When reference is made to the western portion of Mayo Island, it refers to that portion of the island west of Mayo's Bridge (14th Street) while reference to the eastern section of the island refers to the section of the island east of Mayo's Bridge (14th Street). The majority, approximately 7 acres of the island is paved with impervious concrete and asphalt. This includes 2.5 acres of paved parking on the western section and 4.5 acres of paved parking and impervious surfaces including structures on the eastern section of Mayo Island.



Current uses on Mayo Island include surface parking lots, recycling transfer, and artist loft rental. Future development of this privately-owned island is constrained by three significant factors: flooding, infrastructure, and utilities. Mayo's Island lies in the Regulatory Floodway and 100-year floodplain and has been flooded a number of times in the past twenty-five years. The island also lies in a Chesapeake Bay Preservation Area with part of the island classified as an Intensely Developed Area (IDA) designated as an overlay to the Resource Protection Area, this category includes “areas of existing development and infill sites where little of the natural environment remains.”

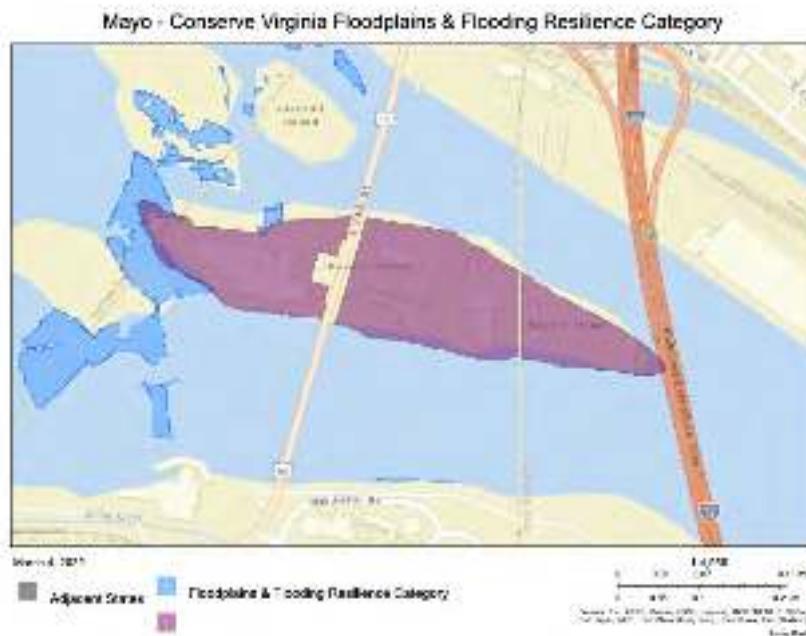
Other portions of the island are classified as a Resource Management Area. The Virginia Department of Conservation & Recreation’s Development Vulnerability Model shows Mayo Island as fully developed.



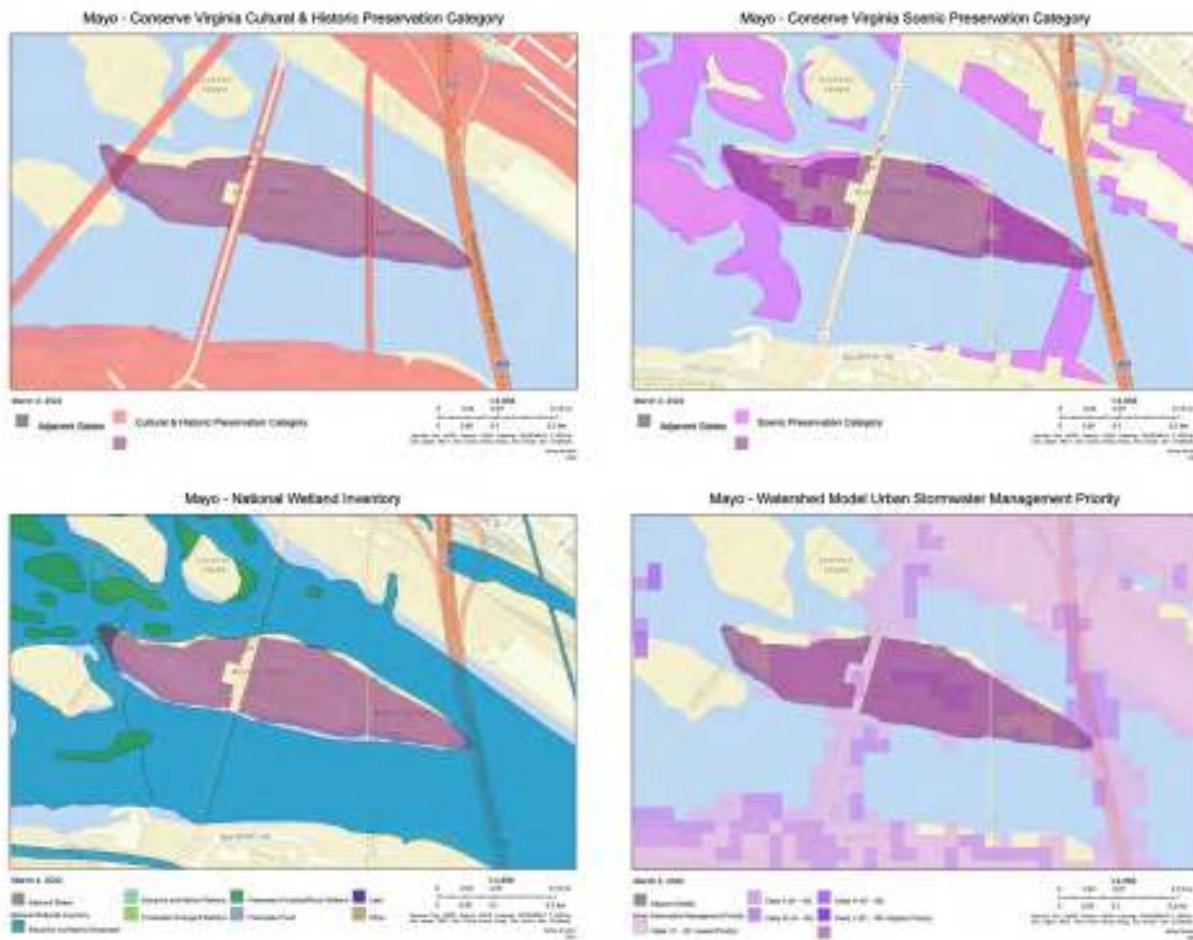
The general topographic elevation of the island is lower than the base flood elevation, making redevelopment extremely difficult from a construction design standpoint. Historically, the island has endured multiple catastrophic floods resulting in immersion and the total loss of various structures. Additionally, the 1995 floodwall on either bank of the James is likely to amplify the flooding impact at Mayo's Island; the former wide breadth of the river at this location is now constrained between two floodwalls, concentrating floodwaters. The entire island is located in the Regulatory Floodway. The regulations governing development in floodways (44 CFR § 60.3.(d)3) stipulate that no new development, substantial improvements on existing development, or fill is permitted without an engineered certificate proving the development will not contribute to an increase in flood levels. If such development is approved, the City of Richmond's floodplain ordinance requires that residential and commercial structures must be elevated one foot above the base flood elevation, which ranges from 35-37 feet. In addition to the Regulatory Floodway building limitations, any redevelopment of commercially-viable structures requires a secondary emergency vehicle egress route to either bank of the river. While any new egress bridge would be a significant cost, it would also have to surmount the height of the floodwalls that protect the City from a 280-year flood event. The absence of any detectable link to the City sanitary sewer system is the third constraint. Written records and site investigations have shown no evidence of a functioning sanitary sewer system; therefore island structures do not currently conform to regulatory health and building codes. The cost of addressing all three constraints, particularly the implied public funding of significant infrastructure improvements to solve the constraints, leads the City to focus on acquisition rather than private development.

Conservation Values

Mayo Island ranks in the Top 10 Percent of land within Virginia to be protected as scored by ConserveVirginia 3.0, the scientific model developed by the Department of Conservation & Recreation. The property is included in several categories – Floodplains & Flooding Resilience, Cultural and Historic Preservation, and Scenic.



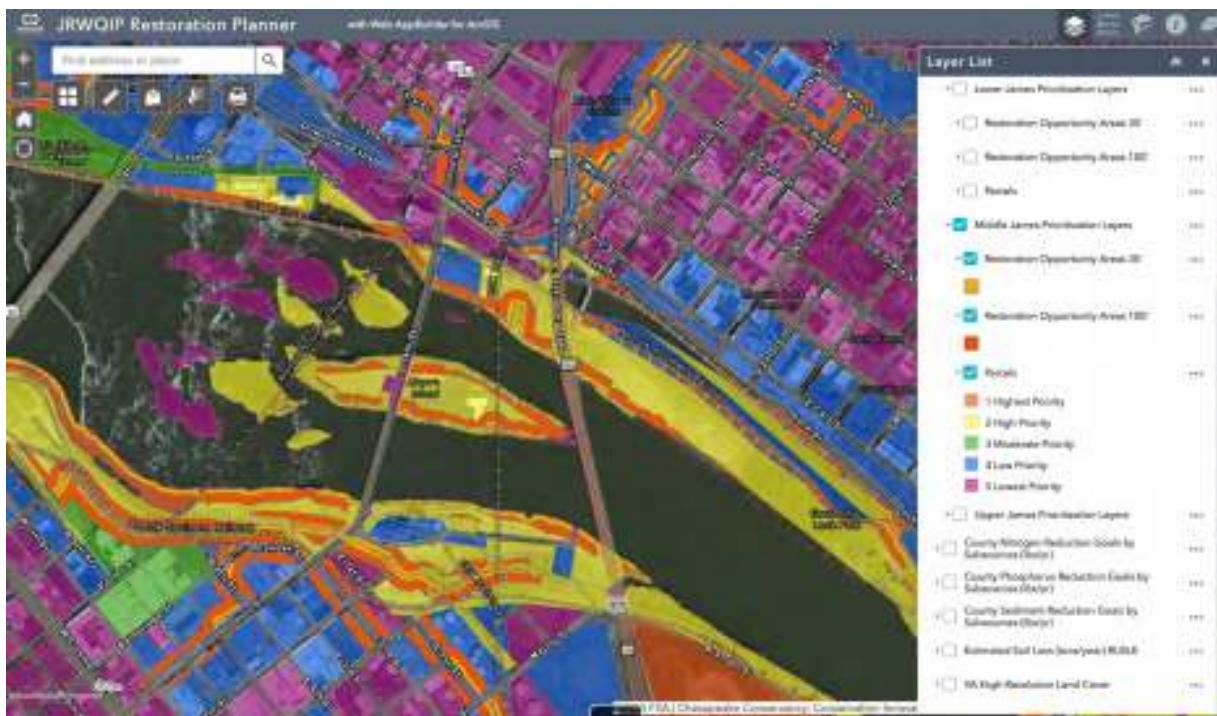
Mayo's Island is located in a stretch of the James River designated as a State Scenic River. Known as the Falls of the James Scenic River, this section is administered by the Falls of the James Scenic River Advisory Board.



Nature-Based Infrastructure and Restoration Opportunity

As concluded in the 1994 report *An Evaluation of Mayo's Island for Potential Public Access for Recreation and Open Space Use*, “restoring most of the surface of Mayo's Island to a natural condition will be beneficial to wildlife, reduce runoff, and present a more pleasing environment for public use.” This sentiment has been reiterated in subsequent comprehensive plans and more particularly detailed in the Richmond Downtown Plan (2009) and Richmond Riverfront Plan (2012).

Current restoration planning models, such as the [James River Water Quality Improvement Program Restoration Planner](#) (JRWP) that was developed by the Chesapeake Conservancy with funding from the Virginia Environmental Endowment and the [ADAPTVA Interactive Map](#) created by the Center for Coastal Resources Management and Virginia Institute of Marine Science, show the restoration priority of for Mayo Island as well as particular initiatives that can be incorporated into future plans for the property after acquisition.



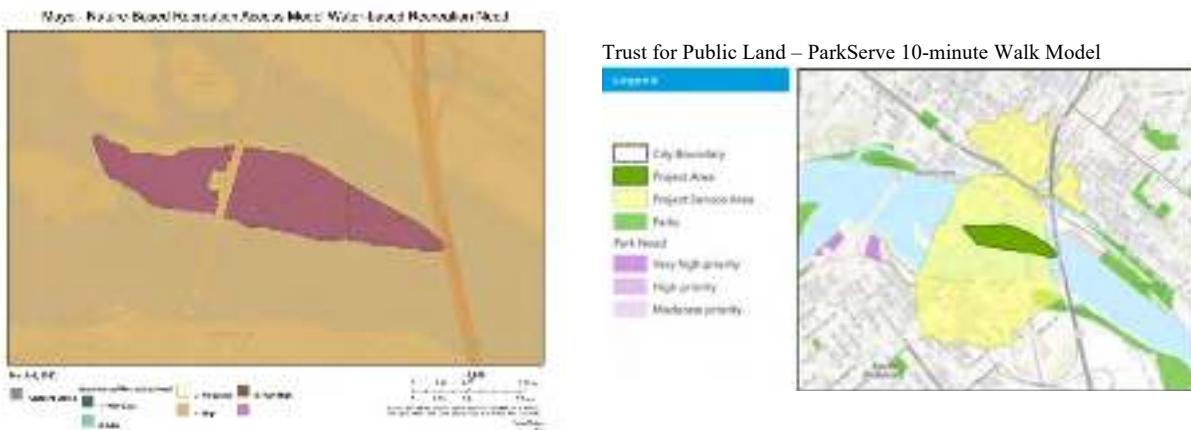
The JRWQIP Restoration Planner notes that the Mayo Island is of the highest priority for restoration opportunities in the Middle James River. Likewise, the Adapt VA Interactive Map shows the western side of Mayo Island as having many benefits as Lands for Protection in using [Natural and Nature-Based Features](#) for coastal resilience. Such benefits include 1) interception and reduction of flooding as floodwaters are stored and slowly released by trees and wetlands; 2) protecting and restoring natural features can earn credits for reduced insurance premiums through the National Flood Insurance Program's Community Rating System (in which the City already participates and could directly benefit); 3) forests, trees, and wetlands effectively filter air pollution and remove excess nitrogen and phosphorus and also capture sediment in stormwater runoff; 4) floodplain restoration reestablishes a more natural hydrologic regime that connects wetlands, waterways, and adjacent land.



Future Public Access and Recreation:

“Mayo Island could provide recreational benefits by increasing the opportunities for the public to experience and enjoy the James River at a unique area, the fall line. Trails; landscaping; fishing access sites, including for handicapped fishing; a boat launching site; food service; tackle shop; and other amenities and services would enable Mayo's Island to provide a range of outdoor recreational benefits. Private development could provide some of these recreational opportunities on and from the island.” That was the conclusion of the 1994 report prepared for the City of Richmond. As has been articulated through the Richmond Downtown Plan (2009) and Richmond Riverfront Plan (2012) the acquisition of Mayo Island for outdoor recreation remains a high priority. It could also serve as a visitor hub in support of the adventure tourist looking to book excursions such as whitewater rafting, cycling the Virginia Capital Trail, mountain biking at the Richmond Ride Center, rappelling the Manchester Climbing Wall, etc.

