

Minutes

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| Subject | Meeting date | Attendees |
| Portsmouth & Chesapeake JLUS Technical Committee Meeting | 4 October 2019 | See Attached Sign In Sheets |

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| Location | Prepared |
| Hampton Roads Planning District Commission 723 Woodlake Drive, Chesapeake VA | 17 October 2019 |

On October 4, 2019, the Chesapeake and Portsmouth Joint Land Use Study (JLUS) Technical Committee met to review progress to date related to the following topics:

- Summary of Stakeholder Interview Findings
- Discussion of Flood Scenarios
- Engagement Strategy
- Parking Study Update

A copy of the meeting sign-in sheet and presentation is attached to these meeting minutes. The meeting minutes are provided as a summary of the meeting discussions and are organized by topic.

SUMMARY OF STAKEHOLDER INTERVIEW FINDINGS

The meeting summaries highlight what the interview team heard during the 40+ interviews that were held with stakeholders. Andrea Sweigart asked the Committee to provide reactions and comments on the meeting summaries. The following is a summary of the Technical Committee's feedback:

Land Use and Compatibility

- NNSY has two housing sites (New Gosport and Stanley Court) that should be identified when referring to the special areas of NNSY.
- The relocation of Portsmouth's City Hall and Public Safety building is being studied; this is an ongoing project and a decision is not yet finalized therefore the JLUS should be sensitive to the status of the project when discussing it.
- The criticality of Craney Island Fuel Depot's mission was reinforced. The fuel not only serves the East Coast but the entire Atlantic Fleet.
- At the request of Secretary of Transportation Shannon Valentine, the Elizabeth River Crossings (ERC) Task Force met in July 2019 to brief the Commonwealth on the ERC contract and its impact on tolls in the region. The Secretary's office is now reviewing the ERC Agreement to explore opportunities and provide recommendations on how to move forward. The JLUS should keep abreast of this effort.

Transportation

- Cedar Lane should be added as a key corridor that provides access to Craney Island.
- The USACE stressed the importance of being able to dispose of dredged materials cost-effectively. It is of strategic importance to maintain access to the USACE dredge material storage area, recognizing the importance of transportation connections as well as potential impacts to the handling basin.
- Hampton Roads Transit (HRT) is working with State partners to study different funding models that would leverage a steady stream of revenue versus only revenue coming from the cities. This study, a regional backbone concept, is limited to the cities that pay for HRT service.
 - The “Regional System” isn’t really a regional system; it is a collection of 6 localities that fund transit and HRT operates 6 mini-systems.
 - The level of HRT’s interaction with the Federal Government/DoD is unknown. Bringing HRT to the JLUS table as part of the Technical Committee was suggested.
 - Outside of HRT’s regular routes, MAX routes are federally funded. One approach might be to explore the concept of a MAX route(s) to the NNSY – as a pilot route. Establishing a good ridership is an issue.
 - TRAFFIX is another underutilized resource and can be customized for the client.
 - Navy Region Mid-Atlantic has met with HRT. The Navy has a transit incentive program (TIP) that pays employees to ride the bus; at one time there was a pilot between NSN and the City of Portsmouth, but it never had the ridership to keep it going. Ridership has been an ongoing issue – HRT needs to identify who will use the system and how to serve them.
 - There are efforts to get people **to** the bases; but systems are not integrated through the fenceline to circulate people **through** the bases. Can JLUS help with evaluating “last mile issues?”
 - JLUS can help look at where other entities have done this. Newport News Shipbuilding, for example, has a successful system but their circumstances are different. We can learn from these types of examples.
 - Brian Ballard (Navy Region MidAtlantic) stated that circulators are not out of the question.
 - NSN has buses that come on base and multiple routes that circulate the installation. Drivers need background checks, which has been a challenge.
 - There is another study at Portsmouth Naval Shipyard related to installation circulation – that effort could be reviewed for ideas.
 - Fort Belvoir can get busses onto the base by screening riders as they get onto the bus. Langley Air Force Base may also employ this method. There is a bus stop outside of the gate where people without credentials wait for the bus to come back. Although getting routes onto an installation is difficult, it is not impossible. Everyone agrees that an internal circulator would be needed at NNSY to make it a viable option.
 - DOD is very interested in applying the P4 concept and it could potentially apply to parking issues; high ranking personnel have stated that there is no “right” to free parking. This would present an opportunity to work with private sector.
 - NSN was evaluated for autonomous vehicle circulators, but the installation has since been dropped from the evaluation. There are pilot programs within DoD for autonomous vehicles that could be a model.

