

Adapting to Climate Change in the Chesapeake Bay: Virginia's Experience

Skip Stiles
Executive Director
Wetlands Watch

STAC Workshop March 15, 2011



What Do We Know About Climate Change Impact Predictions for Virginia?

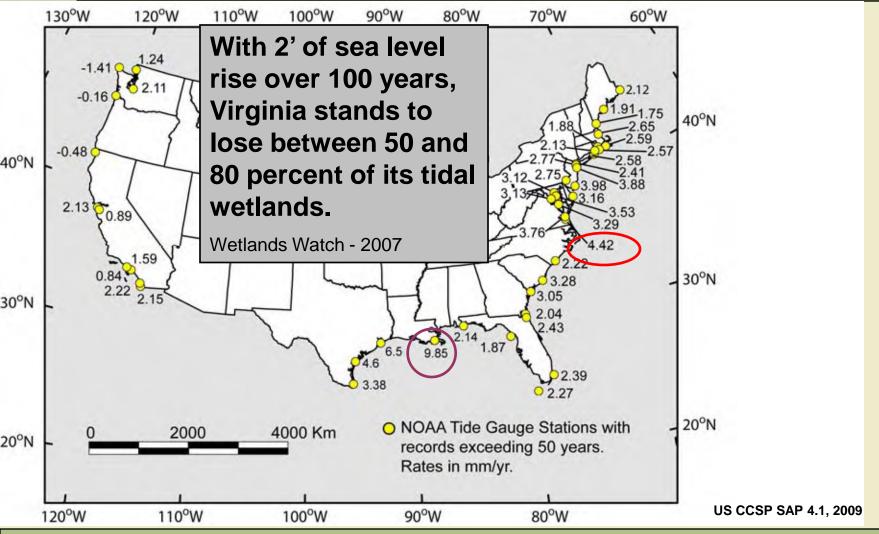
In 100 years we'll see.....

- At Least 2.3 feet of sea level rise (as much as 5.2 feet) in next 100 years
- 3.1 ° C increase in average temperature
- ~11 % increase in rainfall intensity

Pyke, et al, 2008, Virginia Climate Change Commission, 2008.

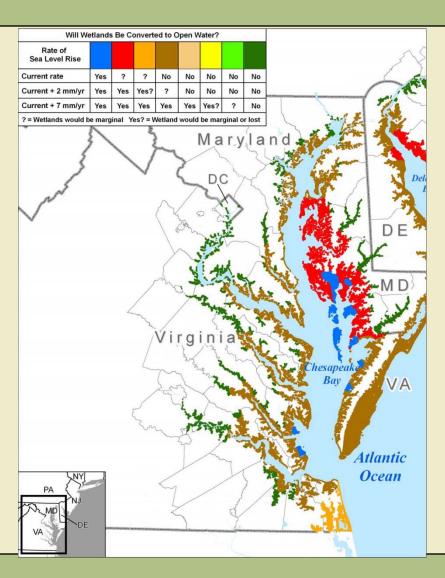


These Rates of Sea Level Rise Significantly Threaten the Coastal Ecosystem





Predicted Rates of Sea Level Rise Will 'Drown' Most of Virginia's Tidal Wetlands

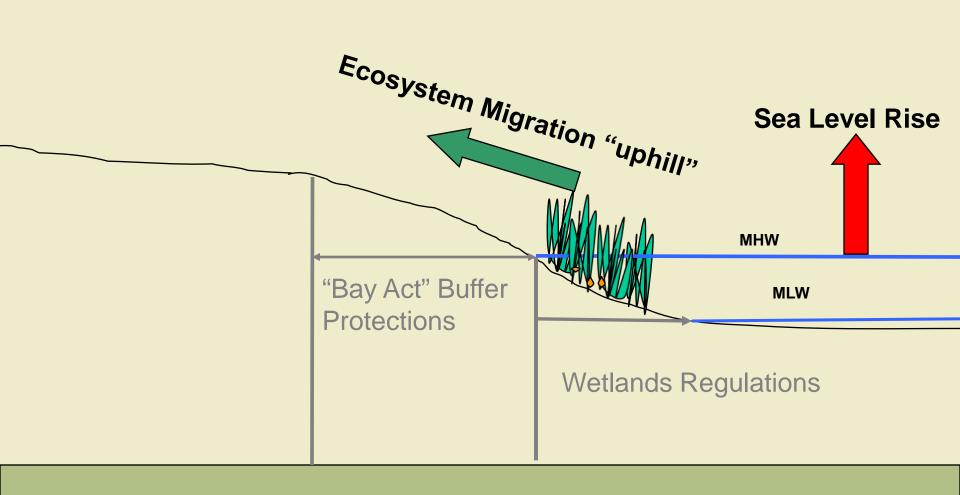


Blue, Red, Orange, and Brown areas will see wetlands converted to open water at current predicted rates of sea level rise ~ 2-5 feet/100 years