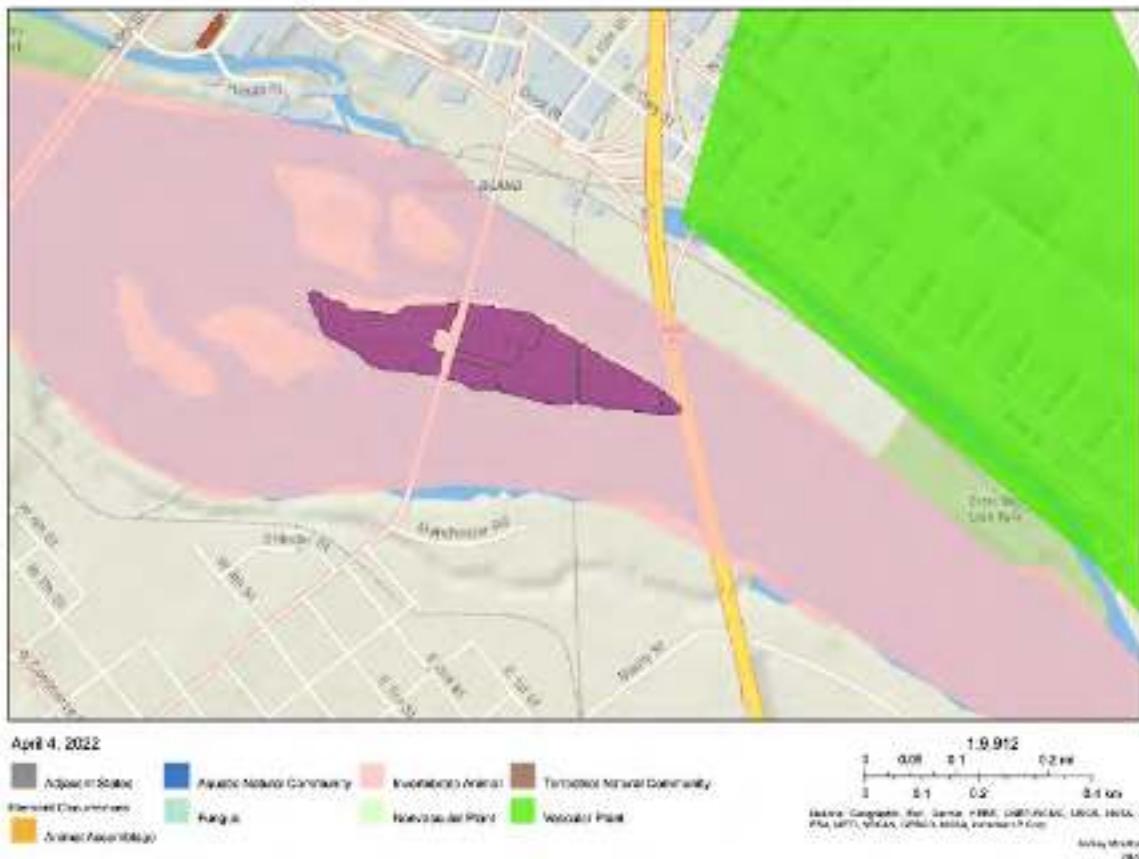
According to the Nature-Based Recreation Access Model for Water-Based Recreation Need, Mayo Island ranks as a high need. Mayo Island ranks as a moderate need for the Land-Based Recreation Need.



Improved Wildlife Habitat

Mayo Island is situated at an important confluence of the James River where the freshwater rapids meet brackish tidal waters. This is why residents have come to the banks of the James River and Mayo Island and atop Mayo's Bridge to fish. The Department of Conservation and Recreation Natural Heritage Division reports Documented Element Occurrences for invertebrate animal in the river surrounding Mayo Island. This is due to the Atlantic Sturgeon that is Federally Endangered and State Endangered with a status of 1b. The James River is a major fishway for anadromous fish, including American and hickory shad, alewife and blueback herring, and striped bass, and yellow perch. While none of these anadromous fish species are threatened or endangered the herring and shad have a Moderate Conservation Need according to the Virginia Department of Game and Inland Fisheries. Probably the heaviest fishing traffic is during the spring spawning run of perch.

Mayo Island - Documented Element Occurrences



In addition to the above referenced fish, Mayo Island is also suitable habitat for the following known or likely species:

BOMA Code	Status*	Tier**	Common Name	Scientific Name
060017	FESE	ia	Downy-shouldered jay	<i>Pica pica collaris</i>
060033	FESE	ia	Wedgetail hawk	<i>Accipiter cooperii</i>
010032	FESE	ib	Burgess, Atlantic	<i>Acipenser oxyrinchus</i>
060022	FTST	ia	Bat, northern long-eared	<i>Myotis septentrionalis</i>
060173	FTST	ia	Pipit, Atlantic	<i>Fuscicola misoni</i>
060020	SE	ia	Bat, little brown	<i>Myotis lucifugus</i>
060034	SE	ia	Bat, Sturnirua's eastern big-eared	<i>Corynorhinus rafinesquii macrotis</i>
060027	SE	ia	Bat, tri-colored	<i>Perimyotis subflavus</i>
040098	ST	ia	Falcon, peregrine	<i>Falco peregrinus</i>
040293	ST	ia	Shrike, loggerhead	<i>Lanius ludovicianus</i>
040292	ST	ia	Shrike, migratory loggerhead	<i>Lanius ludovicianus migrans</i>
030063	OC	ifa	Turtle, spotted	<i>Clemmys guttata</i>
040092	ia		Eagle, golden	<i>Aquila chrysaetos</i>
060084	ib		Pipit, Virginia	<i>Leucosticte supina</i>
040052	ia		Duck, American black	<i>Anas rubripes</i>
040029	ia		Heron, little blue	<i>Egretta caerulea caerulea</i>
040038	ia		Night-heron, yellow-crowned	<i>Nyctanassa violacea violacea</i>
040181	ib		Tern, common	<i>Sterna hirundo</i>
040320	ia		Warbler, cerulean	<i>Setophaga cerulea</i>
040140	ia		Woodcock, American	<i>Scolopax minor</i>
040203	ib		Cuckoo, black-bellied	<i>Coccyzus erythrophthalmus</i>
040105	ib		Rail, erg	<i>Rallus elegans</i>

Detailed Map of the Project Area - Survey

TIMMONS GROUP

번호	제작년도	제작주제	제작내용
1	2010	한국전통문화재	한국전통문화재 한국전통문화재 한국전통문화재 한국전통문화재



9-974



7

National Flood Hazard Layer FIRMette



77°26'20"W 37°32'1"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE) Zone A, V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD

- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee. See Notes. Zone X
- Area with Flood Risk due to Levee Zone D

OTHER AREAS

- NO SCREEN Area of Minimal Flood Hazard Zone X
- Effective LOMRs
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES

- Channel, Culvert, or Storm Sewer
- ||||| Levee, Dike, or Floodwall

OTHER FEATURES

- (B) 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS

- Digital Data Available
- No Digital Data Available
- Unmapped



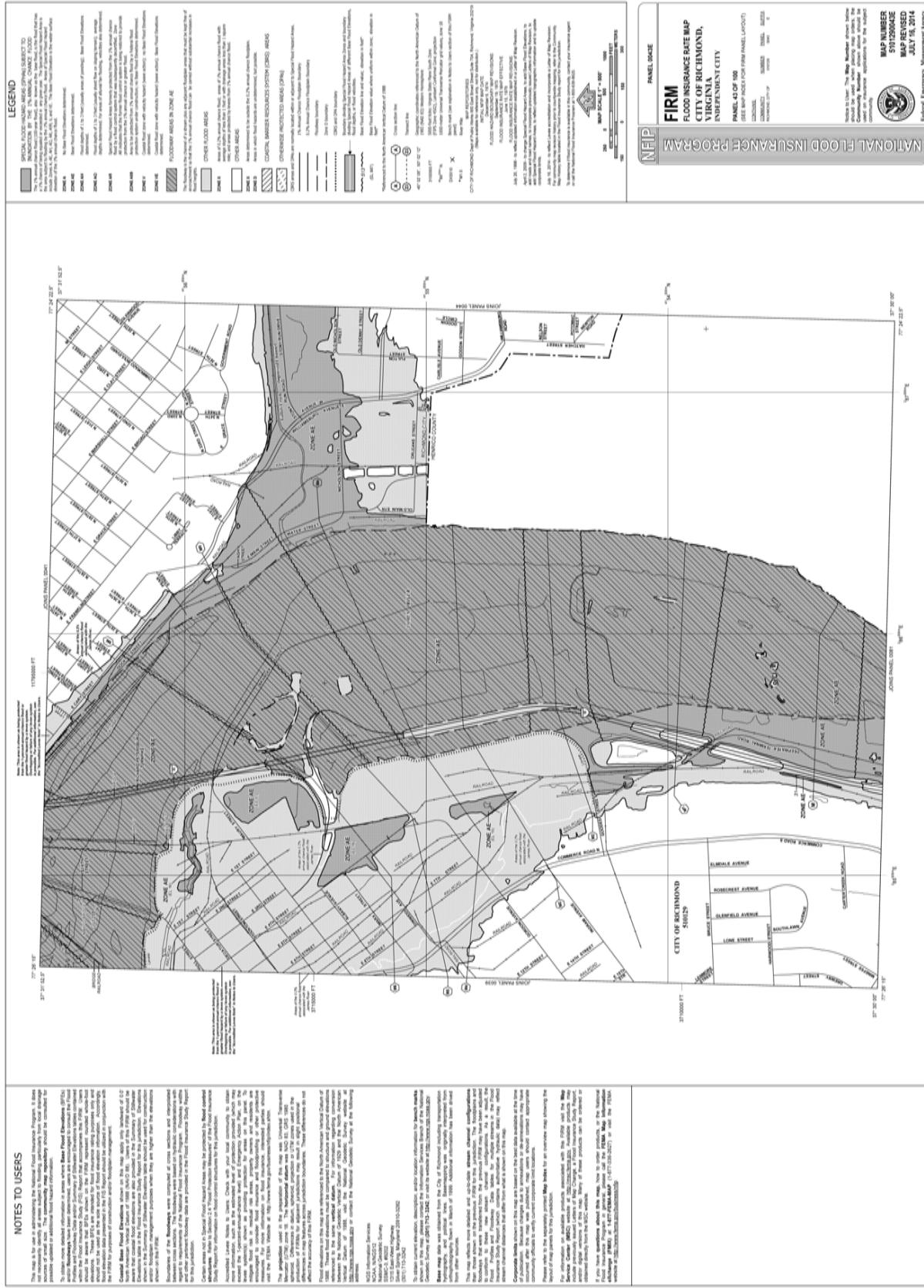
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 3/31/2022 at 8:58 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

FIRMette of the project Area



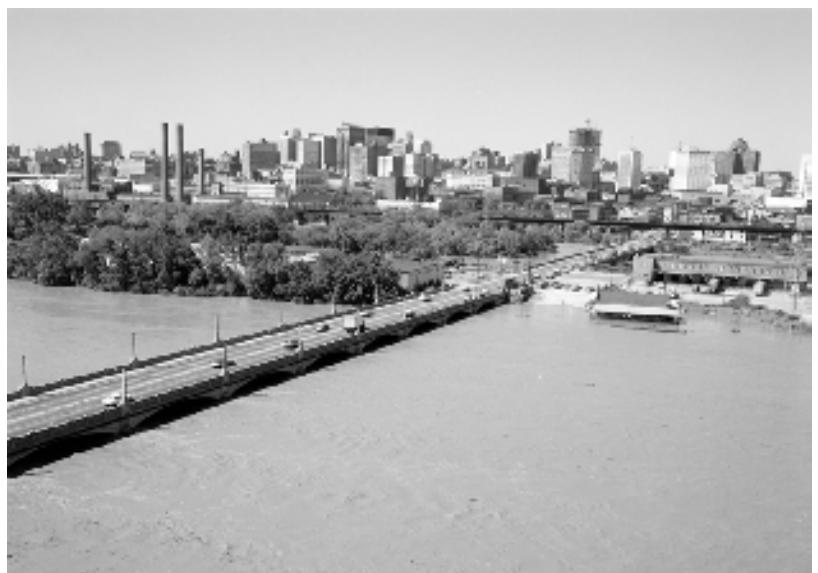
Historic Flood Damage Data and Images



Mayo Island – 1937



Mayo Island – floodwaters of Hurricane Agnes (1972)



Mayo Island – floodwaters of Hurricane Camille (1969)



Mayo Island – floodwaters of Juan (1985)

Historic Images



View of Richmond in 1822 by J. L. Bouqueta de Woiseri



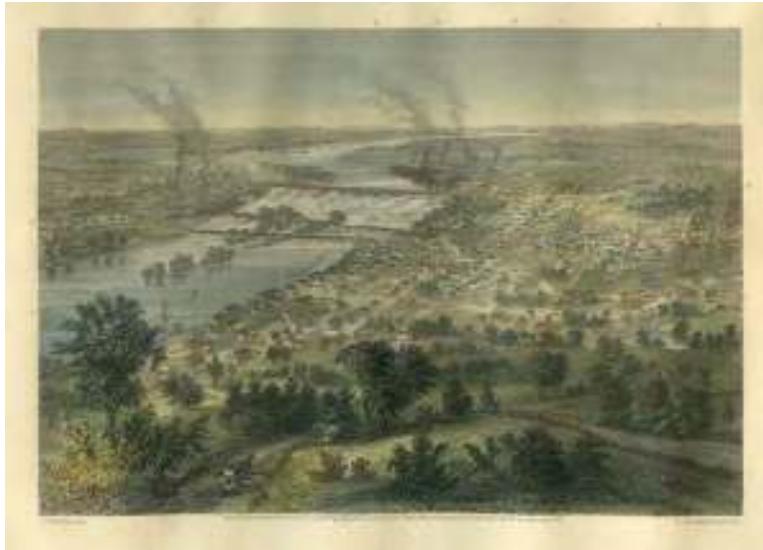
View of Richmond by John William Hill, artist & F. Palmer, lithographer (1852)



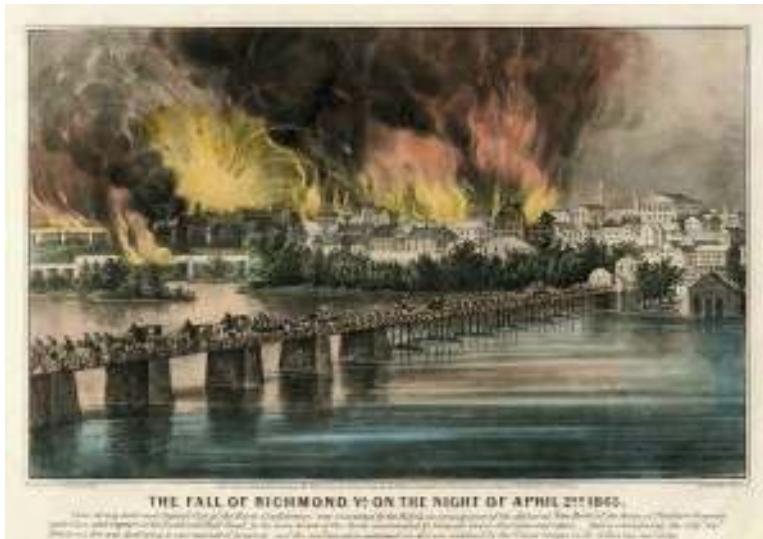
View of Richmond by Edward Sachse (1851)



View from Gamble's Hill by Edward Beyer, artist; Loeillot & Co., lithographer (1857)



Richmond, VA. And Its Vicinity by J. Wells, artist & R. Hinshelwood, engraver (1863)



The Fall of Richmond by Currier & Ives (1865)



Panorama of Richmond, Virginia, in 1865, following its fall in the American Civil War. Compiled from seven different stereoscopic images taken from the south end of the Mayo Bridge, in Manchester, looking north, by a photographer from Mathew Brady's outfit. It was digitally assembled in October 2011, and was rendered using a cylindrical projection.