- Funding difficulties are partly due to the “color of money,” referring to varying appropriation categories within DoD. Puget Sound Naval Base in Bremerton uses Base Operating (BOS) funds for circulation efforts; this funding does not yet exist at NNSY.

Utilities

- There was no significant Technical Committee feedback on the summary of stakeholder input related to utilities.

Flooding

- There was no significant Technical Committee feedback on the summary of stakeholder input related to flooding.

Communications

- There was no significant Technical Committee feedback on the summary of stakeholder input related to communications.
- A question was raised about the Coast Guard participation in the JLUS and Ben McFarlane indicated he is working to identify a Coast Guard representative for the Policy Committee.

DISCUSSION ON FLOOD SCENARIOS

Brian Joyner presented an overview of the proposed scenario parameters and suggested water levels or flood scenarios to be considered as part of the JLUS analysis. Factors to consider include sunny tidal flooding, current and future rainfall flooding, and sea level rise. Future conditions include sea-level rise and projected increases in rainfall rates. The study will not include extreme water levels (4.5').

The 10-year return period is suggested as a good modeling condition for analysis (this is also called the 10-year storm, which has a 10% chance of occurring annually).

The proposed SLR projections of 1.5-feet and 3.0-feet are based on HRPDC policy (Oct 2018). Present-day rainfall rates are based on adjusted NOAA data that was also used in the recent Virginia Beach Drainage study (6.2-inches). Future increases for rainfall projects an approximately 10% greater intensity over current rainfall rates (6.8-inches).

Proposed scenarios would allow us to evaluate incremental impacts and include:

- a. Present-day, high coastal water, no rainfall (sunny day tidal flooding)
- b. Present-day, high coastal water, present rainfall (10-year storm)
- c. 1.5-ft sea-level rise, high coastal water, present rainfall (10-year storm)
- d. 3.0-ft sea-level rise, high coastal water, present rainfall (10-year storm)
- e. 1.5-ft sea-level rise, high coastal water, future rainfall (10-year storm)
- f. 3.0-ft sea-level rise, high coastal water, future rainfall (10-year storm)

Committee Comments

- Terms like 10-year return period versus 10% annual chance are confusing to the public. It may be easier to relate frequency to events that have happened that the public can relate to. We will need to identify the industry standard for terminology and stick to it.
- The metrics will be illustrated in spatial mapping. The AECOM team is coordinating with Arcadis as the work they are doing will be integrated into the JLUS analysis.

- The proposed approach is in-line with what is happening in other areas. The concept of not modeling future rain with current sea-levels is good; additional rain levels are just a heavier storm. Inlet capacity is a big deal and contributes significantly to road flooding. Many inlets are very small, which limits flow capacity. Many are also low-lying and allow river water to back-up into the streets. Flooding solutions associated with rainfall drainage are varied and could include inlet replacement, pipe replacement, cleaning, etc. Rainfall solutions are not necessarily the same as those for sea-level rise.
- There were no objections to the suggested approach or metrics. The committee endorsed the proposed water levels that were presented.

ENGAGEMENT ACTIVITIES

Andrea Sweigart and Delceno Miles presented an overview of the Public Engagement Strategy proposed for the JLUS process. The strategy involves an array of outreach activities, including a project website (which is live), 9 public meetings, fact sheets, social media platforms, email blasts, and press releases. Ms. Miles highlighted some of the organizations that would be contacted, and asked committee members to provide any specific points of contact or organizations to coordinate with and disseminate information.