US CCSP SAP 4.1, 2009

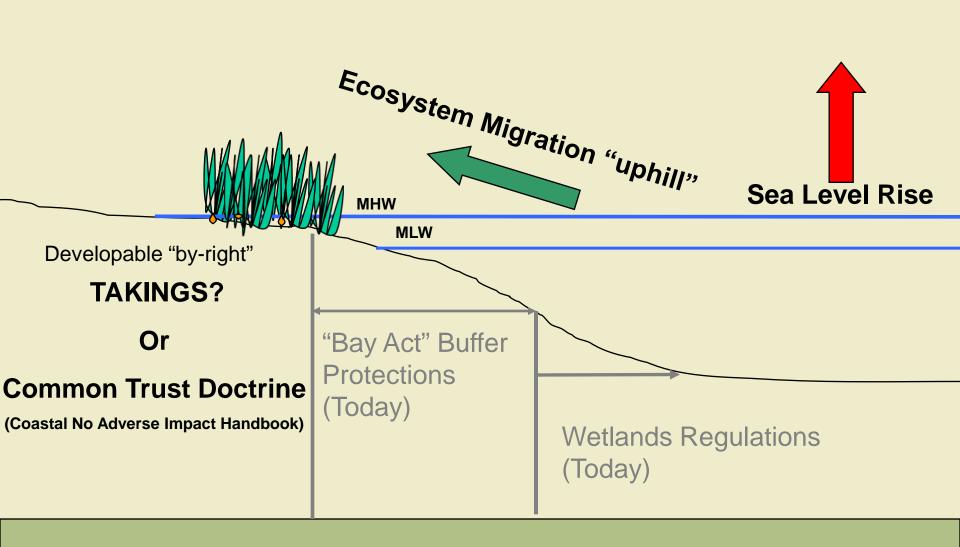


Sea Level Rise Will Move Shoreline Beyond Today's Environmental Jurisdictions





Sea Level Rise Will Move Shoreline "Uphill" – Eventually onto "Nonjurisdictional" Land with Development Rights





Local Government Adaptation Campaign – "Save the Coastal Ecosystem from Climate Change Impacts"

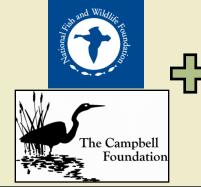
85 % of Virginia's Shoreline is Privately Owned

Keeping the Tidal Shoreline Open and Resilient is Key = limit development, limit shoreline hardening

All Private Land Use Decisions, Occupancy Permits, Business Permits, Many Environmental Decisions are Made by Local Government

State Law Requires Local Governments to Review Long Range Land Use Plans Every 5 Years

Can we...





...Get Local Governments to Include Climate Change and Shoreline Ecosystem Adaptation in Long Range Plans?



Who Are Adaptation Partners and What Are Their Tools?

Chesapeake Bay vulnerability to sea-level rise

TOOLS

State and federal wetlands laws

Chesapeake Bay Preservation Act

Easements, transfer and purchase of development rights

Local land use regulations

GOAL: PROTECT WETLANDS AND SHORELINE BUFFERS

ADAPTATION PARTNERS













Challenges Facing Shoreline Ecosystem Adaptation in Virginia

Virginia is a "Low Water" State with Private Property Ownership to Low Tide Line

Virginia Law Limits Local Government Powers

Virginia is a Strong Property Rights State

Virginia is 50th in US for Per-Capita Spending on Natural Resources

Virginia HAS NEVER MET its 2000 "No Net Loss" Wetlands Regulatory Goal for Tidal Wetlands (DEQ 305b Water Quality Report)

Virginia's Tidal Wetlands Inventory Hasn't been Updated in 30 Years (VIMS/CCRM 2010)

Virginia Has No Data Base to Track its Wetlands Restoration Efforts (2008 Annual Chesapeake Bay Implementation Report)



Some Progress in Getting Climate Change in Long-Range Local Government Plans

Respecting the Past, Creating the Future:

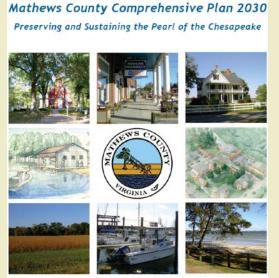
Accomack County Comprehensive Plan





Adopted May 14, 2008





Draft 12-30-2009



Regional Governments are Planning



Middle Peninsula Climate Change Adaptation

An assessment of potential Anthropogenic and Ecological Impacts of Climate Change on the Middle Peninsula







Ins project was funded by the virginal coastal zone management Program at the Department of Environmental Quality through Grant FYZ008 NAQ8NOS4199466 Fask 12.04 of the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, under the Coastal Zone Management Act of 1972, as amended. The views expressed herein are those of the authors and do not necessarily reflect the views of the U.S. Department of Commerce, NOAA, or any of its sub agencies.