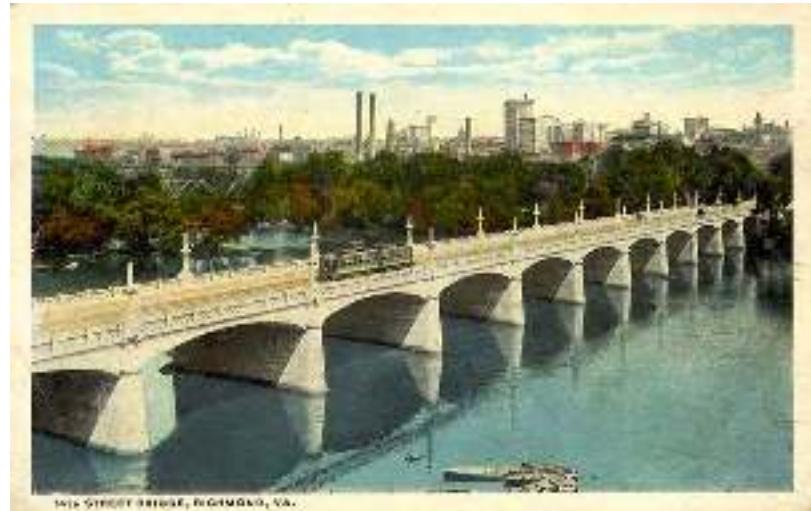
Ruins of Mayo's Bridge (1865)



1870s

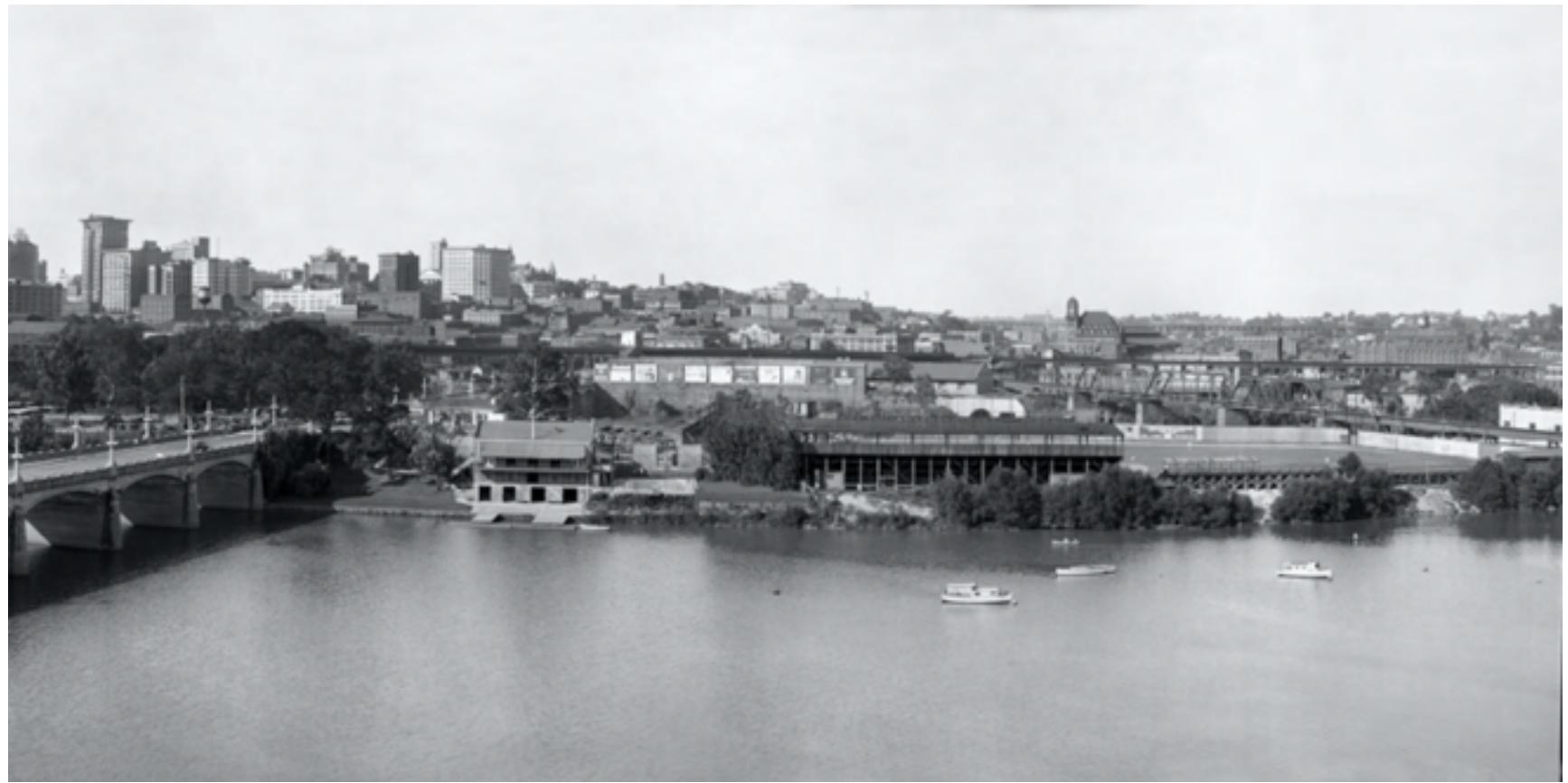


1907

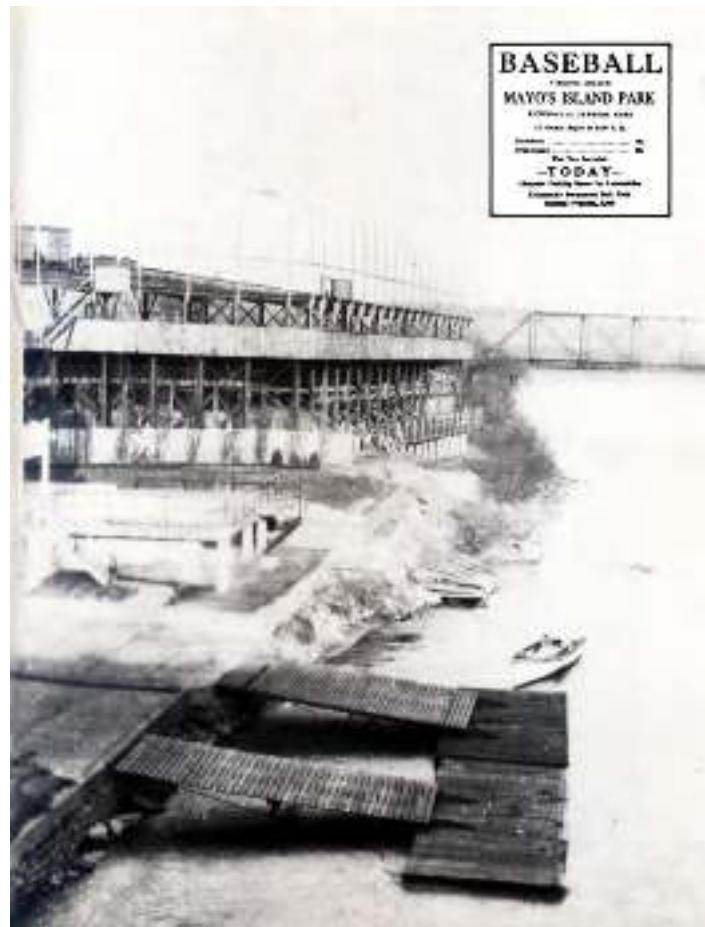




1915



Virginia Boat Club, Tate Field, and Mayo Bridge, 1931 by Dementi Studio





1931



Virginia Boat Club (1955)



Low-income Geographic Area
Designated Qualified Opportunity Zone - Census Tract 51760061000



Links to Plans

Current Floodplain Ordinance

https://library.municode.com/va/richmond/codes/code_of_ordinances?nodeId=PTIICICO_CH14_FLMAERSECODR

Current Hazard Mitigation Plan

<https://planrva.org/emergency-management-home/the-alliance/hazard-mitigation/>

Current Comprehensive Plan

<https://www.rva.gov/planning-development-review/master-plan>

Approved Resilience Plan – RVA Clean Water Plan

<https://rvah2o.org/rva-clean-water-plan/>

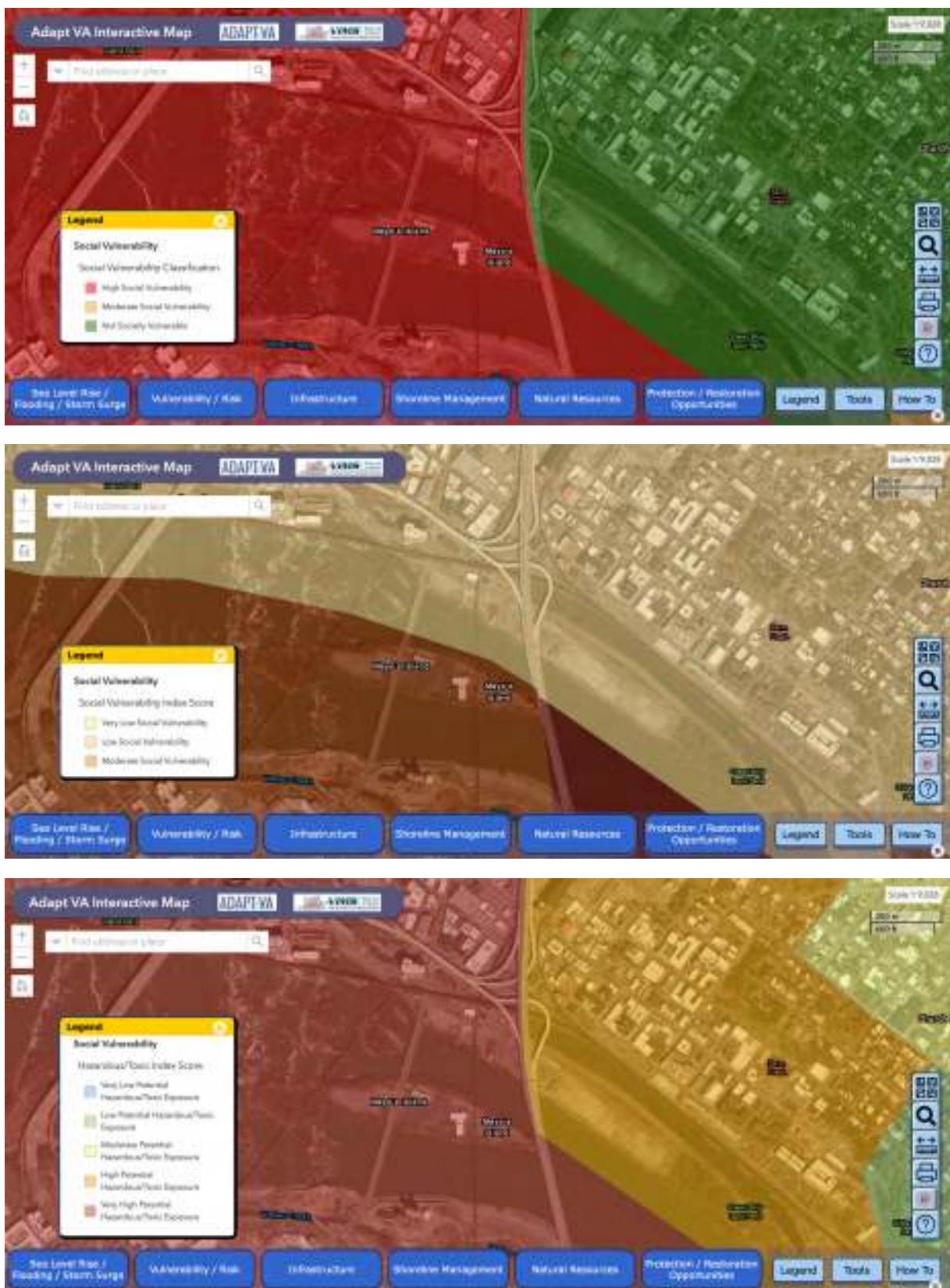
RVAgreen

https://www.rva.gov/sites/default/files/2019-02/RVAGreen_ARoadmapToSustainability.pdf

RVAgreen 2050

<https://www.rva.gov/sustainability/what-rvagreen-2050-0>

Social Vulnerability Index Scores – Adapt VA Virginia Vulnerability Viewer



Appendix B: Scoring Criteria for Flood Prevention and Protection Projects

Virginia Department of Conservation and Recreation
Virginia Community Flood Preparedness Fund Grant Program

Applicant Name: City of Richmond		
Eligibility Information		
Criterion	Description	Check One
1. 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)?		
Yes	Eligible for consideration	X
No	Not eligible for consideration	
2. Does the local government have an approved resilience plan and has provided a copy or link to the plan with this application?		
Yes	Eligible for consideration under all categories	X
No	Eligible for consideration for studies, capacity building, and planning only	
3. If the applicant is <u>not</u> a town, city, or county, are letters of support from all affected local governments included in this application?		
Yes	Eligible for consideration	X
No	Not eligible for consideration	
4. Has this or any portion of this project been included in any application or program previously funded by the Department?		
Yes	Not eligible for consideration	X
No	Eligible for consideration	
5. Has the applicant provided evidence of an ability to provide the required matching funds?		
Yes	Eligible for consideration	X
No	Not eligible for consideration	
N/A	Match not required	

Scoring Criteria Projects 1-B

Project Eligible for Consideration		<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Applicant Name:			
Scoring Information			
Criterion	Point Value	Points Awarded	
6. Eligible Projects (Select all that apply)			
<p>Projects may have components of both 1.a. and 1.b. below; however, only one category may be chosen. The category chosen must be the primary project in the application.</p>			
1.a. Acquisition of property consistent with an overall comprehensive local or regional plan for purposes of allowing inundation, retreat, or acquisition of structures.	50	50	
<input type="checkbox"/> Wetland restoration, floodplain restoration <input type="checkbox"/> Living shorelines and vegetated buffers. <input type="checkbox"/> Permanent conservation of undeveloped lands identified as having flood resilience value by <i>ConserveVirginia</i> Floodplain and Flooding Resilience layer or a similar data driven analytic tool <input type="checkbox"/> Dam removal <input type="checkbox"/> Stream bank restoration or stabilization. <input type="checkbox"/> Restoration of floodplains to natural and beneficial function. <input type="checkbox"/> Developing flood warning and response systems, which may include gauge installation, to notify residents of potential emergency flooding events.	45		
1.b. any other nature-based approach	40		
All hybrid approaches whose end result is a nature-based solution	35		
All other projects	25		
7. Is the project area socially vulnerable? (Based on ADAPT VA's Social Vulnerability Index Score.)			
Very High Social Vulnerability (More than 1.5)	15		
High Social Vulnerability (1.0 to 1.5)	12	12	
Moderate Social Vulnerability (0.0 to 1.0)	8		
Low Social Vulnerability (-1.0 to 0.0)	0		
Very Low Social Vulnerability (Less than -1.0)	0		
8. Is the proposed project part of an effort to join or remedy the community's probation or suspension from the NFIP?			

Scoring Criteria Projects 2-B

Yes	10	
No	0	0
9. Is the proposed project in a low-income geographic area as defined in this manual?		
Yes	10	10
No	0	
10. 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?		
Yes	5	5
No	0	
11. Does this project provide “community scale” benefits?		
Yes	20	20
No	0	
Total Points		97

Scoring Criteria Projects 3-B

Appendix D: Checklist All Categories

Virginia Department of Conservation and Recreation

Community Flood Preparedness Fund Grant Program

Scope of Work Narrative		
Supporting Documentation	Included	
Detailed map of the project area(s) (Projects/Studies)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
FIRMette of the project area(s) (Projects/Studies)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Historic flood damage data and/or images (Projects/Studies)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
A link to or a copy of the current floodplain ordinance	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Non-Fund financed maintenance and management plan for project extending a minimum of 5 years from project close	<input type="checkbox"/> Yes	<input type="checkbox"/> No
A link to or a copy of the current hazard mitigation plan	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
A link to or a copy of the current comprehensive plan	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Social vulnerability index score(s) for the project area from ADAPT VA's Virginia Vulnerability Viewer	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If applicant is not a town, city, or county, letters of support from affected communities	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Completed Scoring Criteria Sheet in Appendix B, C, or D	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Budget Narrative		
Supporting Documentation	Included	
Authorization to request funding from the Fund from governing body or chief executive of the local government	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Signed pledge agreement from each contributing organization	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Checklist All Categories | 3-D



CITY OF RICHMOND

Chief Administrative Office

April 8, 2022

This project is funded through the City's American Rescue Plan Act (ARPA) funding. No other state, federal, or private funds are anticipated to be allocated for use in this project. The City's ARPA spend plan was approved by Ordinance No. 2021-291 (attached) and provides \$1,500,000 for the acquisition of new south side parks. Any remaining funding needs will be found in the FY 2023 Park, Recreation, and Community Facilities operating budget. The City of Richmond has in place the capacity to execute the funding of the City of Richmond's required match.

Sincerely,

J.E. Lincoln Saunders
Chief Administrative Officer



CFPF, rr <cfpf@dcr.virginia.gov>

RE: City of Richmond Mayo Island application

1 message

Steidel, Robert C. - DCAO of Operations <Robert.Steidel@rva.gov>

Fri, Apr 8, 2022 at 1:54 PM

To: "cfpf@dcr.virginia.gov" <cfpf@dcr.virginia.gov>

Cc: "Frelke, Christopher E. - DPR" <Christopher.Frelke@rva.gov>, "May, Jason P. - Budget" <Jason.May@rva.gov>, "Sedano, Caitlin R. - CAO" <Caitlin.Sedano@rva.gov>, "Bradley, Patrick J. - DPU" <Patrick.Bradley@rva.gov>, "Bingham, April N. - DPU" <April.Bingham@rva.gov>, Parker Agelasto <parker@capitalregionland.org>

Amended file name for the letter.

