

City of Portsmouth Comprehensive Plan Update
PUBLIC INPUT SUMMARY
DRAFT PLAN OPEN HOUSE

MARCH 19 AND 20, 2018



PURPOSE

The purpose of this document is to compile and summarize the comments and results of the Build One Portsmouth “Draft Plan Open House” and subsequent online input opportunity. The Open House took place on March 19 and 20, 2018 and the online survey was open in parallel with and after the event for several weeks. The public comments contained in this document are verbatim, unaltered and are in no particular order. These comments do not necessarily represent the view of the City. Thank you to the Portsmouth community for your participation!

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DRAFT PLAN COMMENTS

ACTIVITY SUMMARY

The draft plan was made available on the Build One Portsmouth website for review prior to the Open House. At the event, participants were able to review the plan on a series of presentation boards and provide their comments on any and all elements of the plan. Members of the public could also submit comments on the plan online through March 30, 2018.

Build One Portsmouth

Draft Plan Open House

March 19 and 20, 2018

DRAFT PLAN COMMENTS - THRIVING

ID	Please provide your comments on THRIVING...
1	I love the tactic to install period lighting and signage in historic areas and I like the Neighborhood Revitalization Focus Areas. Within healthy foods, the plan could specifically recommend smaller neighborhood-oriented grocers instead of large big-box stores.
4	<ul style="list-style-type: none">• Maintain an active "working waterfront" by encouraging the development of vacant tracts and redevelopment of underutilized properties along the Elizabeth River - RATHER encourage natural space and value wetlands that are a key factor in RESILIENCE of Portsmouth instead of more development along highly developed waterfront as is• Continue to partner with the U.S. Army Corps of Engineers on mosquito control) near Craney Island and other areas with standing water- NOTIFY residents in a timely manner when poison is being sprayed• Provide incentives (i.e. density bonus, flexibility of development standards, etc.) for development that significantly exceeds the minimum requirements for design quality and develop a point system to determine level of incentives attained - INCLUDE points for green infrastructure i.e. rain gardens, bioswales, LEED certification• Identify gaps in the land use and development patterns (i.e. vacant and underutilized parcels)and unique opportunities (i.e. landmarks, parks, and features that contribute to a sense of place.) - CREATE temporary meadows on vacant parcels for added habitat value and reduced cost to city to mow properties https://sustainability.yale.edu/news/yale-creates-urban-meadows• Improve urban design (streetscapes, gateway enhancements, etc.) - UTILIZE plants native to Hampton Roads for all city-scaping. Norfolk is doing a great job with this!! Portsmouth just seems to be cutting down all of its trees. Replace with natives.• Maintain regular communications with Virginia Department of Transportation (VDOT) on Portsmouth's transportation needs and plans - PROTECT Craney Creek from development/ intrusive road• Foster grassroots neighborhood programs and organizations - PARTNER with the Elizabeth River Project to help meet MS-4 requirements with projects on private property in the City. Norfolk, Chesapeake, & Virginia Beach are already doing this.