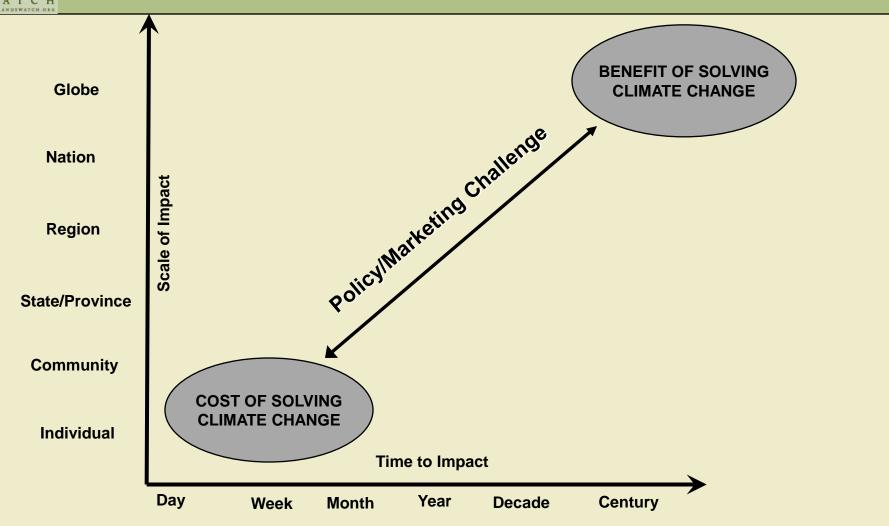
February 2010

Climate Change in

Hampton Roads
Impacts and Stakeholder Involvement

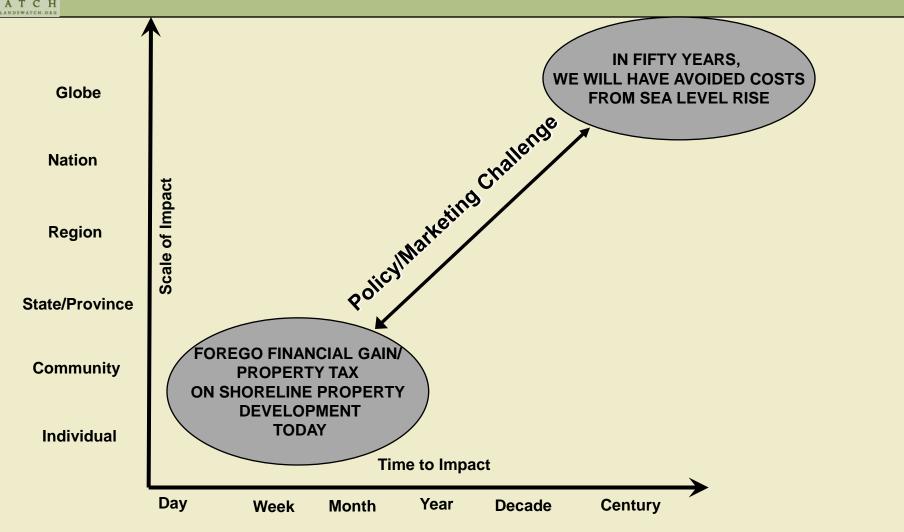


Social Marketing Challenges Are Difficult...How do we Bridge the Gap?





Social Marketing Challenges Are Difficult...How do we Bridge the Gap?





Social Marketing Challenges Range from Indifference to Resistance

"It's the greenhouse effect, the greedy capitalists, and I'm not going to let them ruin my life. I'm not going be swept away. I'm just going to sit on my porch and watch the sunset."

Baltimore Sun July 30, 2004

"To say we can't build on the water because we think in 100 years the water is going to be 2 feet higher, that's not realistic," Chuck Miller, owner of Miller Custom Homes in Virginia Beach, said Friday. "It's not the builder who decides where people are going to live. It's the people who decide."

Virginian Pilot February 3, 2007

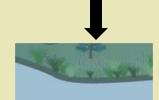
(Head of Tidewater Builders Association Green Building Council!)



Focus on Saving Coastal Ecosystem Using Climate Change Argument Does Not Work

Chesapeake Bay vulnerability to sea-level rise

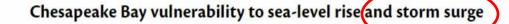
GOAL: PROTECT WETLANDS AND SHORELINE BUFFERS

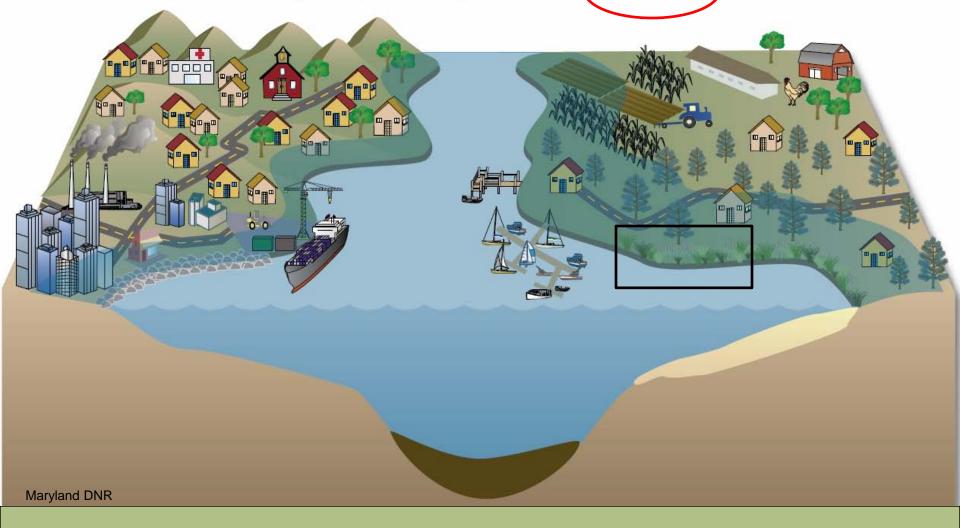


WE NEED:
More Tools and More Partners
More Compelling Arguments
Less Mention of Climate Change