Robert C. Steidel

City of Richmond Virginia Deputy Chief Administrative Officer for Operations

730 and 900 E Broad Street Richmond Virginia 23219

804-646-1378

804-646-7000 or 311 Non-Utility Customer Service

804-646-4646 Utility Customer Service

Robert.Steidel@richmondgov.com

From: Steidel, Robert C. - DCAO of Operations

Sent: Friday, April 8, 2022 1:47 PM

To: 'cfpf@dcr.virginia.gov' <cfpf@dcr.virginia.gov>

Cc: Frelke, Christopher E. - DPR <Christopher.Frelke@rva.gov>; May, Jason P. - Budget <Jason.May@rva.gov>; Sedano, Caitlin R. - CAO <Caitlin.Sedano@rva.gov>; Bradley, Patrick J. - DPU <Patrick.Bradley@rva.gov>; April Bingham (April.Bingham@richmondgov.com) <April.Bingham@richmondgov.com>; Parker Agelasto <parker@capitalregionland.org>

Subject: City of Richmond Mayo Island application

Importance: High

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Robert.Steidel@richmondgov.com

www.richmondgov.com/PublicUtilities

www.richmondgov.com/AnimalControl

www.richmondgov.com/PublicWorks

 CID510129_CityofRichmond_CFPF1 Mayo Island City Match Letter.pdf
224K



CFPF, rr <cfpf@dcr.virginia.gov>

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730 and 900 E Broad Street Richmond Virginia 23219

804-646-1378

804-646-7000 or 311 Non-Utility Customer Service

804-646-4646 Utility Customer Service

Robert.Steidel@richmondgov.com

www.richmondgov.com/PublicUtilities

www.richmondgov.com/AnimalControl

www.richmondgov.com/PublicWorks

 CID510129_CityofRichmond_CFPF1 Mayo Island City Match Letter.pdf
224K

Virginia Land Conservation Foundation Grant Program
Office of the Secretary of Natural Resources
Pre-application Information Form 2019

Entity submitting the proposal: _____ Capital Region Land Conservancy _____

Contact Person: _____ Parker C. Agelasto _____ Title: _____ Executive Director _____

Address: _____ P.O. Box 17306, Richmond VA 23226 _____

Phone: _____ 202-302-0153 _____ Email: _____ parker@capitalregionland.org _____

Type of Entity: Locality State Agency Nonprofit

Project Name: _____ Bermuda Road _____

(Note: do not use landowner's name without their permission as the project names will be widely distributed)

Street address of the property (No P.O. Boxes): _____ 201 Bermuda Road _____

Richmond, VA 23224 _____

Tax Parcel Number(s): _____ C0060422004 and C0060422007 _____

Project Specifics: (*click to place an X in the box for all statements below that apply*)

Fee-simple acquisition by the grant applicant

Fee-simple acquisition by entity other than the grant applicant

Name of entity acquiring land: _____

Easement to be held by the grant applicant

Easement to be held by an entity other than the grant applicant

Name of entity holding easement:

Other (*describe briefly here*) (*additional info can be provided later in the application*):

Total acres to be protected: _16.35_ Project location (county/city/town): _Richmond_

Virginia House District #: _69_ Virginia Senate District #: _16_ Congressional District #: _4_

Scoring Category: (*choose only one*)

Farmlands

Forest

Historic

Natural Area

Open Space & Parks

Total Project Cost (\$\$): ____ \$215,000 ____ Total VLCF Grant Request (\$\$): ____ \$107,500 ____

Brief Project Narrative (no more than 250 words)

CRLC is in discussions with the owner of 201 Bermuda Road about possibly taking ownership of the property in fee-simple with the goal of transferring the property to the City of Richmond for a future park. The property is almost entirely wooded and is bounded by a CSX railroad track to the north and a Dominion Energy utility easement to the east. In 2008, the property was plated for a of 48 single-family residents. It is located within a census block that is a majority minority population with a poverty rate that exceeds 50%. According to the Trust for Public Land ParkServe model, there is a “moderate to high” need for a park at this location. The park would serve approximately 400 people, of which 110 would be newly served by a 10-minute walk model. Of these, approximately 30% of the newly served population would be children, 48% African-American and 35% Hispanic.

The City of Richmond has identified areas where there is a need for additional public access to open space and parks. Furthermore, this property could serve for community gardens and urban agriculture in a food desert while also potentially acting as a place for the City’s tree lab to grow and cultivate trees for planting in urban heat islands.

For Farmlands Preservation

- Is the project in the Agriculture and Forestry Category of ConserveVirginia? _____
- What percentage of soils are classified as Prime, Unique and Important? _____
- Are BMPs being implemented on the subject property? _____
- Is the property adjacent to other conserved lands? _____

For Forest Preservation

- Is the project in the Agriculture and Forestry Category of ConserveVirginia? _____
- What is the acreage of the property? _____
- What percentage of the property is in forested condition? _____
- What percent of the property is high forest conservation value (FCV 4 and 5)? _____
- Is the property adjacent to other conserved lands? _____

For Historic Area Preservation

- Is the project in the Cultural and Historic Preservation Category of ConserveVirginia?

Yes _____
- Is the property listed on the Virginia Landmarks Register? _____ If not, has DHR determined the property is eligible to be listed on the VLR? _____
- Is the property a battlefield property identified with a priority rating by the National Park Service’s American Battlefield Protection Program? _____
- Has the property been designated as a National Historic Landmark? _____
- Is the property adjacent to other conserved lands? _____

For Natural Area Preservation

- Is the project in the Natural Habitat and Biological Diversity Category of ConserveVirginia?

- Is the project located within a conservation site? _____
- Are there heritage elements present on the property? _____
- Does the project have global significance? _____
- What is the biodiversity rank of the conservation site? _____
- Is the parcel adjacent to other conservation lands with Biodiversity Management Intent

(BMI)? _____

For Open Spaces and Parks

- Is the project in the Scenic Category of ConserveVirginia? No
- Is the project in the Protected Landscapes Resilience Category of ConserveVirginia? No
- Does the project provide public access to state waters? No
- Does the project identify scenic resources and protect those scenic resources? No
- Is the property located in a densely populated or rapidly developing area? Yes
- Is the property adjacent to another park or other conserved lands? No

*** Additional Water Quality Points for All Categories ***

- Is the project within the Floodplains and Floodplain Resilience Category of ConserveVirginia? No
- Are there perennial streams, rivers, shoreline, or bodies of water on the property that will have permanent vegetated buffers that exclude livestock and are 100 feet in width? Yes
- Will the permanent vegetated buffers be forested? Yes

201 Bermuda Road

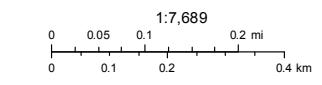


December 13, 2019

polygonLayer

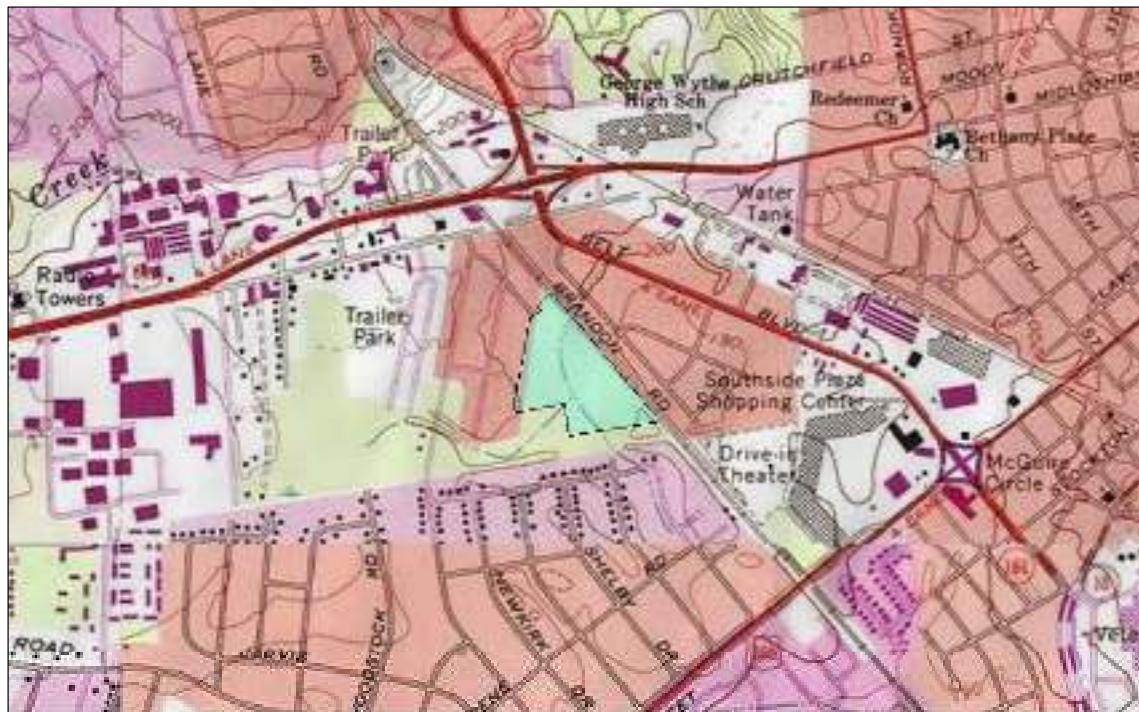
Override 1

Adjacent States



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

201 Bermuda Road





FOR SALE

201 Bermuda Road | Richmond, VA 23224
16.35± Acres | Price: \$300,000



FEATURES

16.35 ACRES

2 PARCELS zoned R-4 allowing 60' (feet wide) lots.

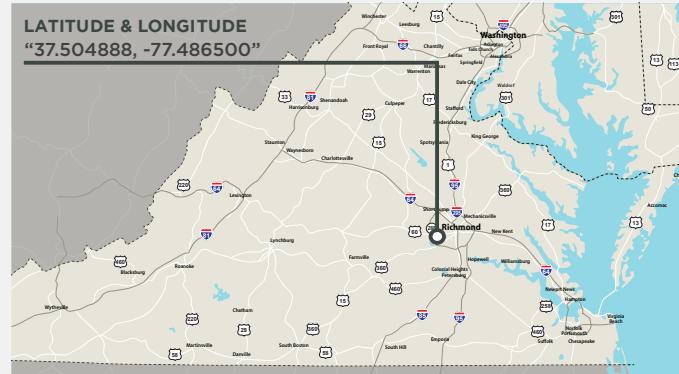
CITY OF RICHMOND - location off Midlothian Tpke.

PREVIOUSLY APPROVED FOR 48 LOTS -
cost estimates available.

TAX ID # C0060422004, C0060422007

ASKING PRICE \$300,000

VICINITY MAP



For More Information Regarding This Property, Please Contact:

RYAN FANELLI

804-228-4937

rfanelli

@commonwealthcommercial.com

NATE KREY

804-234-3783

nkrey

@commonwealthcommercial.com

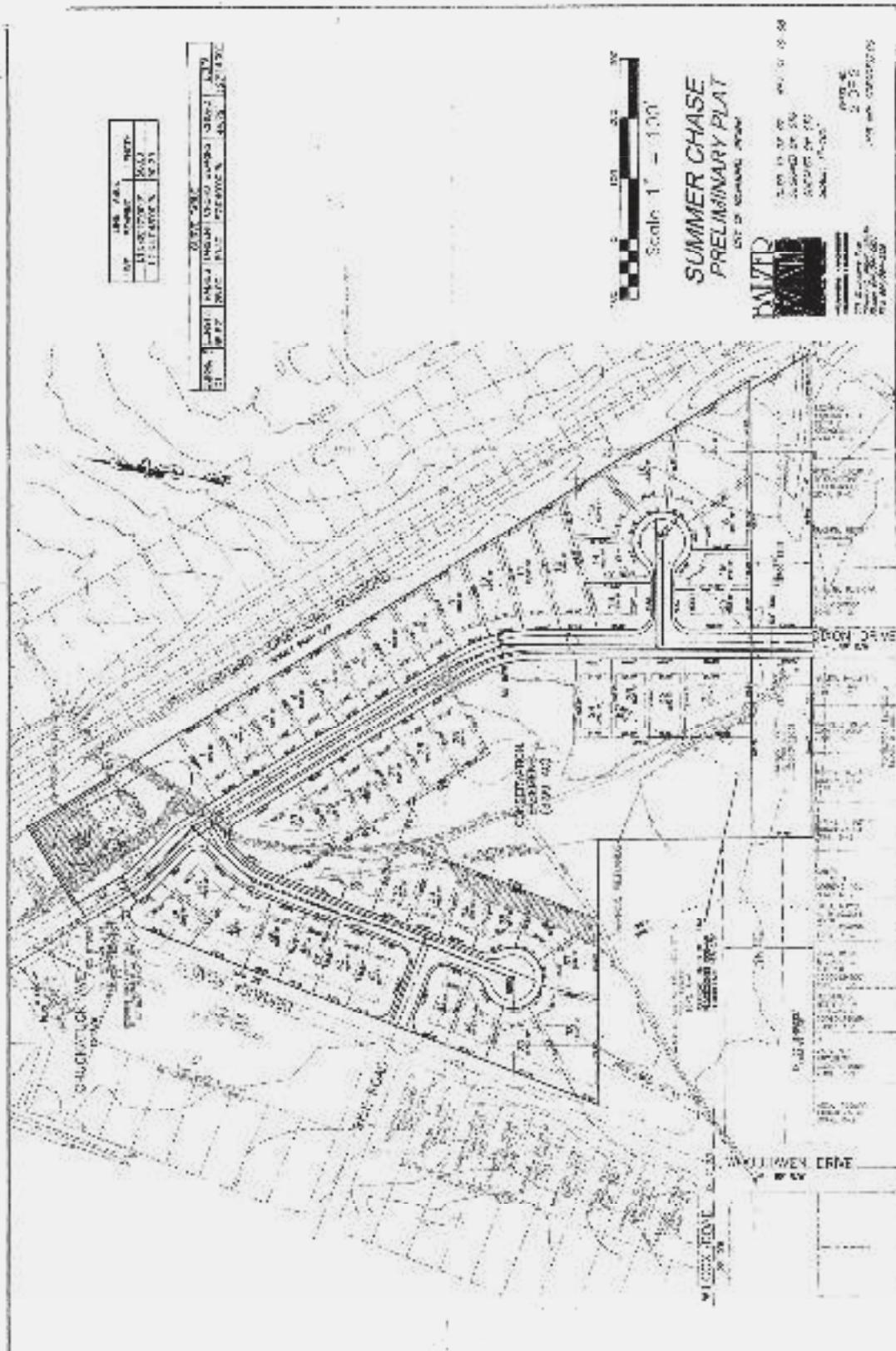
MAIN OFFICE ADDRESS: 4198 Cox Road, Suite 200 | Glen Allen, VA 23060 **MAILING ADDRESS:** P.O. Box 71150 | Richmond, VA 23255