ID	Please provide your comments on THRIVING...
5	<p>T.1.C. and T.1.D.</p> <p>The Hatton Point "Neighborhood Focus Area" seems tied to the prospect of developing the large vacant field/land into attractive properties to draw residents to the area, which I would applaud considering the development is done responsibly and in accordance with these tactics of the Plan and others mentioned throughout the Plan, especially focused improvements in the realm of walkability and pedestrian safety. This area of Hatton Point, however, is in need of such improvements regardless of development of the vacant field. I have lived in this area for 2 years now and have become appalled by the lack of "walkability" and pedestrian-friendly streets. I obviously knew there were no sidewalks when I moved here, noting the older neighborhood, but never thought vehicle traffic would be such a danger to pedestrian activity. The lack of shoulder and/or sidewalk is exacerbated by the high speed limit (35 mph) on a residential road that has no outlet to walking/running/biking routes other than Hatton Point Road and Cedar Lane, on which speeding (40 mph or more) is frequent, even when pedestrian traffic is present (and many residents walk, run, and bike in this neighborhood). There is no signage to make drivers aware of their responsibilities when pedestrians are present, and school bus stops are present on the road as well. Work trucks, dump trucks, and all types of personal vehicles speed on these roads with no police presence to enforce a speed limit that is already dangerous to pedestrians; see research presented in the scientific article titled "Pedestrian fatality risk as a function of car impact speed," (referenced on https://www.nhtsa.gov), "[A] strong dependence on impact speed is found, with the fatality risk at 50 km/h [31 mph] being more than twice as high as the risk at 40 km/h [24.8 mph] and more than five times higher than the risk at 30 km/h [18.6 mph]." Speed limits should be considered when planning and implementing projects that involve pedestrian access. West Norfolk Road, Twin Pines Road, and River Shore Road are all great examples of speed limits appropriate to the road and a relevant comparison to Hatton Point Road, which glaringly stands out as unsafe. I am not sure that I would have moved to this neighborhood if I knew the true level of danger to pedestrians on Hatton Point Road and the lack of the city's willingness/eagerness to address my formal complaints on the matter. Thus, I feel the Plan is where my efforts should be directed, to ensure this area is considered for these improvements.</p>
8	Vibrant city via health, economy, neighbors
9	<p>Provide date for "zoning ordinance" update</p> <p>Does the current waterfront strategy (2006) compliment "working waterfront"? if not, the strategy should be updated.</p> <p>"Design standards"? - consider revising downtown design manual and expand boundaries.</p>
10	I hope that the zoning regulations for community gardens are going to be changed. My neighbor had to get an exception due to lot size because the garden was located across the street from her house.
11	<p>Will artists and designers be invited into this process?</p> <p>How will economic opportunities be expanded?</p> <p>How will the city support the arts and education? As a muralist who has worked on multiple projects within the city I have never received much support or recognition. I have worked with the Support Public Art Portsmouth Committee for a while.</p>

ID Please provide your comments on THRIVING...

13 Under Tactics - Item A-ii) "requiring development...to be compatible in character..." sounds like we are going to do another "Form Based Code" which is giving us issues now. Standards are often based on a few peoples opinions and often are not updated as trends change.
Tactics - Item C-ii) Encourage...(compact development..." A change is currently being considered to the zoning ordinance to increase the required size of lots in UR and UR-H. This will decrease compact development. Not expressing an opinion on which is better, but the 2 are in conflict.
Tactics - D-i) "consider health impacts of economic development" - Yes, but do not let it be so strict that we cannot have industry.

23 To thrive as a community we must all be positive work together with ideas that can have positive lasting effects, sure differences will occur but talking about them and compromise will help. Learn to listen more.

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DRAFT PLAN COMMENTS - RESILIENT

ID	Please provide your comments on RESILIENT...
1	I agree with the TOD concept to allow higher densities on higher ground sites.
4	<ul style="list-style-type: none">•Make sure Wetlands Board is trained, promotes living shorelines (state's preferred method), and only permits bulkheads/rip rap when proven living shoreline won't work due to fetch, wave energy, etc. Ensure that trees that are within CBPA are replaced 2:1 if cut and fine homeowners that cut trees within CBPA without permit•Prioritize brownfield remediation efforts within flood prone areas to reduce environmental contamination during flood events - PARTNER with the Elizabeth River Project did to receive grant funding, just as the City of Norfolk did for Harbor Park brownfield•Work with community groups to provide outreach and education on: RINGING the alarm bell is not enough. Planning and retrofitting to deal with sea level rise and flooding is key and seems to be emphasized less than disaster preparedness.•Integrate resilience planning efforts into citywide and regional plans - WHERE is increase urban tree canopy? Trees are huge asset in dealing with water and carbon emissions, urban heat, etc.•Write a guide or adapt an existing manual that advises residents/property owners how they can retrofit their buildings for increased sustainability and resiliency - HOMEOWNERS not trustworthy of government, want information from environmental non-profit. Proven by recent Water Words that Work social marketing study looking at benefits/barriers for living shorelines. Big barrier is funding so financial incentives key, especially in Portsmouth. Norfolk, VA Beach, and Chesapeake all contract this outreach/BMP implementation (rain barrels, rain gardens, organic lawn care, living shorelines) on residential properties to the Elizabeth River Project.•Reduced on-site parking requirements - PROMOTE use of permeable pavement to offset stormwater/flooding issues•Establish an Officer of Resiliency to coordinate sustainability and resiliency efforts across city departments and agencies - Seek input from Virginia Institute of Marine Science, City of Norfolk, HRPDC to ensure qualified leadership in position