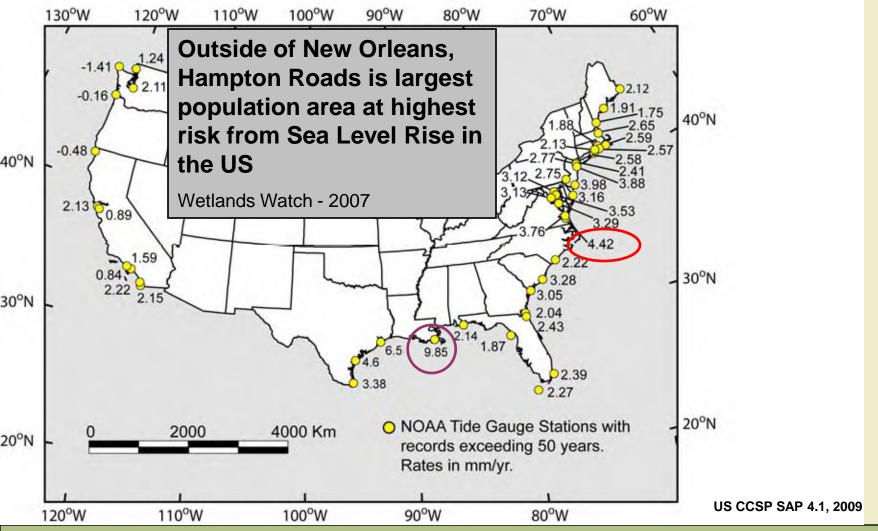
The Bigger Picture of Sea Level Rise Impacts along Tidal Shorelines







Message Needs to Engage a Wider Segments of Society





Impacts Need to be on the Same Personal, Time, and Geographic Scale = More Compelling

What Will Sea Level Rise Do in My Children's/Grandchildren's Life?

What Is Sea Level Rise Already Doing to my Community/To Me?

- * How Many Times Have I Had to Change My Commute in the Last Year?
- * Why is My House Insurance Getting More Expensive?

What Will Sea Level Rise Cost Me Over my Lifetime/Over my Business Horizon/During the time I Own My House?



Climate Change Not Needed to Make the Case for Adaptation Here

CLOSING ARGUMENTS ITS RISING DUE TO GLOBAL WARMING! It's rising Virginian Pilot Dec 5, 2010



Storm Surge History at Sewell's Point (Norfolk, VA)

DATE	STORM TYPE	ABOVE MHHW
August 23, 1933	Hurricane	6.27 feet
September 18, 2003	Hurricane Isabel	5.12 feet
March 7, 1962	Ash Wednesday Storm	5.05 feet
November 12, 2009	Veterans Day nor'easter	4.99 feet
September 18, 1936	Hurricane	4.92 feet
September 16, 1933	Hurricane	4.36 feet
November 22, 2006	Thanksgiving nor'easter	3.96 feet
October 6, 2006	Columbus Day nor'easter	3.76 feet
January 28. 1998	Twin nor'easters (#1)	3.26 feet
September 16, 1999	Hurricane Floyd	3.21 feet
February 5, 1998	Twin nor'easters (#2)	3.12 feet

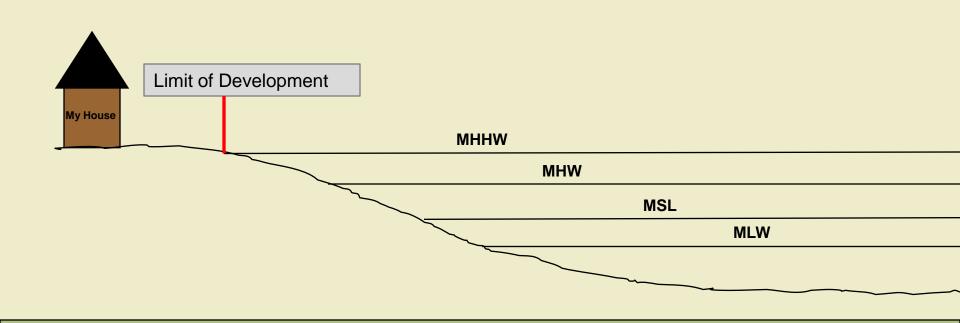
www.wetlandswatch.org

NOAA



Why "Mean Higher High Water" Benchmark?

Mean Higher High Water = where the "spring tide" comes twice a month = lower limit of development





Recent Storms Make it Real to People

DATE	STORM TYPE	ABOVE MHHW
August 23, 1933	Hurricane	6.27 feet
September 18, 2003	Hurricane Isabel	5.12 feet
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What if These Storms Hit 100 Years Ago?

DATE	STORM TYPE	ABOVE MHHW	
August 23, 1933	Hurricane	6.27 feet	
September 18, 2003	Hurricane Isabel	5.12 feet	
March 7, 1962	Ash Wednesday Storm	5.05 feet	
November 12, 2009	Veterans Day nor'easter	4.99 feet	
September 18, 1936	Hurricane	4.92 feet - 1.45 feet	t
September 16, 1933	Hurricane	4.36 feet in 1906	
November 22, 2006	Thanksgiving nor'easter	3.96 feet	
October 6, 2006	Columbus Day nor'easter	3.76 feet	
January 28. 1998	Twin nor'easters (#1)	3.26 feet	
September 16, 1999	Hurricane Floyd	3.21 feet	
February 5, 1998	Twin nor'easters (#2)	3.12 feet	



What Happens 100 Years from Now?