T 804-346-4966 F 804-346-5901 COMMONWEALTHCOMMERCIAL.COM | COMMONWEALTHLAND.COM



FOR SALE 201 Bermuda Road | Richmond, VA 23224

Site Plan





FOR SALE 201 Bermuda Road | Richmond, VA 23224





Demographics

201 Bermuda Rd Richmond, VA 23224	3 mi radius	5 mi radius	10 mi radius
Population			
Estimated Population (2019)	88,988	242,350	637,081
Projected Population (2024)	92,885	254,975	670,856
Census Population (2010)	79,831	215,275	583,472
Census Population (2000)	76,972	199,837	539,107
Projected Annual Growth (2019-2024)	3,897 0.9%	12,625 1.0%	33,775 1.1%
Historical Annual Growth (2010-2019)	9,157 1.1%	27,075 1.2%	53,609 0.9%
Historical Annual Growth (2000-2010)	2,859 0.4%	15,438 0.8%	44,365 0.8%
Estimated Population Density (2019)	3,148 <i>psm</i>	3,087 <i>psm</i>	2,029 <i>psm</i>
Trade Area Size	28.3 <i>sq mi</i>	78.5 <i>sq mi</i>	314.0 <i>sq mi</i>
Households			
Estimated Households (2019)	36,297	101,434	261,349
Projected Households (2024)	37,436	105,110	272,459
Census Households (2010)	33,187	89,996	237,240
Census Households (2000)	32,884	84,721	220,042
Projected Annual Growth (2019-2024)	1,139 0.6%	3,677 0.7%	11,110 0.9%
Historical Annual Change (2000-2019)	3,413 0.5%	16,712 1.0%	41,308 1.0%
Average Household Income			
Estimated Average Household Income (2019)	\$58,087	\$73,483	\$81,534
Projected Average Household Income (2024)	\$66,618	\$84,229	\$93,104
Census Average Household Income (2010)	\$45,201	\$60,243	\$67,490
Census Average Household Income (2000)	\$39,931	\$48,747	\$55,381
Projected Annual Change (2019-2024)	\$8,530 2.9%	\$10,746 2.9%	\$11,570 2.8%
Historical Annual Change (2000-2019)	\$18,156 2.4%	\$24,736 2.7%	\$26,153 2.5%
Median Household Income			
Estimated Median Household Income (2019)	\$43,729	\$56,165	\$65,695
Projected Median Household Income (2024)	\$50,365	\$64,465	\$75,589
Census Median Household Income (2010)	\$37,502	\$45,792	\$54,903
Census Median Household Income (2000)	\$32,108	\$38,260	\$45,620
Projected Annual Change (2019-2024)	\$6,636 3.0%	\$8,301 3.0%	\$9,893 3.0%
Historical Annual Change (2000-2019)	\$11,621 1.9%	\$17,905 2.5%	\$20,075 2.3%
Per Capita Income			
Estimated Per Capita Income (2019)	\$23,794	\$31,054	\$33,643
Projected Per Capita Income (2024)	\$26,946	\$35,006	\$37,998
Census Per Capita Income (2010)	\$18,791	\$25,185	\$27,442
Census Per Capita Income (2000)	\$17,034	\$20,517	\$22,545
Projected Annual Change (2019-2024)	\$3,152 2.6%	\$3,952 2.5%	\$4,355 2.6%
Historical Annual Change (2000-2019)	\$6,761 2.1%	\$10,538 2.7%	\$11,098 2.6%
Estimated Average Household Net Worth (2019)	\$289,938	\$456,025	\$529,647



9020 Stony Point Parkway, Suite 275
Richmond, Virginia 23235
p 800 837 9779
f 312 558 1986
www.greeley-hansen.com

November 28, 2022

Ms. Wendy Howard Cooper
Director, Dam Safety and Floodplain Management
Virginia Department of Conservation and Recreation
600 E. Main St., 24th Floor
Richmond, VA 23219

Subject: Community Flood Preparedness Fund (CFPF)
CY2022 Round 3 Grant Application: Grant Number: CFPF-22-03-53
Application Category: LI - Projects that will result in nature-based solutions - Low Income Geographic
Community Name: RICHMOND, CITY OF, CID: 510129
Primary Contact: April Bingham, Director of Public Utilities
Primary Contact Email Address: april.bingham@rva.gov
CFPF Amount Requested: \$9,200,000.00
Match Amount Required: \$2,300,000.00
Total Project Cost: \$11,500,000.00

Dear Ms. Wendy Cooper :

The City has submitted an application for the Grant Round Three of the Community Flood Preparedness Fund (the Fund). Where the Department of Conservation and Recreation (DCR) advertised that \$40 million would be made available for this Grant Round, DCR received 64 applications totaling nearly \$93 million. Given the importance of addressing flooding and resilience challenges, and the level of interest in this Grant Round, the Secretary of Natural and Historic Resources has authorized DCR to release an additional \$30 million in funding for this Grant Round.

The City of Richmond (City) received a letter from DCR, dated September 30, 2022, permitting the City to submit supplementary information for further review, as the application may meet the purpose of the Fund, but additional information is required to make a final determination.

At the request of the City, Greeley and Hansen LLC (Greeley and Hansen) has assisted the City in preparing responses and supplemental documentation.

The supplemental documentation is provided as follows:

Requirement by September 30, 2022 Letter from DCR	Documentation
1. Projects must be confirmed by a locality-certified floodplain manager.	• The drafter of this response letter and supplemental documentation is a locally certified floodplain manager.

Requirement by September 30, 2022 Letter from DCR	Documentation
2. Applicant must demonstrate flood reduction benefits of project in greater detail.	<ul style="list-style-type: none"> • Attachment A – Flood Reduction Approach describes the City's intent for conservation and how the design of the intended parkland will be done in tandem with floodplain management laws, and include hydrologic and hydraulic modelling • Attachment B – DPU Resiliency Prioritization & CRLC Flood Initiatives describes Richmond DPU's resiliency planning and implemented projects. It also includes overviews of the recent resiliency oriented initiatives from the Capital Region Land Conservancy
3. Applicant must submit FEMA LOMR approval and other relevant information regarding the viability of future land-use activity.	<ul style="list-style-type: none"> • The intent is to purchase this land and then begin the design and planning process, which is described in Attachment A. Currently, a LOMR is not able to be submitted as there is not a final design • As part of the Agreement negotiations, the City is committed to pursuing a C/LOMR as part of the design process and to permanently preserving the island as a conservation area

Yours very truly,

Greeley and Hansen LLC

Allen Shue, PE, CFM
Associate

c: April Bingham, Director, Department of Public Utilities
 Lincoln Saunders, Chief Administrative Officer
 Darryl M. Glover, Deputy Director, DCR
 Lincoln Saunders, Deputy Director, DCR
 Kimberly S. Adams, Senior Program Manager VRA
 Angela Davis, Flood Program Planner, DCR

City of Richmond

Community Flood Preparedness Fund (CFPF)

CY2022 Round 3 Grant Application:

Grant Number: CFPF-22-03-53



ATTACHMENT A: FLOOD REDUCTION APPROACH

DRAFT

11/28/2022

SECTION 1 FLOOD REDUCTION APPROACH

1.1 SUMMARY AND BACKGROUND

Mayo Island sits within the James River at the bottom of the river's fall line and is bounded on the left and right banks by the Northside and Southside levees systems, respectively. As noted in the initial application the City's intention is to convert Mayo Island from private use to public parkland.

However, please note, that contrary to what is written in the initial application the City will *not* pursue the construction of any new building on the island or projects which increase the grade elevation of the island. The intention is conservation to ensure that private interests do not continuously attempt to develop this land contrary to the best practices regarding floodplain management. By bringing this land under public ownership the City removes the persistent pressures to develop the island from numerous special interests, while simultaneously allowing for the City to be stewards of conservation, now and into the future. Mayo Island will be placed under a conservation easement with Capital Region Land Conservancy and the Virginia Department of Conservation and Recreation as has been done previously with the James River Park.

1.2 DESIGN AND PLANNING APPROACH

The intent behind the acquisition of Mayo Island is to establish a permanent conservation area for parkland, which is consistent with the citywide community resilience planning and provides additional water quality benefits. Given the location at the bottom of the James River fall line and between two levee systems, the primary benefit in terms of resilience planning is to guard against future attempts from special interests to skirt or otherwise implement developments which are not consistent with laws, regulations, and best practices for floodplain management.

1.2.1 Preliminary FEMA Data and Modelling Data

The City will plan and design the park space in tandem with hydraulic and hydrologic modelling, that is both necessary and required by being within a regulatory floodway to ensure no rise conditions. For instance, this is not a reforesting project where the entire island is converted to densely forested area, as this would impede flow and potentially increase upstream flood elevations. Similarly, no substantial alterations to grade elevations would be made, such as overlook hills or an amphitheater, which again would actually impede conveyance of floodwaters. The intended natural restoration of existing degraded areas would seek to maintain existing grade elevations, while restoring natural buffers which potentially could increase the flow conveyance capacity. Additionally, the City would seek to remove the existing impervious surface and structures on the island, reducing the flood risk to the community while also improving the hydraulic conveyance capacity of the James River at this location.

1.3 AGREEMENTS AND C/LOMRS

If this project is selected, it is proposed that DCR and the City enter into an Agreement with conditions such that the City is committed and required to maintain that land as a permanent conservation area, and that once the design is complete a C/LOMR will be submitted to FEMA for approval. This is consistent to other commitments between Capital Region Land Conservancy, Virginia Department of Conservation and Recreation and the Virginia Land Conservation Foundation that require a conservation easement on Mayo Island and will give DCR a perpetual interest in the property through a recorded deed.

Figure 1: Mayo Island, Richmond VA, Showing Preliminary FEMA Data

Mayo Island is at the center of the image with Northside and Southside levees shown in green. Base flood elevations range from 37.3 FT (NAVD88) to 39.7 FT (NAVD88). This data will serve as the basis for modelling done in tandem with the design of the parkland space.

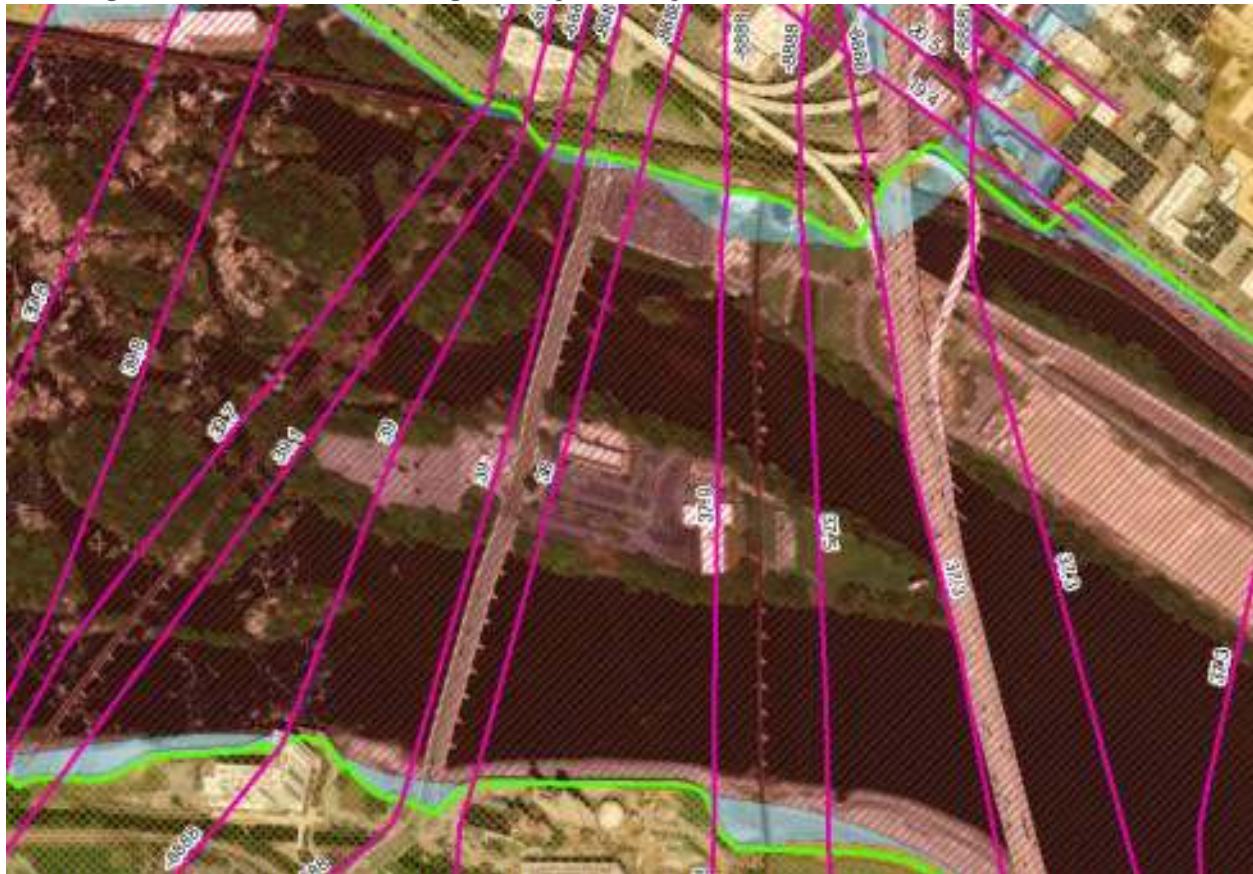


Figure 2: Model Cross Section at Mayo Island from Preliminary Data

This image represents a cross section through the James River and Mayo Island. The island is located approximately from stations 2,700 feet to 3,000 feet.

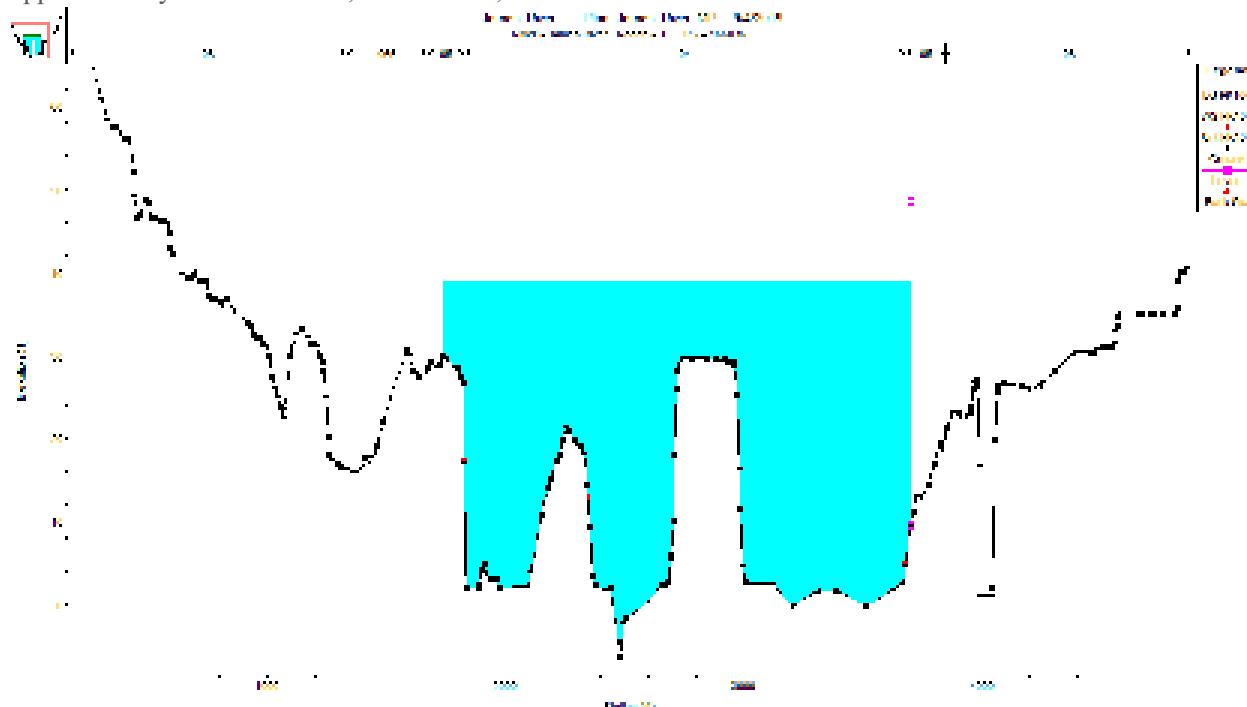
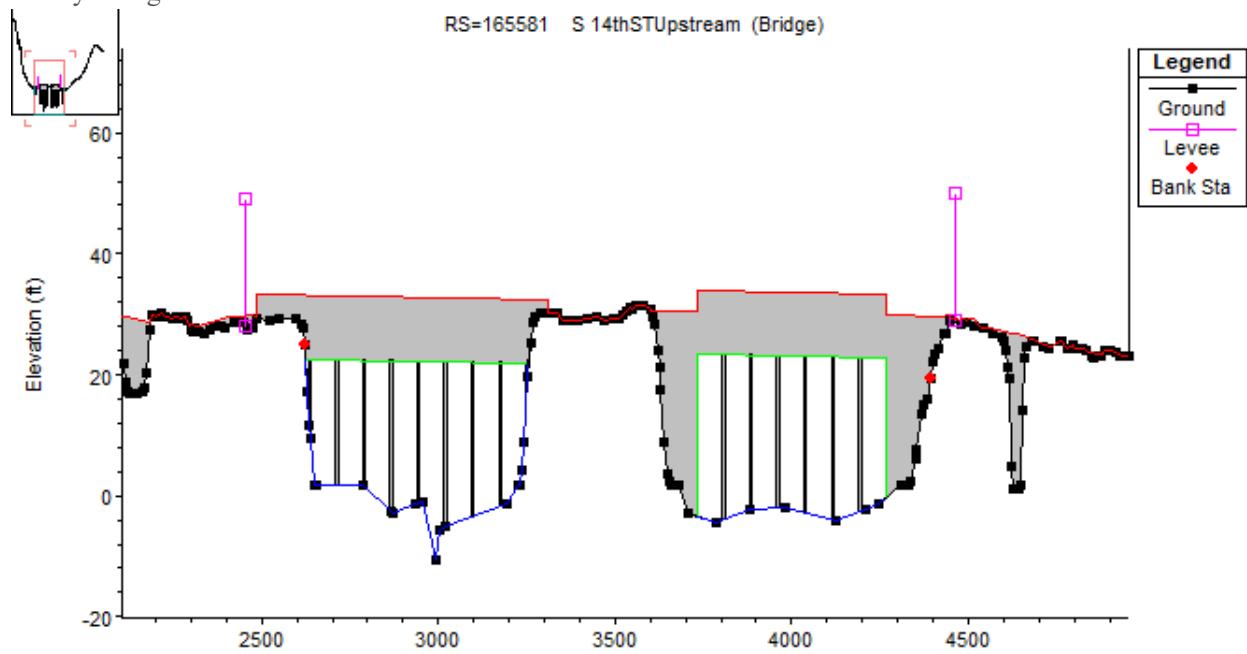


Figure 3: Model Cross Section at Mayo Island Bridge (14th Street) From Preliminary Data

This image represents the upstream face of Mayo Bridge. It will also have to be modified and modelled based on any changes to the structure due to restoration and rehabilitation.