ID	Please provide your comments on RESILIENT...
	<ul style="list-style-type: none"> • Install pedestrian safety infrastructure where needed, such as around schools and in the downtown: <ul style="list-style-type: none"> ï,§ Clearly demarcated crosswalks , ï,§ Countdown signals , ï,§ Bollards and curbing ï,§ Planting buffers - USE native perennials instead of costly and high maintenance annuals ï,§ sidewalks • Seek to reduce the overall amount of impervious surface in the city, adding pavement to increase traffic or parking capacity only as a last resort - UTILIZE pervious pavement when possible • Increase tree and vegetative cover in public spaces and in private development to help reduce the impacts of urban heat islands - ADD NATIVE tree & vegetative cover. Plants can't be just pretty - they need to provide ecosystem services • Consider rain gardens and bioswales as elements of upgrading the city's stormwater infrastructure in existing rights-of-way - DON'T CONSIDER, PLAN rain gardens and bioswales... • ADD storm drain medallions as educational component
5	<p>R.2.A. and R.3.B.</p> <p>See above comments in THRIVING regarding Hatton Point Road vacant field/land and the plan to develop this land vice keep it green space. What will the implementation and funding plan show for deficiencies in green space and recreational areas in this area? Can this analysis be done first before committing such vacant land to development vice green space? If there is a clear deficiency in parks/green space, why is such vacant land not being considered for purchase by the city or being considered to be left vacant to preserve such open space? There seems to be contradictions within the plan regarding the use of these vacant lands (Hatton Point and West Norfolk Road as examples) considering that using vacant land for green space is easier than redevelopment of previous developed land. Why focus development and "Neighborhood Revitalization Focus" on vacant land instead of redevelopment of previously developed property? What priorities does the city have for aging pubic infrastructure mentioned in R.3.B.?</p> <p>R.4.B. and R.4.C. and R.4.D.</p> <p>See above comments in THRIVING regarding Hatton Point Road and Cedar Lane needs in regard to walkability and needs for sidewalk connections. Traffic calming is another method that could be used on these roads, as well as crosswalks with countdown signals (not just in downtown). The bike lane on West Norfolk Road is nice, except for the fact that it goes nowhere and only exists on the short section of road between Cedar Lane and West Norfolk. It connects to nothing else signed or made safe for bicyclists, just the horrendous pavement of Cedar Lane, so I hope this would be a part of the bikeway initiative. Which roads are going to be considered "appropriate" for complete street design? What will be the timeline and prioritization for sidewalk installation along collector and arterial roads as mentioned in R.4.D.?</p>
9	<p>Rethink building on the waterfront because of the changes in flood map. Provide parks, vegetation, berms to mitigate flooding. Use ecosystem strategies.</p>
16	<p>The Draft Plan should have requirements to fully incorporate social justice framework as outlined by the RAFT plan including collaborating and building capacity with entities with known expertise.</p>

ID Please provide your comments on RESILIENT...

17 The Draft Plan should have requirements to fully incorporate social justice framework as outlined by the RAFT plan including collaborating and building capacity with entities with known expertise.

23 Know that everything happens for reasons. There is a greater power out of our control. We must help each other through the process of down on hard times.

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DRAFT PLAN COMMENTS - EVOLVING

