

FREQUENTLY ASKED QUESTIONS

Virtual Town Hall • March 2, 2021

QUESTION

ANSWER(S)

1 What modeling program was used for the flooding analysis? Was the model calibrated to a known storm event?

The flooding from combined stormwater + tidal scenarios was evaluated using 1-D PCSWMM models. The Chesapeake PCSWMM modeling was performed by the JLUS team, and the Portsmouth modeling was provided by another consultant under separate contract with the City of Portsmouth. The PCSWMM models were not calibrated to historical events' measured data, because there wasn't sufficient water level, surface flooding data, or flow data in these systems to calibrate the models.

2 Does the Navy own all of the land north of Paradise Creek, to the west of South Gate? Has the JLUS been in contact with the City of Portsmouth regarding the possible South Gate EUL? Are there any plans for zoning changes or any documents regarding the Navy's plans?

The land north of Paradise Creek and west of South Gate Annex is owned by multiple parties and includes parcels of varying size. Aside from South Gate Annex and Scott Center Annex, the Paradise Creek Annex (former landfill) is owned by the U.S. government as well as the property currently occupied by the Wheelabrator Portsmouth waste-to-energy facility. All other parcels are under different ownership including, but not limited to Accurate Marine Terminals LLC, Atlantic Wood Industries, the City of Portsmouth, and the Peck Company. The JLUS team has been coordinating with both the City of Portsmouth and the Navy on the South Gate EUL. The area is currently zoned for industrial use which allows for a wide range of activities. Some parcels, like the Paradise Creek Annex, have underlying use restrictions.

3 Is JLUS working with the City of Portsmouth on the planned improvements on Victory Blvd? Is Victory's Blvd's perceived flood resiliency driving improvements along that roadway?

The City of Portsmouth has indicated that all improvements along Victory Boulevard are being evaluated with respect to seal level rise and future rainfall/flooding scenarios. This includes the Paradise Creek Bridge Replacement and potential future projects connecting the new bridge to the South Norfolk Jordan Bridge.

4 How is the JLUS taking public green spaces and mobility into account in regards to future planning, particularly integrating partners like Paradise Creek Nature Park?

The JLUS is exploring several strategies (bicycle routes and infrastructure, remote parking/shuttles, ferry service) aimed at reducing gate congestion, expanding mobility options, and improving regional connectivity that can benefit military personnel and those who live and work near the installations. Interest in additional passive recreation opportunities on underutilized land near Paradise Creek is also being explored.

5 Brian: Thanks. The reason I asked is I have seen flooding at the Effingham and Portsmouth Boulevard intersection as I drive through the City. It didn't show up in the map. Also, I have seen flooding, today, on Victory between the NNSY and George Washington.

The PCSWMM stormwater models provided to the JLUS team did indicate flooding at Effingham and Portsmouth in some of the modeled scenarios, though not in all of the scenarios. The vulnerability analysis and the transportation impacts analysis considered the full range of modeled scenarios, so the potential for flooding at Effingham and Portsmouth was considered, as well as the potential for flooding between NNSY and George Washington Highway.

QUESTION

6

South of Paradise Creek private ownership include Enviva, Paradise Creek Nature park, Deep Water Terminals, and Beach Marine.

7

On your tidal/sea rise chart a couple lines of data indicated impact at a lower level but no impact at a higher level of either sea level rise or rain event. Can you explain? (slide 24)

8

According to HRPDC data from 2013, Chesapeake sends more commuters to Portsmouth than any other city in the region. Have improvements in bike or pedestrians travel pathways/alternatives between Chesapeake and Portsmouth been considered in order to mitigate some of the parking and traffic issues outlined earlier?

9

Given the potential future flooding of currently undeveloped land and any potential limitations to future development, I'm wondering if it makes sense to target those areas for joint nature-based projects that meet JLUS goals and also help meet water quality goals in the Chesapeake Bay Watershed Agreement.

10

Thanks Brian for your answers to my question above. I was more looking for updates on the current status of the EUL plan and progress from the Navy's perspective. I can check in with the City to see what's going on on their side.

11

Look at the Scott Center line. Impact at 1.5' SLR with future rain, but no impact with 3' SLR and future rain.

ANSWER(S)

Thank you.

Scott Center Annex was incorrectly annotated for Scenario 8 on Slide 24. Under Scenario 8, the gate is not accessible and should have an "X". The slide will be corrected in the version posted.

See response to Question #4. Yes, the City of Portsmouth's 2020 Bicycle and Pedestrian Plan has been reviewed. Several of the bicycle routes in the plan are adjacent to the installations and can improve connectivity. The City's plan identifies George Washington Highway and Victory Boulevard as candidate corridors for a proposed Shared Use Path.

The flooding analysis in the JLUS has focused on identifying the vulnerability of key assets to flooding and has not identified specific responses such as natural or nature based features. However, identifying potential opportunities for collaboration with benefits for both community and Navy stakeholders is one of the goals of the project.

Based on input from the Norfolk Naval Shipyard, an Environmental Condition of Property assessment and survey work has been funded and a request for industry input is being developed to understand potential interest in the South Gate Site.

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