City of Richmond

Community Flood Preparedness Fund (CFPF)

CY2022 Round 3 Grant Application:

Grant Number: CFPF-22-03-53



**ATTACHMENT B: DPU
RESILIENCY PRIORITIZATION &
CRLC FLOOD INITIATIVES**

DRAFT

11/28/2022



CITY OF RICHMOND

Department of Public Utilities

The City of Richmond Department of Public Utilities Stormwater Division (DPU/SW), Capital Improvement Program (CIP) is currently focused on reducing and eliminating historic repetitive neighborhood flooding to increase public health and safety. The City of Richmond is home to over 225,000 residents and the Stormwater Utility is responsible for stormwater infrastructure improvements in the separate storm sewer system drainage area, which includes approximately two thirds of the City's land area (approximately 24,000 acres), mostly south of the James River. The majority of DPU/SW CIP project efforts are currently targeting Richmond Southside neighborhoods that are traditionally underserved, lower income, and socially vulnerable areas of the city.

These capital projects target historical complaints such as roadside ditch and street flooding, ponding/standing water days after rain events, property flooding and potential property damage. During storm events, flooding severely limits pedestrian and vehicular travel, and water often enters private property yards and driveways. These projects represent a significant potential of providing increased benefit for flood protection and public safety to major areas of Richmond's underserved populations and communities, not only for those residing in the project area, but those traveling through and/or visiting. All projects are aimed at reducing localized repetitive flooding and improving connectivity and conveyance of stormwater throughout neighborhoods that have traditionally lacked adequate stormwater infrastructure. Improvements consist of extensive new and upgraded pipe systems, valley gutter/ curb & gutter, stormwater inlets, and drainage channel restoration.

Currently DPU/SW CIP has eighteen (18) total projects in Richmond Southside underserved communities in the 4th, 6th, 8th, and 9th council districts targeting flooding. These projects are estimated to total roughly \$80 Million in construction costs alone not including design costs. Two (2) projects have recently been constructed, three (3) projects are currently in construction, and thirteen (13) are in planning, design, or awaiting assignment for construction. The current projects in planning, design, and or construction are as follows:

8th Council District:

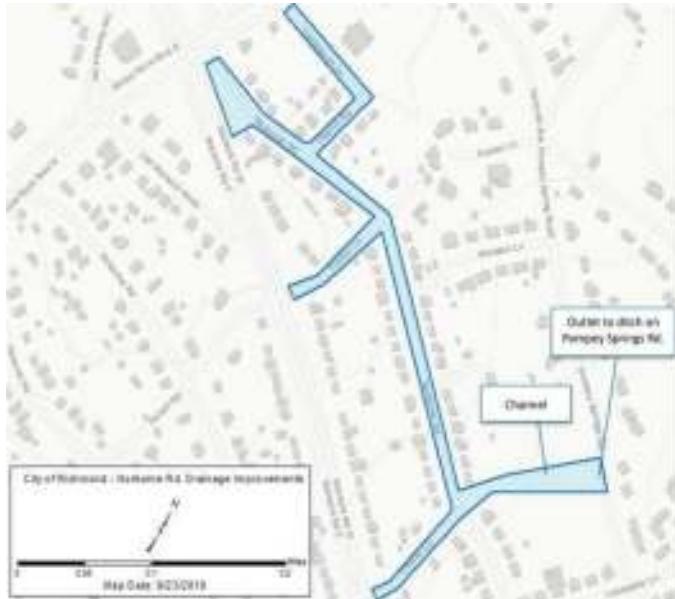
- McGuire Drive Drainage Project (In Construction)-Est. \$15 Million

<https://rvah2o.org/wp-content/uploads/2022/09/McGuire-and-Chapel-Drive-Drainage-Improvements-Project-Flyer-09.15.2022-Updated.pdf>



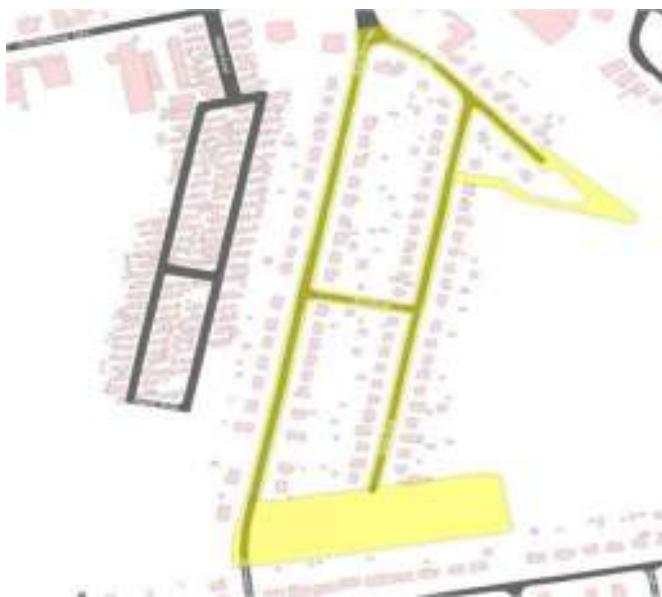
- Norborne Road Drainage Project (In Design) – Est. \$5 Million

<https://rvah2o.org/wp-content/uploads/2021/05/Norborne-Road-Drainage-Improvement-Project-05.25.2021.pdf>



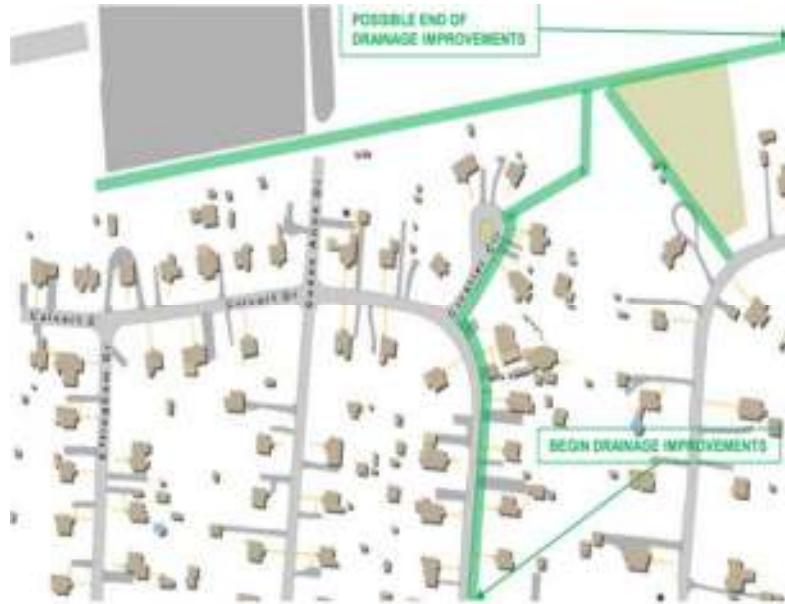
- Green Acres Drainage Project (In Design) – Est. \$12 Million

<https://rvah2o.org/wp-content/uploads/2022/03/Green-Acres-Drainage-Improvement-Project-03.31.2022.pdf>



- Cavalier Court Drainage Project (In Design)- Est. \$3.5 Million

<https://rvah2o.org/wp-content/uploads/2022/09/Cavalier-Court-Drainage-Improvement-Project-09.28.2022.pdf>



- Woodhaven Drive Drainage Project (In Design)- Est. \$12 Million

<https://rvah2o.org/wp-content/uploads/2022/03/Woodhaven-Drive-Drainage-Improvement-Project-03.31.2022.pdf>



9th Council District:

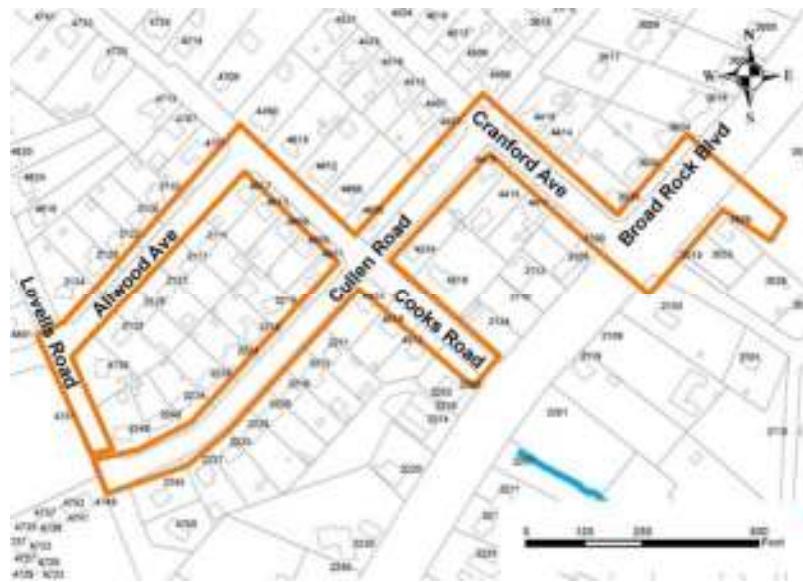
- Whitehead Road Drainage Project (Awaiting Assignment)-Est. \$5 Million
<https://rvah2o.org/wp-content/uploads/2022/05/Whitehead-Road-Culvert-Replacement-and-Sidewalk-Improvements-05.10.2022.pdf>



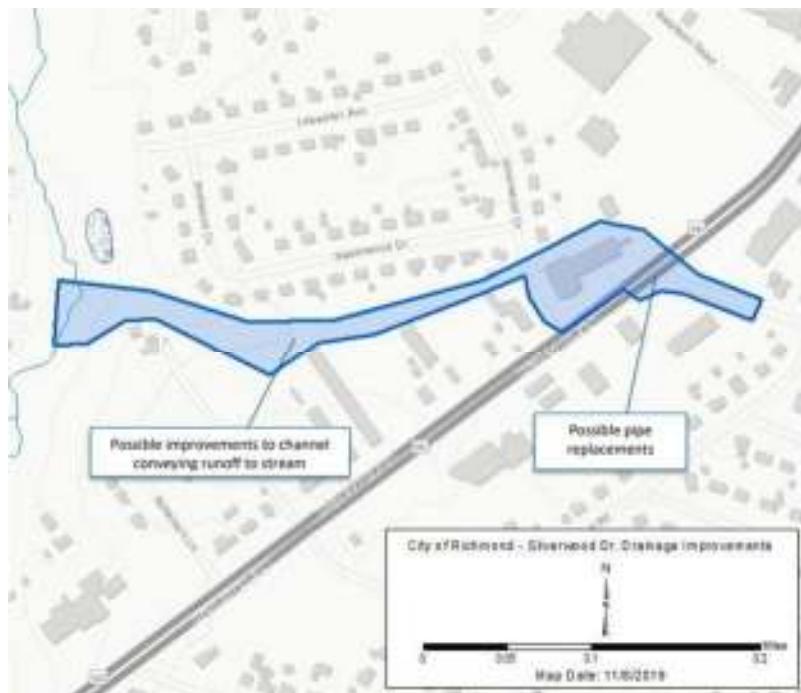
- Kingsway Road Drainage Project (In Design)- Est. \$3.5 Million
<https://rvah2o.org/wp-content/uploads/2021/05/Kingsway-Road-Drainage-Improvement-Project-05.25.2021.pdf>



- Cranford Heights Drainage Project (In Design) – Est. \$ 3 Million
<https://rvah2o.org/wp-content/uploads/2022/03/Cranford-Heights-Drainage-Improvement-Project-03.31.2022.pdf>



- Silverwood Drive Drainage Project (In Construction) – Est. \$1 Million
<https://rvah2o.org/wp-content/uploads/2022/11/Silverwood-Drive-Drainage-Improvement-Project-11.10.2022.pdf>



- Broad Rock Drainage Project (Awaiting Assignment) – Est. \$800 Thousand
<https://rvah2o.org/wp-content/uploads/2022/09/Broad-Rock-Manor-Drainage-Improvement-Project-09.08.2022.pdf>

- Seaton Acres Drainage Project (In Design)- Est. \$3 Million
<https://rvah2o.org/wp-content/uploads/2022/03/Seaton-Acres-Drainage-Improvement-Project-03.31.2022.pdf>





Virginia Flood Risk Information System (VFRIS)

Date: 11/3/2022

Legend

- Dock Street - dockst
- Flood Hazard Zone Labels
 - Flood Hazard Zone Labels
 - A and V Zones (1% annual chance flood hazard)

- Regulatory Floodway
 - X-Shaded (0.2% annual chance flood hazard)
 - X-Shaded(L) (area with reduced risk due levee)