ID	Please provide your comments on EVOLVING...
4	<ul style="list-style-type: none">• Develop a maintenance and upkeep of vacant properties manual for nuisance or abandoned private properties - ALLOW & ENCOURAGE urban meadows championed & studied by Yale University as alternatives to mowing vacant lots• Make strategic community improvements (e.g. streetscaping, tree planting, improved curbs and gutters, community gardens, etc.) in identified Neighborhood Revitalization Focus Areas to catalyze reinvestment and improvements in private properties (alt. Prioritize neighborhood infrastructure investments for projects included within Neighborhood Reinvestment Focus Areas. Alt 2. Link programming of public infrastructure improvements to an overall plan and priorities for neighborhood improvement) - ADD "NATIVE" to tree planting• Update and improve Portsmouth's water, sanitary sewer, and stormwater drainage systems - UTILIZE HRPDC source tracking methodology to identify high priority sewer leaks, done by HRPDC & Elizabeth River Project on Lafayette & Indian River• Encourage renewable energy production and use on city and private properties - ALSO implement city energy use policies, no-idle vehicle policy, motion sensor lights in offices, energy-efficient appliances• Preserve, enhance, and restore the natural features and environment of Portsmouth - SPECIFICALLY name wetlands• Require living shoreline remedies in areas deemed appropriate by Virginia Institute of Marine Science (VIMS) evaluations - EDUCATE Wetlands Board & require living shorelines in ALL situations unless conditions are not suitable due to fetch, wave energy, etc.• Maintain buffers of natural vegetation along waterways and wetland areas - What happened in Port Norfolk with the tree cut and vegetation cleared along water?
5	<p>E.1.C. See above comments in THRIVING and RESILIENT regarding Hatton Point Road vacant field/land and the plan to develop this land vice keep it green space. Strategic community improvements in Hatton Point certainly should include sidewalks/walkability improvements and again in this section a contrast is seen between "increasing quality of and access to parks and open spaces in the Neighborhood Revitalization Focus Areas" (including Hatton Point, West Norfolk Road, and Manor Avenue highlighted areas), and developing the vacant lands.</p> <p>E.2.F. How does the Plan intend to increase police patrol without increasing police resources? Are the police involved in the Plan regarding this and other safety issues requiring their attention brought up by the Plan?</p> <p>E.3.F. See comments above in THRIVING T.3.G regarding need for resurfacing the intersection of Cedar Lane and West Norfolk Road. Will the Master Transportation Plan prioritize such gateways and other needed road repairs?</p>

ID Please provide your comments on EVOLVING...

5 E.4.D. These are all great points for ecological responsibility but the fact remains that large quantities of waste are sometimes necessary, including for residential and commercial building/landscaping improvements that create a need for easy, convenient disposal. Residential improvements to property should be encouraged for the long term benefits to housing, not discouraged because of the waste. Thus, residents are as of 2018 forced to pay by weight for disposal of large amounts of waste due to the SPSA contract, with the nearest available SPSA transfer station in Suffolk. Portsmouth residents are inconvenienced by this with no restitution, thus there is less incentive to embark on large projects where disposal used to at least be free to residential customers. The contract with SPSA is directly affecting the ability to build/remodel at reasonable cost and thus should be considered by the Plan in more depth." this section was the only section I found relating to disposal of materials and it does not mention SPSA. Development and improvement will require waste disposal " a small bathroom from an original 1950's design in my house required several full one-ton truck loads of waste in order to remodel. This is a concern of mine because I made plans to improve the house I bought in Portsmouth over time, and at the time of purchase disposal was free at SPSA for residential loads. The "crane/claw truck" that removes waste left on the curb/street outside residences is not realistic for such remodeling projects or other bigger projects due to the amount of waste. The claw truck service also creates unsightly neighborhoods often for several days prior to pickup or for weeks when the service does not come weekly and residents have left materials on the side of the street for pickup. The claw destroys grass and leaves behind remnants of the disposed material that are often not picked up. This should also be considered by the Plan if improving neighborhood appearances and reputations is a priority.

17 The Draft Comprehensive Plan should embrace and recognize the ECO Districts Hampton Roads project currently underway by working in collaboration with Cavalier Civic League long term and committed efforts to help advance the project. It is important to note that detailed aspects of the projects foundational efforts were shared with Comprehensive Plan developers; some foundational elements appear to have been utilized in the formation of the plan at the neighborhood level.

ID Please provide your comments on EVOLVING...