DATE	STORM TYPE	ABOVE MHHW
August 23, 1933	Hurricane	6.27 feet
September 18, 2003	Hurricane Isabel	5.12 feet
March 7, 1962	Ash Wednesday Storm	5.05 feet +2.3 feet
November 12, 2009	Veterans Day nor'easter	4.99 feet in 2106
September 18, 1936	Hurricane	4.92 feet
September 16, 1933	Hurricane	4.36 feet
November 22, 2006	Thanksgiving nor'easter	3.96 feet
October 6, 2006	Columbus Day nor'easter	3.76 feet
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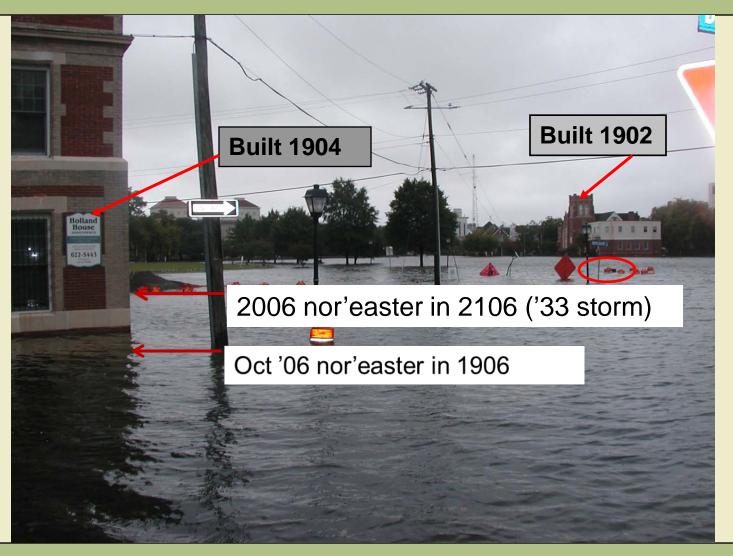


Norfolk on a Dry Day (watch the trash can in the circle)





October 2006 Nor'easter Flooding in Norfolk





FEMA Post-Hazard Mitigation Program



~\$130,000/house

\$4.5 million in FEMA spending to raise houses in Norfolk after Isabel

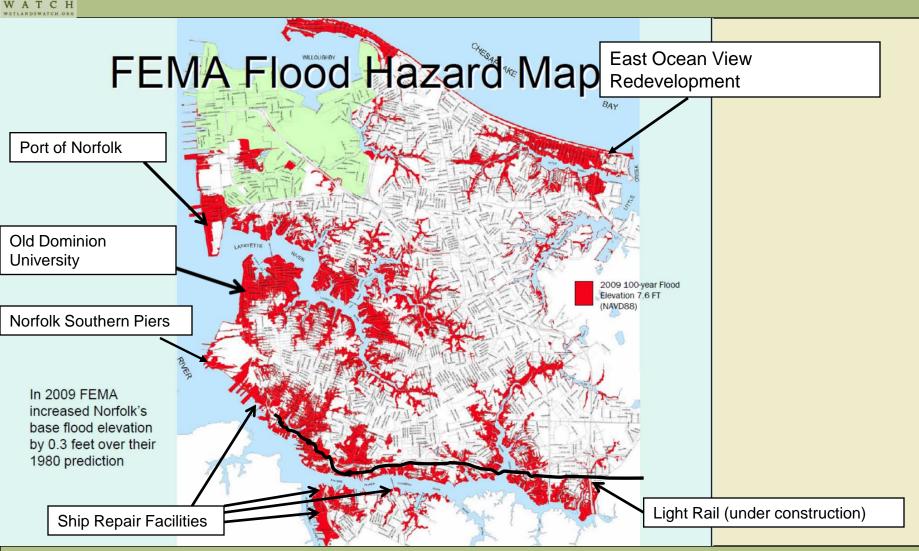


House is Fine...Now About the Street





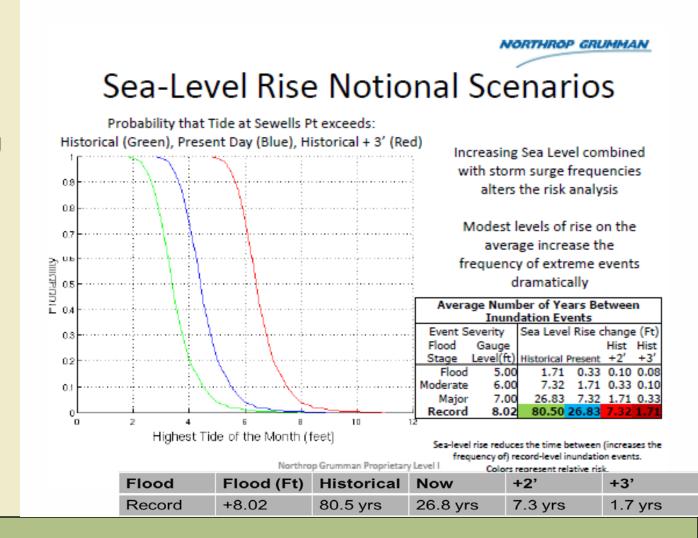
What's at Stake as Flood Zones Shift?