The scope of work includes 9 public meetings, the first of which is upcoming. A draft fact sheet and a draft survey/questionnaire were distributed to committee members; any comments on these items should be provided to the project team.

The effort to engage the community will be robust. Outreach will be focused within the communities that are nearest the study locations, including the stakeholder groups identified in the presentation.

Dates for November public meetings have been confirmed. There are two evening meetings and one daytime meeting to reach a variety of citizens. Two of the meetings will be in Portsmouth and one will be in Chesapeake. The format of the public meetings is proposed as a similar methodology/concept as the Portsmouth Comprehensive Plan update, which was very effective. There is not a lot of information to present this early in the process, so the intent will be to solicit input from stakeholders through a short presentation and discussion/tabletop exercises led by facilitators.

Committee Comments

- The “Development Authority” bullet indicates the Economic Development Authority, but the Redevelopment and Housing Authorities are also a part of the outreach effort.
- Be sure to include the Portsmouth Port and Industrial Commission in outreach efforts.
- Make sure that the Truxtun Civic League is involved.
- The committee is in agreement with the Public Engagement Strategy and the proposed format of the meeting which includes a short presentation and table top discussions. Any other comments should be forwarded to Ben at HRPDC.
- It was recommended that we consider developing Spanish language materials on the project website and/or fact sheet to reach multilingual populations. The HRPDC agreed to investigate the resources available for bi-lingual services.
- Navy Region Mid-Atlantic will find a speaker to help present from a Navy perspective. The leadership structure between installations is complex but the message should be similar between the installations.

- Localities can provide some staff to help during the public meetings. Ben McFarlane will help coordinate with localities for scribes and volunteers.
 - There is a Transportation Town Hall hosted by HRT during the evening of November 14th. This meeting may create a conflict between city staff or the interested public.
 - HRPDC determined this does not present a significant conflict since there are 3 meeting options for the public to attend.
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PARKING TASK UPDATE

Ben Reim shared initial findings from the parking study. Preliminary data indicates that there is an additional 200-vehicle increase of vehicles parking in the neighborhood during the daytime peak hours over non-peak. Qualitatively, this can be due to proximity to destination, inadequate credentialing, gate delays, and/or short visits. Approximately 95% of the additional vehicles are within one block of the edge of the neighborhood – an indicator of proximity as a reason for parking nearby.

It is important to note that vehicle influx data is a static data point, although parking is not. The data does not account for turnover. The increased parking numbers do not capture vehicles leaving and going to work, being backfilled potentially by NNSY parkers. In addition, there could be turnover that cannot be measured by studying a specific point in time.

Another question that needs to be evaluated is the enforcement of parking regulations. The fine for illegal parking is relatively inexpensive (\$25). At Naval Station Norfolk, there is a towing service that charges \$75 per tow for each infraction in addition to the cost of the parking ticket for illegally parked vehicles. In Portsmouth, there is no current way to track violations because they are measured in “calls” which can represent one ticket or 3 books of tickets. The Police Department does not have the software necessary to efficiently issue and track tickets.

ACTION ITEMS

- Technical Committee: Provide feedback on Public Engagement Strategy, Fact Sheet and Survey by October 11.
- HRPDC: Reach out to Coast Guard to identify a JLUS representative for the Policy Committee and reach out to HRT to identify a representative for the Technical Committee.
- HRPDC: Explore providing translated materials on the project website and/or fact sheet to reach multilingual populations.
- Navy Region Mid-Atlantic: Locate a speaker to help present from a Navy perspective.
- HRPDC: Coordinate with localities for staff scribes and volunteers to help during the public meetings.
- Technical Committee: Check calendars for suitability of January Technical Committee Dates and provide any feedback to Ben McFarlane. Proposed dates are January 21 (afternoon), January 23, or January 24.