- 20 Strategy E. 2. G: The goal of freeing waterfront property for commercial and residential redevelopment is unrealistic in a time of inexorable sea level rise coupled with episodic storms of record intensity. At the very least, our topography would put occupants of the land closest to the bodies of water affected by tidal fluctuations at risk of recurring inundation. Elevating the ground floors of waterfront structures could mitigate that particular threat, but it would leave the occupants stranded on their artificial "islands" when the waters rise. We must plan also for the protection of support vehicles and equipment, as well as their owners, from high water.
- A necessary but unaddressed corollary of Strategy E. 3 is a solid defense of the infrastructure of our technologically advanced city from hacking attacks like the one Atlanta is currently experiencing. Part and parcel of that defense is up-to-date "cloud" or other offsite backups of our core data, which would be critical to recovering from a successful "hack attack". Furthermore, the personnel and hardware in our IT facility need protection from physical threats.
- 23 The city of portsmouth needs to catch up with the times many families are searching for things to do that are family oriented cheap recreational (facilities besides the ymca) maybe even tournament functions with games.

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DRAFT PLAN COMMENTS - EQUITABLE

ID	Please provide your comments on EQUITABLE...
5	<p>EQ.2.B.</p> <p>In "identifying key opportunities to provide parks and recreational spaces within Neighborhood Reinvestment Areas" is the Plan considering the vacant land in the Hatton Point Road, West Norfolk Road, and Manor Avenue for such green space rather than development? Could a portion of all or some of these properties be considered to be left vacant or turned to permanent green space as a park or otherwise vice single family residential development as shown in the Future Land Use map? The vacant property at the end of Whaley Road is waterfront and should be considered for city purchase in accordance with the Plan's goals of maintaining public access to water expressed in E.4.G. and EQ.2.B. This, or another small section of these 3 mentioned vacant properties should be considered for the creation of a "small pocket park or plaza" as described in EQ.2.B. as well and would be a smaller, more manageable purchase for the city if currently privately owned. Or, in accordance with the Plan, development of these vacant properties should be required to have such pocket parks or percentage green space</p>
11	<p>Will there be a way to effectively change food deserts? Will proposals from the community be accepted or considered?</p>
19	<p>Equity is an imperative of the ECO Districts Hampton Roads effort..it is an element that serves as an foundational principle for the overall effort.</p>
20	<p>The fact that this is an aspirational goal of the revised comprehensive plan is commendable. I don't believe any previous plan mentioned this element. It is a very bold and ambitious approach, which I salute you for including.</p>
23	<p>Their needs to be examples set at the highest level of education government ect. To ensure that their is always two sides of everything and that opinions are welcome.</p>

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DRAFT PLAN COMMENTS - GEOGRAPHIC PLANS

ID	Please provide your comments on any of the GEOGRAPHIC PLANS (Future Land Use, Focus Areas, etc.)
4	<ul style="list-style-type: none">• GREEN/WATER NETWORKS - LIMIT development in these areas to maintain pervious areas• Rezone "Light Industrial" on Craney Island Creek to Preservation/Open Space/Park
5	<p>See above comments regarding the Future Land Use of Hatton Point Road, West Norfolk Road, and Manor Avenue vacant lands. These vacant lands were a draw to me when I decided to live in the Churchland area and I would like to have more reassurance that green space can be preserved for this area, considering it is currently deficient and these areas are all zoned for residential development. I think the Plan should consider more in depth the use of these vacant properties, although it does seem to have adequate and applaudable provisions and requirement for responsible development if the lands are ever developed. These areas are circled on the Focus Areas map for neighborhood investment, but it seems that is only because of the potential development. The needs of current residents for walkability and other improvements remain and should be considered regardless of the future development or timing of the development.</p>
6	<p>It was good to see the inclusion of sea level rise and tidal flooding. These should inform the areas of investment for long-term return. I would have liked to see more vision for rapid public transit and bike routes in some detail.</p>
8	<p>The waterfront needs economic stimulus, yes, but for complete resiliency, our waterfront should be a living shoreline, developing natural and environmentally active eco-systemic plugs (see resilient shorelines in landscape architecture)</p> <p>Consider the existing, yet vacant lots along high street as potential sites to activate and use as open, public space - reclaiming our land, film nights, public art, installations (these are ephemeral), concerts, etc.</p>
9	<p>Geographic plan looks great. Consider making interactive online.</p>
10	<p>We need to increase our "green spaces" within our city. Some of the vacant 1,657 acres could be converted to green space. There is a vacant lot in Hatton Pt slated for development. It could be purchased for a city park.</p>
13	<p>The Focus area map appears to show the eastern part of Port Norfolk (Broad, Maryland, & Chautauqua) as an Employment Redevelopment Area. While this area is in close proximity to an industrial area, it is a historic area with a lot of character and should be maintained. A large part of the reason for Port Norkolk's development was that it was walking distance to the large railroad yards in Pinners Point. My grandparents moved there in 1903 for exactly that reason. The neighborhood has coexisted with the industrial area for its entire existence.</p>
20	<p>With regard to gateways, I believe our challenge will be getting a clear idea of where they are. In the recent debate over development at the corner of High and Effingham, I believe the term was misapplied to the property under discussion. In fact, when we do not have a walled city, the term gateway may be a bit of a conceit. In this day and age, the functional gateways might be the toll gantries at our tunnels, which our beyond our reach in every realm.</p>