Sea Level Rise Increases Frequency of Flooding Events

Northrop Grumman is Largest Manufacturing Employer in Virginia – Only "Nuclear Capable" Shipyard in the US





Rural Areas in Virginia are Threatened as Well When the Shoreline Moves





Economic Drivers for Adaptation Are Emerging - Globally





Economic Drivers for Adaptation Are Emerging - Regionally

Allstate stopped writing new policies in 19 coastal communities:

Accomack, Gloucester, Isle of Wight, King and Queen, Lancaster, Mathews, Middlesex, Northumberland, Northampton, Southampton, Surrey, Sussex, York counties and Chesapeake, Franklin, Hampton, Newport News, Norfolk, Virginia Beach

Nationwide is withdrawing new coastal coverage

State Farm will not write new policies within one mile of the ocean shoreline

Farmer's will not write a new policy within two miles of ocean shoreline or one mile of tidal Bay

USAA – withdrawing new coverage



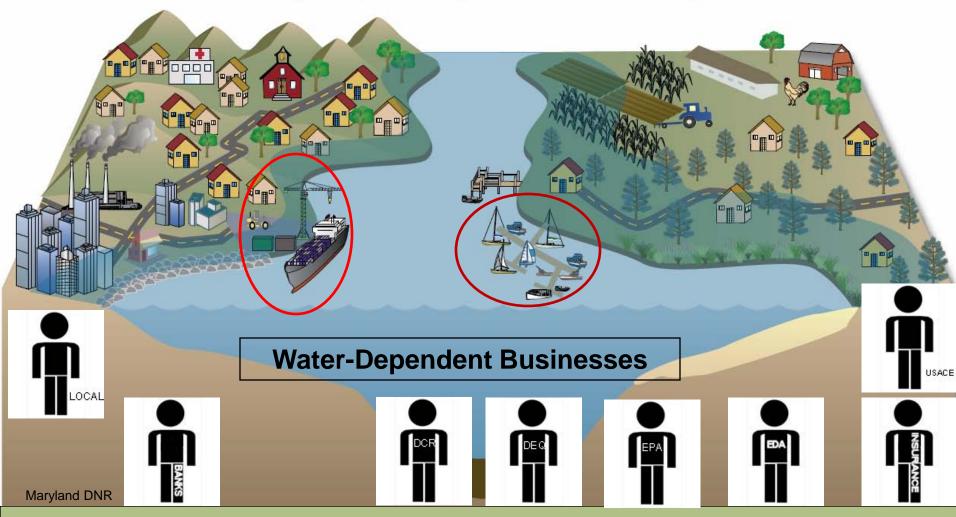
Do These Broader Concerns Bring More People to the Table and Provide More Adaptation Tools?

.....YES!



Each Sector of Shoreline Community Brings New Potential Adaptation Partners to the Table

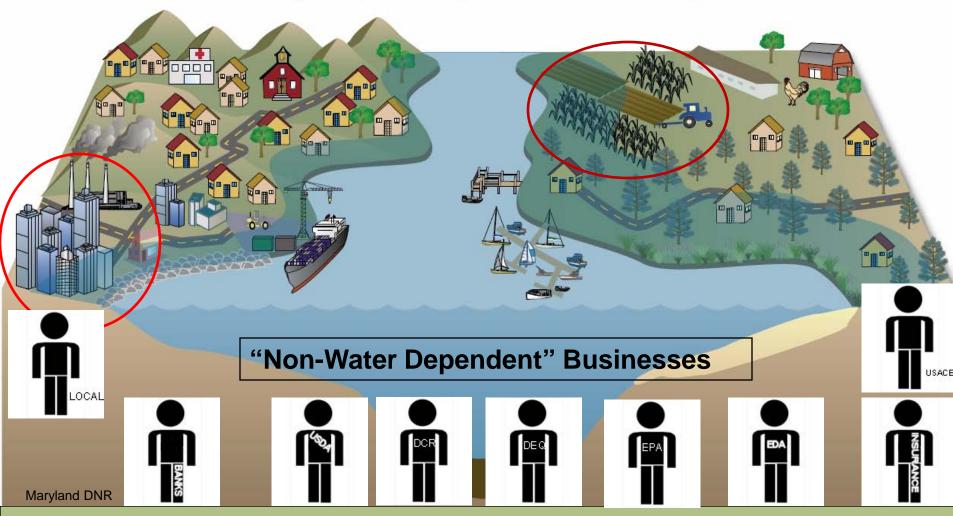
Chesapeake Bay vulnerability to sea-level rise and storm surge





Each Sector of Shoreline Community Brings New Potential Adaptation Partners to the Table

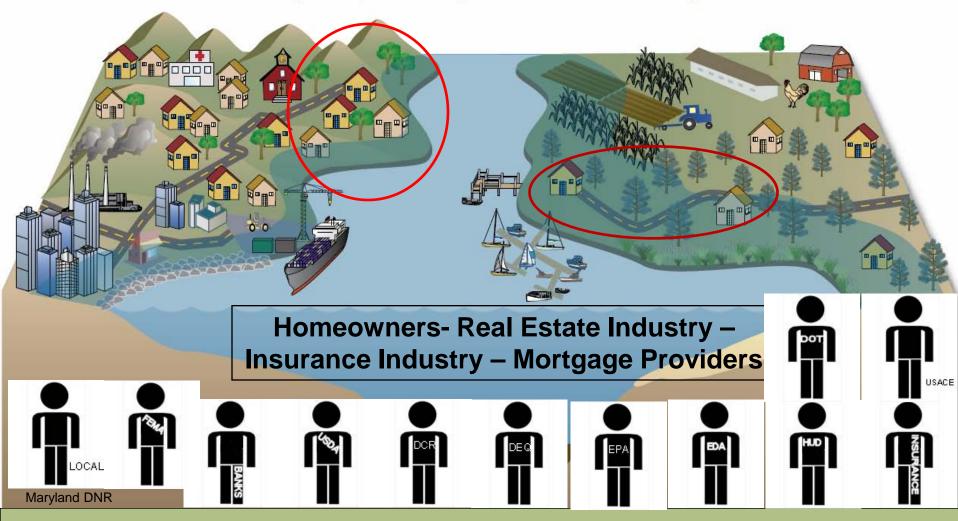
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Each Sector of Shoreline Community Brings New Potential Adaptation Partners to the Table