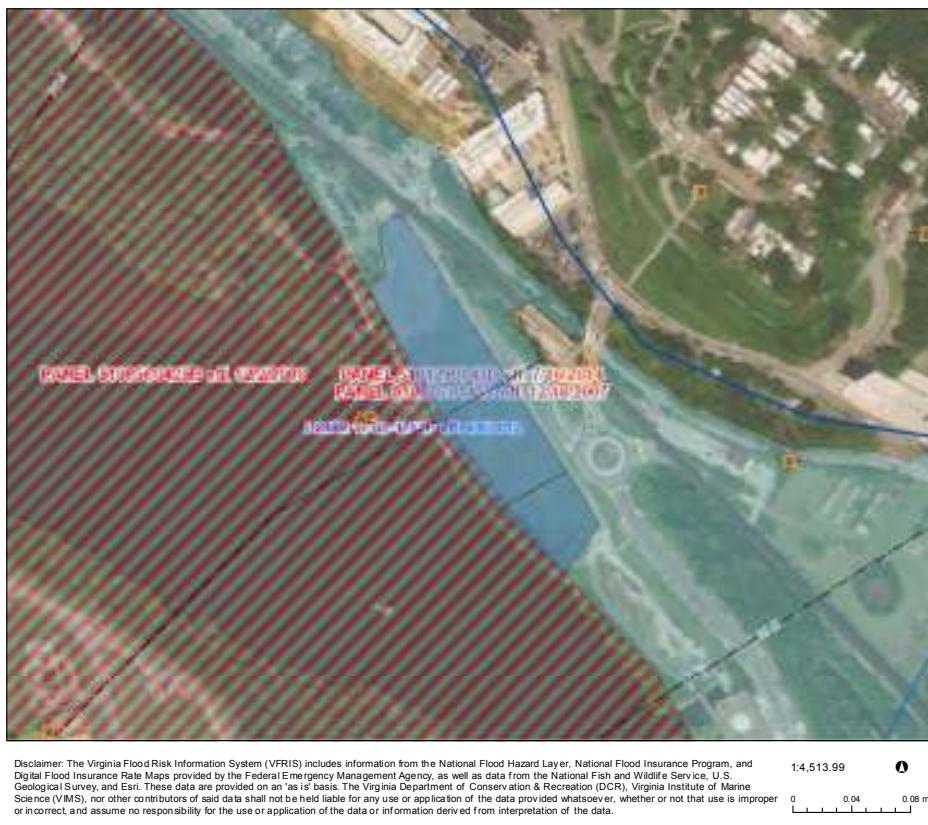
- Zone D
- Area of Minimal Flood Hazard

- Base Flood Elevation
 - Base Flood Elevation

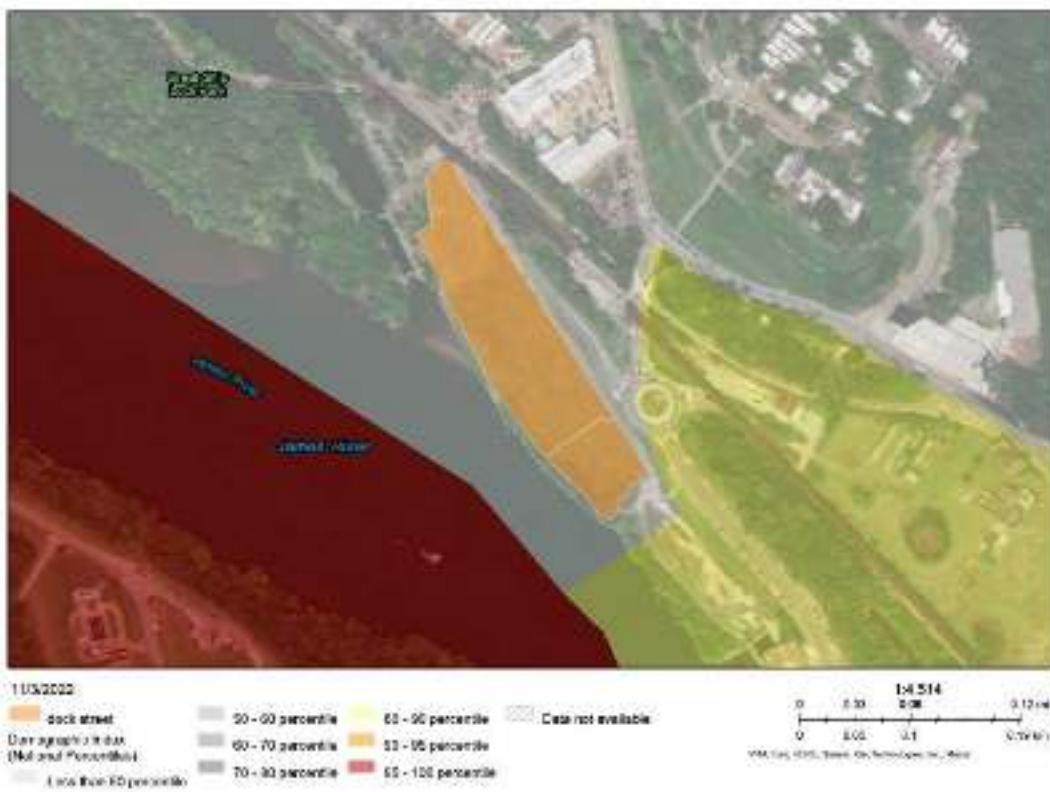
- Flood Insurance Rate Map (FIRM)
 - Flood Insurance Rate Map (FIRM)

- LOMRs: Effective
 - LOMRs: Effective
 - Virginia Towns

- Virginia Cities and Counties
 - County
 - City



Dock Street



Capital Region Land Conservancy acquired 5.2 acres at 3001 and 3011 Dock Street in 2021. It will be protected with a conservation easement with 0.85 acres transferred to the James River Association and 4.3 acres transferred to the City of Richmond to be added to the James River Park System.



Virginia Flood Risk Information System (VFRIS)

Brander Street - 6 acres

Date: 11/3/2022

Legend
Brander_st_...
Flood Hazard
Zone Labels
Flood Hazard
Zones
A and V
Zones (1%
annual chance
flood hazard)
X-Shaded

Regulatory
Floodway
X-Shaded
(0.2% annual
chance flood
hazard)
X-Shaded(L)
(area with
reduced risk
due to levee)
Zone D
Area of
Minimal Flood
Hazard

Base Flood
Elevation
Base Flood
Elevation

Flood Insurance
Rate Map (FIRM)
Flood

Insurance
Rate Map
(FIRM)

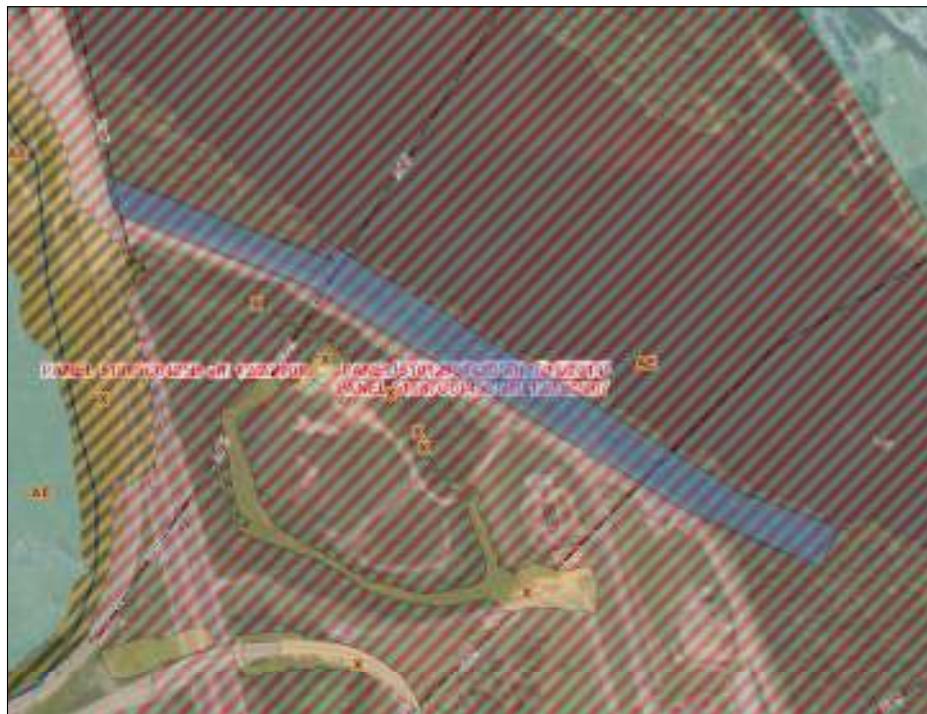
LOMRs: Effective

LOMRs:
Effective

Virginia Towns

Virginia
Cities and
Counties
County

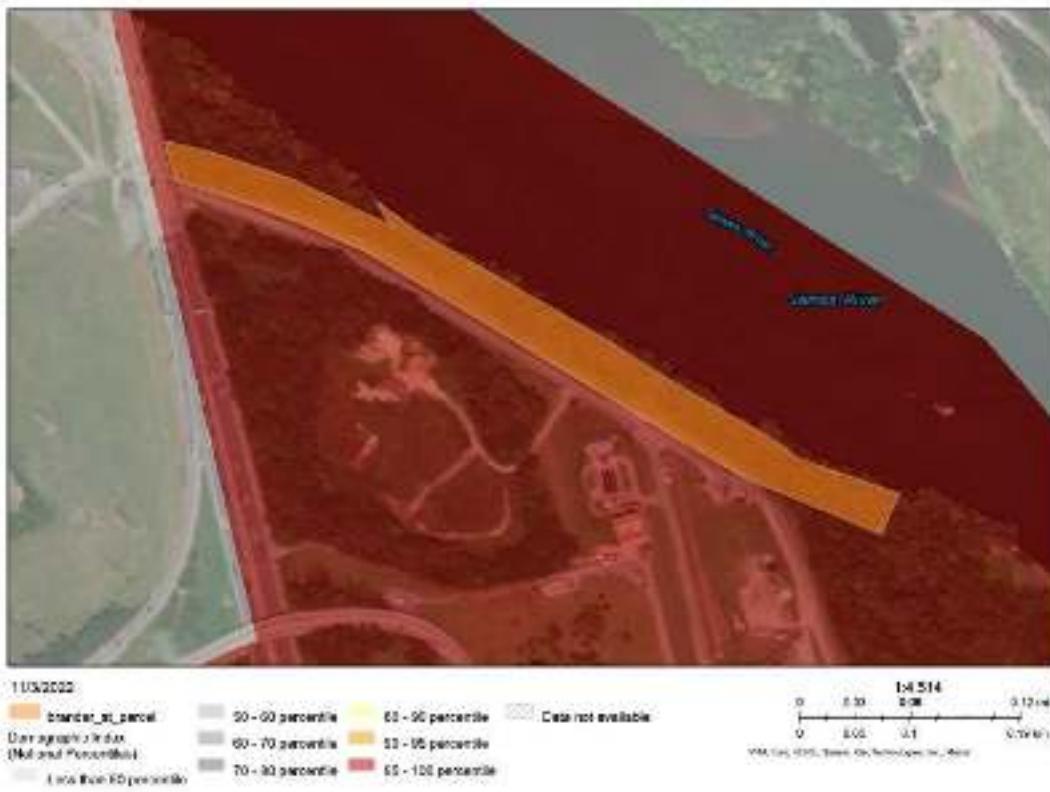
City



Disclaimer: The Virginia Flood Risk Information System (VFRIS) includes information from the National Flood Hazard Layer, National Flood Insurance Program, and Digital Flood Insurance Rate Maps provided by the Federal Emergency Management Agency, as well as data from the National Fish and Wildlife Service, U.S. Geological Survey, and Esri. These data are provided on an 'as is' basis. The Virginia Department of Conservation & Recreation (DCR), Virginia Institute of Marine Science (VIMS), nor other contributors of said data shall not be held liable for any use or application of the data provided whatsoever, whether or not that use is improper or incorrect, and assume no responsibility for the use or application of the data or information derived from interpretation of the data.

1:4,513.99
0 0.04 0.08 mi

Brander Street



Capital Region Land Conservancy is under contract to acquire 6 acres at Brander Street from Norfolk Southern. It will be protected with a conservation easement and transferred to the City of Richmond to be added to the James River Park System.



Virginia Flood Risk Information System (VFRIS)

Goodes Creek - 8.28 acres

Date: 11/3/2022

Legend
Edmunds
Flood Hazard
Zone Labels
Flood Hazard
Zone Labels
Flood Hazard
Zones
A and V
Zones (1%
annual chance
flood hazard)

Regulatory
Floodway
X-Shaded
(0.2% annual
chance flood
hazard)
X-Shaded(L)
(area with
reduced risk
due to levee)

Zone D
Area of
Minimal Flood
Hazard

Base Flood
Elevation
Base Flood
Elevation

Flood Insurance
Rate Map (FIRM)
Flood

Insurance
Rate Map
(FIRM)

LOMRs: Effective

LOMRs:
Effective

Virginia Towns

Virginia
Cities and
Counties
County

City



Disclaimer: The Virginia Flood Risk Information System (VFRIS) includes information from the National Flood Hazard Layer, National Flood Insurance Program, and Digital Flood Insurance Rate Maps provided by the Federal Emergency Management Agency, as well as data from the National Fish and Wildlife Service, U.S. Geological Survey, and Esri. These data are provided on an 'as is' basis. The Virginia Department of Conservation & Recreation (DCR), Virginia Institute of Marine Science (VIMS), nor other contributors of said data shall not be held liable for any use or application of the data provided whatsoever, whether or not that use is improper or incorrect, and assume no responsibility for the use or application of the data or information derived from interpretation of the data.

1.9027.98
0 0.08 0.16 mi

Goodes Creek



Capital Region Land Conservancy facilitated the gift of 8.28 acres along Goodes Creek to the City of Richmond in 2022. It will be added to the future Broad Rock Creek Park in South Richmond and serve also as a greenway to connect the neighborhood to Bellemeade and Commerce Roads where the Fall Line Trail will be developed.



**Virginia Flood Risk Information System
(VFRIS)**

3601 Warwick Road - 13.1 acres

Date: 11/3/2022

Legend

- CRLC_Prop...
 - Flood Hazard Zone Labels**
 - Flood Hazard Zone Labels
 - Flood Hazard Zones**
 - A and V Zones (1% annual chance flood hazard)

Regulatory

-  Floodway
 -  X-Shaded
(0.2% annual chance flood hazard)
 -  X-Shaded(L)
(area with reduced risk due to levee)

Zone D

- Area of Minimal Flood Hazard

Base Flood

- ### Elevation

Elevation Flood Insuranc

- ## Flood Insurance Rate Map (FIR

Flood

-  Insurance
Rate Map
(FIRM)
LOMRs: Effect

LOMRs:

- Effective

Virginia

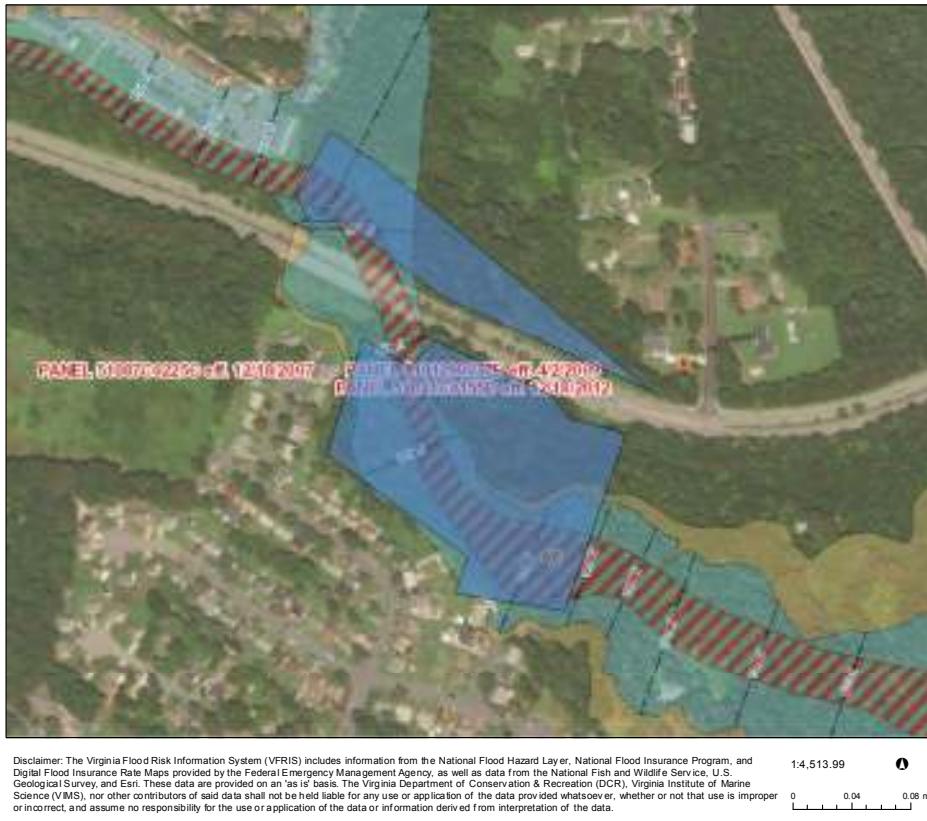
- ## Virginia Cities and Counties

County

- City

Disclaimer: The Florida Flood Risk Information System (FRIS) includes information from the National Flood Hazard Layer, National Flood Insurance Program, and Digital Flood Insurance Rate Maps provided by the Federal Emergency Management Agency, as well as data from the National Fish and Wildlife Service, U.S. Geological Survey, and NOAA. These data are provided on an "as is" basis. The National Flood Insurance Program and the Federal Emergency Management Agency (FEMA), the U.S. Geological Survey, NOAA, and the National Fish and Wildlife Service, and the Digital Flood Insurance Rate Maps are not responsible for any errors or omissions in the data or for the use or application of the data or information derived from interpretation of the data.

1:4,513.99



Warwick Road



Capital Region Land Conservancy acquired 13.1 acres at 3601 Warwick Road in 2017. It will be protected with a conservation easement and transferred to the City of Richmond for a future park. CRLC is looking to also acquire the adjacent property further down Grindall Creek.