ID Please provide your comments on any of the GEOGRAPHIC PLANS (Future Land Use, Focus Areas, etc.)

- | | |
|----|---|
| 22 | The intensely developed area should be increased to include pinehurst, green acres, and sterling point. Most of Portsmouth is intensely developed. Additionally the CBPA allows for local municipalities to provide variances on the 100ft buffer zone. Portsmouth elects to not provide variances. Again elects to not provide variances. Portsmouth has a lot of waterfront communities and it should allow its residents who want to spend money to improve their property the opportunity to do so. Increased property values... increased taxes. |
| 23 | Old and dilapidated houses should be up to code or torn down. People who own the properties should get incentives for keeping their property up to code. |

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DRAFT PLAN COMMENTS - IMPLEMENTATION PLAN

ID	Please provide your comments on the IMPLEMENTATION PLAN
8	We, Portsmouth, need a killer, dope, music video(s) to creatively lyricize the strategic plan's vision and goals. This music video and/or videos need a killer beat, a local celebrity presence, and weave key terms into the lyrics. But video to show/ pan footage of the city and visuals of the implementation proposal ideas. #PORTSMOUTHRSING
15	Cavalier Manor community currently has a large scale effort to revitalize its neighborhood..the effort has been underway for more than a year and promises to a transformative force. The league has assembled a thirty member District Team as well as aligned with renoun colleges and universities to support the effort. The DRAFT plan should fully recognize, support ,collaborate and work to build capacity into such credible neighborhood level efforts. Implementation plan should support Road Map development and execution.
20	The devil is always in the details. How the "to be determined" sections of the Implementation Plan, to say nothing of the other plan elements, gets filled in is a serious concern. I hope that the public has sufficient time to review and digest the fleshed out document before it goes to the Planning Commission and City Council for approval.
23	My suggestion is to hold meetings at conference centers, libraries ect. Regularly To discuss hot topic issues in a normal fashion to show their are people who have different types of opinions we can all do our part to unite.

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DRAFT PLAN COMMENTS - GENERAL COMMENTS

ID	Please provide any GENERAL COMMENTS about the plan
1	Intro is very well done! I had no idea that 42% of the land is tax exempt, I am sure this has significant economic impacts. I agree that the tolls create barriers and discourage connectivity between localities in Hampton Roads, wish there was a way to overcome this somehow.
2	I see a lot of colorful maps and photos with a pleasant layout for presentation of some high minded and politically correct ideas with no plans for financial sources. This is a large and colorful presentation of idealistic proposals without a realistic plan for how you intend to finance them. It lacks "meat".
3	Overall very good ideas. The only other thing that would be nice as we have quite a few golf courses would be to have some way to allow Golf Cart use on streets with 35MPH or less Speed Limit. I have made numerous calls to the city, Police, DMV, and other agencies with no luck as to the requirements to obtain Licence Plates for Golf Carts. Even though I can't get an answer there is a Golf cart Taxi service located at the Marina downtown. There are many times people would like to take their golf carts downtown. Police think one thing and DMV says its up to the locality.
7	I have reviewed the plan, and although I see MANY comments about bike paths, they are not the only form of recreation that has been requested repeatedly in this city. There are NO plans to visit dog parks, nor do I see running trails. The majority of residents of this city have pets, and many of them dogs. I recently visited a park in Smithfield, and was really pleased at the dog park and trails provided to their residents. We have parks, yes, if you want to picnic. We have a hiking park at Hoffler creek. This is not conducive to running, and does not allow dogs even on a leash. The Paradise creek park does have trails suitable for running, and appears to allow dogs, but again, no dog park. The need is greatest downtown, but anywhere would be great for the dog park. Please consider adding this verbiage somewhere. I also do not see the need for bicycle paths in Westhaven. The area is easily ridden on a bicycle without improvements, or putting people in someone's back yard. There seems to be too much emphasis on bike paths as the only real recreation improvements. More could be done with library enhancements, and addition of neighborhood facilities and pools. Portsmouth lacks these significantly. Most of the plan is well thought out, however, and I applaud the efforts.
9	Provide page numbers for the outline in "how to use the plan." Consider placing a geographic plan after implementation plan as it was shown in public meeting. 1.) strategic plan 2.) implementation plan 3.) geographic plan 4.) glossary and appendices