Chesapeake Bay vulnerability to sea-level rise and storm surge





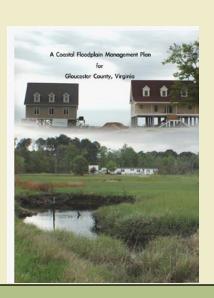
Who are the New Partners and What are the New Tools?

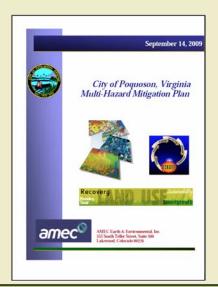


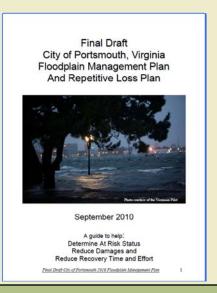
Sea Level Rise Showing up in FEMA Plans

FEMA requires hazard mitigation plans by states (44 CFR 201.4) and localities (44 CFR 201.5)

National Flood Insurance Program (NFIP) gives reduced rates for publicly developed and regularly updated Floodplain Management Plans (NFIP Community Rating System)









Sea Level Rise Showing up in US Dept. of Commerce Plans

42 U.S.C. § 3162 – Comprehensive Economic Development Strategy – Regional Plan for Sustainable Economic Development - Required by US Economic Development Administration



IV. ANALYSIS OF ECONOMIC DEVELOPMENT PROBLEMS AND OPPORTUNITIES

Threats

Rising Sea Levels and other Potential Impacts of Climate Change



Climate Change Showing up in Required US Transportation Plans

Long-Range transportation plan required of each state (23 CFR § 450.206) and region (23 CFR § 450.306) before receiving federal transportation funds.



Climate Change

"Climate change poses a serious and growing threat to Virginia's roads, railways, ports, utility systems, and other critical infrastructure..."



Other Federal Planning Requirements Can/Are Mentioning Climate Change

US Fish and Wildlife Service requires a "Wildlife Action Plan" prior to receiving funding - 16 U.S.C. § 669e (Virginia and many other states address climate change impacts)

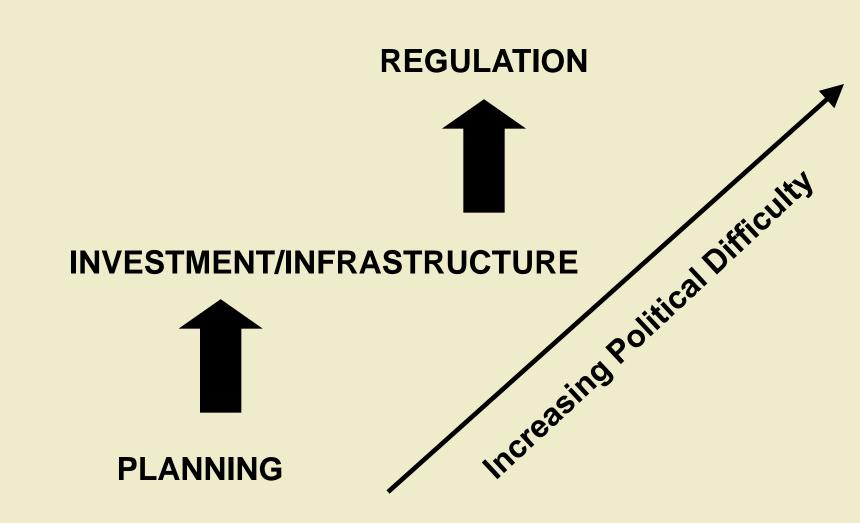
US Forest Service Plans for National Forests -16 U.S.C. § 1604 (Washington/Jefferson Forest Plan will include climate change impacts)

HUD Consolidated Plan required of every locality prior to receiving funding - 24 CFR Part 91.215 (Could include climate change impact on disadvantaged community housing.)

Stormwater planning, Mandatory public involvement and participation – 40 CFR 122.34 (b) 2 (ii) (A place to insert climate change impacts)



Planning is Just the Start – it Gets Harder as Decisions Change Behavior





Planning is Just the Start – it Gets Harder as Decisions Change Behavior

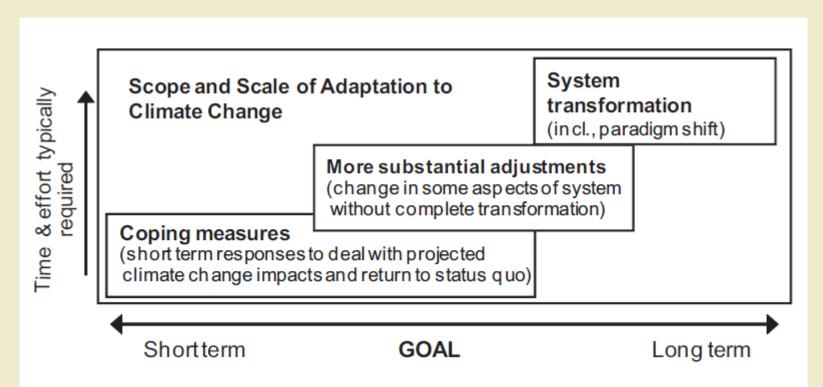


Fig. 1. Scope and scale of adaptation to climate change [based on an extensive literature review (ref. 14, especially refs. 15–18)].