Virginia Flood Risk Information System (VFRIS)

Date: 11/3/2022

Legend
Rogers_par...
Flood Hazard
Zone Labels
Flood Hazard
Zone Labels
Flood Hazard
Zones
A and V
Zones (1%
annual chance
flood hazard)
Regulatory
Floodway
X-Shaded
(0.2% annual
chance flood
hazard)
X-Shaded(L)
(area with
reduced risk
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Zone D
Area of
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Hazard

Base Flood
Elevation
Base Flood
Elevation
Flood Insurance
Rate Map (FIRM)
Flood
Insurance
Rate Map
(FIRM)
LOMRs: Effective
LOMRs:
Effective
Virginia Towns
Virginia
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County
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1:4,513.99
0 0.04 0.08 mi

Rogers Woods



11/3/2022
Demographic Index
(National Percentiles)
Less than 50 percentile
50 - 60 percentile
60 - 70 percentile
70 - 80 percentile
80 - 90 percentile
90 - 100 percentile
Data not available
rogers_par...
1:4,514
0 0.02 0.04 0.06 0.08 0.1 0.12 mi
0 0.05 0.1 0.15 0.2 0.25 0.3 0.35 0.4 0.45 0.5 0.55 0.6 0.65 0.7 0.75 0.8 0.85 0.9 0.95 1.0

Capital Region Land Conservancy was gifted 3.46 acres at 2024 Westover Hills Boulevard in 2022. It will be protected with a conservation easement and transferred to the City of Richmond to be included in the James River Park System. There is a stormwater drainage outflow that occurs through the property.



Virginia Flood Risk Information System (VFRIS)

Rattlesnake Creek - 1.33 acres

Date: 11/3/2022

Legend

- Bucklew
- shapefile - Bucklew_Pr...
- Flood Hazard Zone Labels
- Flood Hazard Zone Labels
- Flood Hazard Zones
- A and V Zones (1% annual chance flood hazard)

- Regulatory Floodway
- X-Shaded (0.2% annual chance flood hazard)
- X-Shaded(L) (area with reduced risk due to levee)

- Zone D
- Area of Minimal Flood Hazard

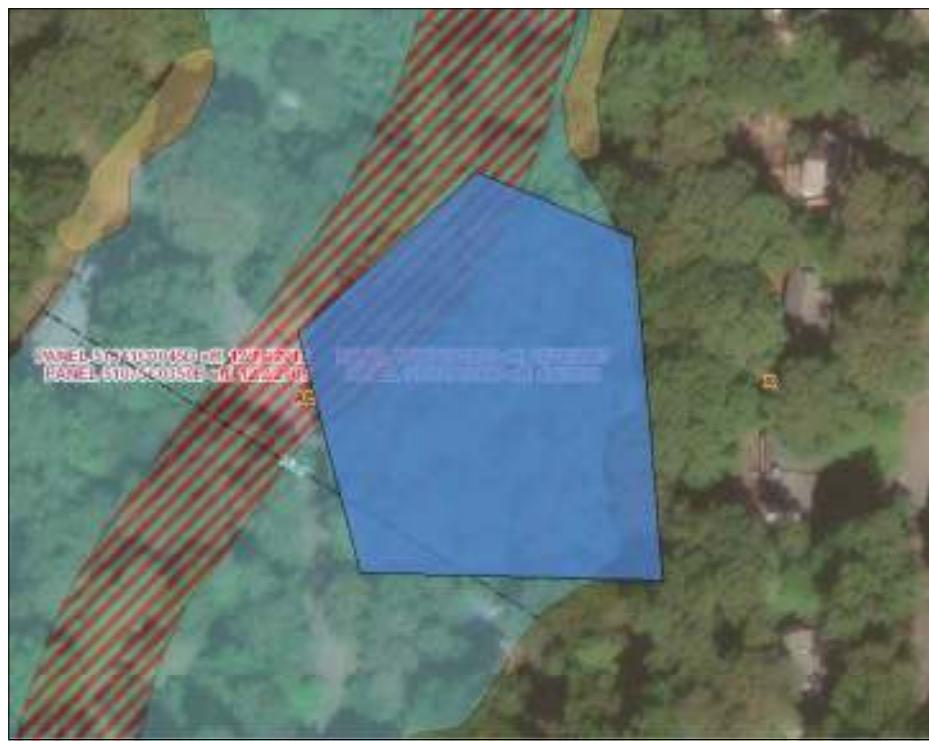
- Base Flood Elevation
- Base Flood Elevation

- Flood Insurance Rate Map (FIRM)
- Flood Insurance Rate Map (FIRM)

- LOMRs: Effective
- LOMRs:

- Effective
- Virginia Towns

- Virginia Cities and Counties
- County
- City



Disclaimer: The Virginia Flood Risk Information System (VFRIS) includes information from the National Flood Hazard Layer, National Flood Insurance Program, and Digital Flood Insurance Rate Maps provided by the Federal Emergency Management Agency, as well as data from the National Fish and Wildlife Service, U.S. Geological Survey, and Esri. These data are provided on an 'as is' basis. The Virginia Department of Conservation & Recreation (DCR), Virginia Institute of Marine Science (VIMS), nor other contributors of said data shall not be liable for any use or application of the data provided whatsoever, whether or not that use is improper or incorrect, and assume no responsibility for the use or application of the data or information derived from interpretation of the data.

1:1,128.5



0 0.01 0.02 mi

Rattlesnake Creek



11/3/2022

Damage Potential
(Multi-Year Percentile)

More than 80 percentile

SD - 60 percentile
60 - 70 percentile
70 - 80 percentile

80 - 90 percentile
90 - 100 percentile

Data not available

0 0.01 0.02 0.03 0.04 0.05 0.06 mi
0 0.01 0.02 0.03 0.04 0.05 0.06 mi

Capital Region Land Conservancy recorded a conservation easement on 1.33 acres on East Weyburn Road in 2021. The property was mapped in ConserveVirginia for Floodplain and Flooding Resilience Category.



COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

Darryl Glover
Deputy Director for
Dam Safety,
Floodplain Management and
Soil and Water Conservation

Laura Ellis
Interim Deputy Director for
Administration and Finance

September 30, 2022

Lincoln Saunders, Chief Administrative Officer
900 East Broad Street
Richmond, VA 23219
lincoln.saunders@rva.org

Re: Community Flood Preparedness Fund (CFPF)
CY2022 Round 3 Grant Application: Grant Number: CFPF-22-03-53
Application Category: LI - Projects that will result in nature-based solutions - Low Income Geographic
Community Name: RICHMOND, CITY OF, CID: 510129
Primary Contact: April Bingham, Director of Public Utilities
Primary Contact Email Address: april.bingham@rva.gov
CFPF Amount Requested: \$9,200,000.00
Match Amount Required: \$2,300,000.00
Total Project Cost: \$11,500,000.00

Dear Lincoln Saunders:

Thank you for your interest in Grant Round Three of the Community Flood Preparedness Fund (the Fund). The Department of Conservation and Recreation (DCR, or the Department) advertised that \$40 million would be made available for this Grant Round; we received 64 applications for this Round with Grant requests totaling nearly \$93 million.

We have reviewed your grant application and believe that your proposal may meet the purpose of the Fund and the requirements of the Grant Manual. However, without additional information, we are unable to make a final determination that would lead to a grant award.

Given the importance of addressing flooding and resilience challenges, and the level of interest in this Grant Round, the Department is providing applicants whose projects may meet grant qualifications, but where additional information is required, with a supplemental review period in which to submit information. Further, in order to provide support to as many beneficial projects as possible, the Secretary of Natural and Historic Resources has authorized the Department to release an additional \$30 million in funding for this Grant Round.

For your application to be considered during this supplemental review, please notify the Department of your interest in writing no later than October 14th, 2022 and submit the following information to the Department no later than 5:00 pm on November 30th.

A final determination on awards will be made by December 30th, 2022. Correspondence with the Department in this matter should be directed to cfpf@virginia.gov.

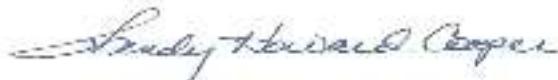
- Projects must be confirmed by a locality-certified floodplain manager.
- Applicant must demonstrate flood reduction benefits of project in greater detail.
- Applicant must submit FEMA LOMR approval and other relevant information regarding the viability of future land-use activity.

Note that this is a request for additional information about the project described in GRANT APPLICATION NUMBER(S). The Department is not accepting applications for new projects or substantial changes to existing project proposals. Submitting the information requested by the Department does not guarantee that your application will be approved; however, without this additional information the Department will not be able to approve your application.

If you have questions or wish to schedule a meeting with the Department to discuss your application prior to the November 30th deadline, we will be happy to meet with you. Please direct these inquiries to Wendy Howard-Cooper at wendy.howard-cooper@dcr.virginia.gov.

Thank you again for your interest in the Community Flood Preparedness Fund, and for your work to address this important issue.

Sincerely,



Wendy Howard Cooper
Director, Dam Safety and Floodplain Management

cc: Darryl M. Glover, Deputy Director, DCR
Kimberly S. Adams, Senior Program Manager, VRA
Angela Davis, Flood Program Planner, DCR

**Howard-cooper, Wendy <wendy.howard-cooper@dcr.virginia.gov>**

Re: CFPF Interest Response

1 message

Parker Agelasto <parker@capitalregionland.org>

Wed, Nov 30, 2022 at 6:08 PM

To: "Glenn, Howard W. - DPU" <Howard.Glenn@rva.gov>, "wendy.howard-cooper@dcr.virginia.gov" <wendy.howard-cooper@dcr.virginia.gov>

Cc: "Frelke, Christopher E. - DPR" <Christopher.Frelke@rva.gov>, "Steidel, Robert C. - DCAO of Operations" <Robert.Steidel@rva.gov>, "Bingham, April N. - DPU" <April.Bingham@rva.gov>, "Hohl, Adam F. - DCAO of Operations" <Adam.Hohl@rva.gov>, "Dean, Guinevere (Nissa) - DPR" <Nissa.Dean@rva.gov>, "Shue, Allen" <ashue@greeley-hansen.com>, Parker Agelasto <parker@capitalregionland.org>

Hi Howard,

Thank you for sharing this letter with us. It's great to see the other projects that the City has scheduled.

To articulate the importance of green infrastructure and how challenging it can be to get land for such efforts, I want to highlight two initiatives that CRLC has worked on that would have or will augment the City's grey infrastructure. Firstly, we had tried to acquire 16 acres at Bermuda Road that is adjacent to the Green Acres Drainage Project (\$12 million) and Woodhaven Drive Drainage Project (\$12 million). It was listed for sale for \$300,000 in 2019. We submitted a pre-application for the Virginia Land Conservation Foundation and the project scored dead last. It ultimately sold to a developer because we could not secure funding to pay for it quick enough.

The other project is along Whitehead Road Drainage Project (\$5 million) and Pocahontas Creek. We tried to buy the 16 acre parcel from First Baptist Church but their Trustees decided to sell to a developer for \$800,000 rather than to a conservation group. The property has not yet sold and we are still having discussions directly with the developer such that we have set aside approximately 6 acres of the watershed for permanent protection. See attached site plan. CRLC has received a grant of \$150,000 from the Virginia Outdoors Foundation to acquire this area and to provide public access through a greenway. Obviously our preference would be to protect the entire 16 acre wooded site that is adjacent to the River City Middle School.

I present these two cases to show how \$1.1 million in land acquisition costs could have been leveraged as green infrastructure in support of the \$29 million in planned grey infrastructure. There is a larger picture that we are all working to support in Richmond to which Mayo Island is an important component to making the City and its communities more resilient.

All the best,

Parker C. Agelasto

Executive Director

[Capital Region Land Conservancy](#)

P. O. Box 17306

Richmond, VA 23226

parker@capitalregionland.org

202-302-0153



From: "Glenn, Howard W. - DPU" <Howard.Glenn@rva.gov>
Date: Wednesday, November 30, 2022 at 5:00 PM
To: "wendy.howard-cooper@dcr.virginia.gov" <wendy.howard-cooper@dcr.virginia.gov>
Cc: "Frelke, Christopher E. - DPR" <Christopher.Frelke@rva.gov>, "Steidel, Robert C. - DCAO of Operations" <Robert.Steidel@rva.gov>, "Bingham, April N. - DPU" <April.Bingham@rva.gov>, "Hohl, Adam F. - DCAO of Operations" <Adam.Hohl@rva.gov>, "Dean, Guinevere (Nissa) - DPR" <Nissa.Dean@rva.gov>, "Shue, Allen" <ashue@greeley-hansen.com>, Parker Agelasto <parker@capitalregionland.org>
Subject: FW: CFPF Interest Response

Greetings Ms. Howard Copper,

Please find the attached PDF representing the City of Richmond's submittal documentation for the Round 3# grant application in to pursuit of the Community Flood Preparedness Fund.

From: Glenn, Howard W. - DPU
Sent: Friday, October 14, 2022 12:33 PM
To: wendy.howard-cooper@dcr.virginia.gov
Cc: Steidel, Robert C. - DCAO of Operations <Robert.Steidel@rva.gov>; Frelke, Christopher E. - DPR <Christopher.Frelke@rva.gov>; Vonck, Kevin J. - PDR <Kevin.Vonck@rva.gov>; Khara, M S. - DPW <M.Khara@rva.gov>; Vincent, Bobby - DPW <Bobby.Vincent@rva.gov>; Hohl, Adam F. - DCAO of Operations <Adam.Hohl@rva.gov>; Whitehurst, Eric - DPU <Eric.Whitehurst@rva.gov>; parker@capitalregionland.org; Dean, Guinevere (Nissa) - DPR <Nissa.Dean@rva.gov>; Shue, Allen <ashue@greeley-hansen.com>; Saunders, Lincoln - CAO <Lincoln.Saunders@rva.gov>; Bingham, April N. - DPU <April.Bingham@rva.gov>; darryl.glover@dcr.virginia.gov; angela.davis@dcr.virginia.gov
Subject: CFPF Interest Response

Greetings Ms. Howard Copper,

Please find the attached document representing the City of Richmond's continued interest in pursuing the Community Flood Preparedness Fund. If more information is needed please advise.

Howard W. Glenn
Program and Operations Manager
Department of Public Utilities

Storm Water & Wastewater Collections Div.

Office: 804-646-1920

Mobile: 804-338-2779



3 attachments

- 201 Bermuda Road.pdf**
4668K
- 201 Bermuda Road VLCF Preproposal Application (2019).pdf**
2774K
- Hull St Site Plan & Elevation Overlay.pdf**
1729K



CITY OF RICHMOND

Department of Public Utilities Office of the Director

October 14, 2022

Wendy Howard Cooper
Director, Dam Safety and Floodplain Management
Department of Conservation and Recreation
600 E. Main St., 24th Floor
Richmond, VA 23219

Re: Community Flood Preparedness Fund (CFPF)
CY2022 Round 3 Grant Application: Grant Number: CFPF-22-03-53
Application Category: LI - Projects that will result in nature-based solutions - Low Income Geographic
Community Name: RICHMOND, CITY OF, CID: 510129
Primary Contact: April Bingham, Director of Public Utilities
Primary Contact Email Address: april.bingham@rva.gov
CFPF Amount Requested: \$9,200,000.00
Match Amount Required: \$2,300,000.00
Total Project Cost: \$11,500,000.00

Dear Ms. Howard Cooper:

Thank you very much for your consideration of our grant application for Round Three of the Community Flood Preparedness Fund (The Fund) and for providing us with the supplemental review period to submit additional information to meet the requirements of the Grant Manual. We are still very interested in applying for The Fund and will certainly submit all the required information by the deadline (November 30th). We would also like a meeting with you to discuss the informational criteria to confirm our understanding of the requirements and make sure that we can provide all the required information by the deadline.

Sincerely,

A handwritten signature in black ink, appearing to read "April Bingham".

April N. Bingham, MPA
Director

Cc: Lincoln Saunders, Chief Administrative Officer
Darryl M. Glover, Deputy Director, DCR
Kimberly S. Adams, Senior Program Manager, VRA
Angela Davis, Flood Program Planner, DCR

Hull St Site Plan & Elevation Overlay



0 105 210 420 Feet

CAPITAL REGION
LAND CONSERVANCY