Moser and Ekstrom, PNAS, 2010



Social Marketing Work Must Include a Range of Tactics

"Convincing people that you're right about an issue--say, the scientific consensus about the threat posed by global warming--can seem vitally important, but in the end may be somewhat beside the point.

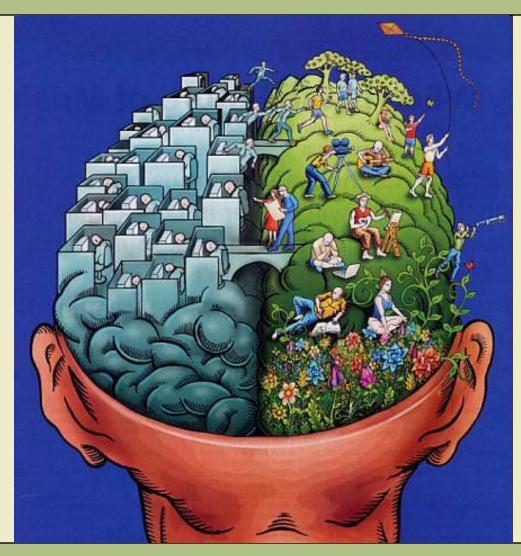
In the long run, you have to move the debate beyond beliefs, and into *incentives*: lining up the economic and social incentives such that the right choices are the easy, natural ones.

To do that, we need smart and effective policies. Appeals to people's reason may help, but rational belief alone won't carry the day.

Clark Williams-Derry, Sightline Institute



Change Requires Engaging the Whole Brain





Role for Visual Arts in Climate Change Debate to Engage the Right Brain



"Melting Men" – Nele Azvedo





Show a Path Forward - but be Realistic







Next Steps – Listening Sessions

SEA LEVEL RISE IN HAMPTON ROADS

VIRGINIA BEACH LISTENING SESSIONS

nsuring that Virginia's Coastal Communities are Prepared for Sea Level Ris

HOME ABOUT LISTENING SESSIONS COMMUNITY SURVEY NEWS RESOURCES OUTCOMES CONTACT

Project Partners: UVa Institute for Environmental Negotiation (IEN) | Hampton Roads Planning District Commission (HRPDC) | City of Virginia Beach | Wetlands Watch (WW) | Old Dominion UUniversity

Home









For Email Marketing you can trust Register Now! 4 Listening Sessions: March 30 and 31, 2011

Save the Date:

Presentation to
Virginia Beach City Council
April 19, 2011

Why Do We Need Listening Sessions on Sea Level Rise in Virginia Beach?

Virginia Beach citizens, the built environment, and the natural environment are extremely vulnerable to the combined impacts of relative sea level rise (sea level rise plus lands subsidence) and natural casha hazards. The environmental stewardship plan, section 7 of the City's 2009 Comprehensive Plan, describes the potential impact of relative sea level rise as follows:

- In the Chesapeake Bay Region, the projected relative sea level rise is 2.3 to 5.2 feet by 2100
 according to the Chesapeake Bay Program's Scientific and Technical Advisory Committee.
- The City of Virginia Beach could lose about 45,000 acres from water inundation, assuming 4 foot of relative sea level rise without considering storm surge effects or sea level rise adaptation measures.
- The Virginia Beach-Norfolk Metropolitan Statistical Area ranks 10th in the world in value of assets exposed to increased flooding from relative level rise, according to an analysis by RMS (a catastrophe modeling company).
- Hampton Roads is rated second only to New Orleans as the most vulnerable area to relative sea level
 rise in the country.

The high rate of relative sea level rise in Hampton Roads is due to regional land subsidence associated with underlying geology and local land subsidence associated with groundwater withdrawal and/or fill settlement.

Current Plans

The City of Virginia Beach Environmental Stewardship Plan makes recommendations to address vulnerability.

The <u>Hampton Roads Planning District Commission</u> is conducting a climate change study, an assessment of the regional transportation vulnerability to climate change, and revising the regional hazard mitigation plan to include relative sea level rise.

Vision Hampton Roads, the regional economic development plan, points to the challenges of sea level rise.

A Need for Community Response

While local planning agencies have begun to recognize the urgency of the situation, many policymakers and citizens have questions about what sea level rise means for the community and what should be done about if

These four <u>Virginia Beach Listening Sessions</u> on March 30 and 31 will help answer these questions, and advance the community discussion about what it wants to do.

Results from the sessions will be presented to Virginia Beach City Council, and will inform development of the Virginia Beach Sustainability Plan.

We urge each of you to personally attend and participate in at least one or more listening sessions.

If you have questions or concerns, please don't hesitate to contact the project team:

Wetlands Watch/UVA/PDC/Virginia Beach Collaboration

Funded by Virginia Sea Grant

Leads to pilot projects on adaptation planning

www.wetlandswatch.org



Partnerships with "fact based" NGO's are Essential!