ID	Please provide any GENERAL COMMENTS about the plan
10	<p>We are under-using some of the land near NNSY. The public shipyards share employees year round. We are losing many of these civilian employees funds because they are choosing to stay in Norfolk or the green brier area of Chesapeake. They are doing so because of lack of places to stay in Portsmouth. They are also staying elsewhere because of easy access to restaurants and entertainment.</p>
11	<p>I am interested in being a part of the committee to implement the plan. I feel like these plans are made and citizens never really get to assist with implementing them. Does the city plan to team up with local designers and artists to plan various community outreach programs and authentically pleasing solutions for all communities? Or develop solutions to execute many of the city's goals? Will artists be given opportunities to help preserve historical sites? Like the Cradock</p>
12	<p>In recent history, Portsmouth's various land use planning efforts have suffered from a lack of vision or flexibility in implementation. Rather than serving as an overall guideline for future development, and offering a basis for evolution and redevelopment of existing community resources, planning of this type has been used to actively exclude and discourage new vision and opportunities which were unrecognized in the planning process. Neighboring communities do not adhere to planning guidelines in the same doctrinal manner that Portsmouth does. Rigidity in application will continue to frustrate economic development together with residential development and redevelopment, and will continue to erode our tax base as a result. Community leaders must be able to look beyond the four corners of this plan to recognize a future for a vital community which has ever-changing needs, and our leadership must be both adaptive and flexible in building a future for Portsmouth which does not--and cannot--strictly adhere to this, or any, plan.</p>
13	<p>"The city's housing stock needs to be modernized and diversified" - This is true, but the market would do that if there was not a perception of poor schools, crime, and high taxes. If we could mitigate those perceptions, more middle and upperincome families would buy new homes and renovated older homes. Realtors are the "front line" in influencing buyers where they look. We should build alliances with Realtor groups to alleviate some perceptions and get ideas for improvements that could be made. "Transportation Projects important" - We should find ways to use the water for transportation rather than making it a barrier. Use Seattle as an example. If we had fast ferry service from a "Park & Ride" lot (maybe in West Norfolk or Craney Island) to the Naval Base, ODU, and/or Downtown Norfolk; Portsmouth would be an easier commute from those locations than Virginia Beach. The current ferry is good, but it is really more of a novelty than a transportation resource.</p>

ID	Please provide any GENERAL COMMENTS about the plan
14	<p>The Draft should specifically require the recognition of current and on going and comprehensive neighborhood revitalization efforts such as the ECO District Hampton Roads Project. The Draft should specifically recognize large scale multi stakeholder efforts such as ECO Districts Hampton Roads Project currently underway and build in requirements to work in collaboration with such efforts to achieve common goals. The Draft should have stated requirements to direct and help build capacity in neighborhood level efforts such as ECO Districts Hampton Roads to implement a broad spectrum or "Road Map". The Draft should recognize the use of collective governance and impact with stakeholders internal to the community. The Draft should require that responsible agency officials join the neighborhood level "District Team" to both complement existing expertise and to provide access to agency resources. The Draft should strive to include Equity, Climate Action and Resilience as underlining imperatives for neighborhood transformation efforts. The Draft should embrace priorities that include creating a sense of place, health and wellness, resource restoration, connectivity, living infrastructure, access to transportation, prosperity for ALL. The Draft should require collaboration with existing efforts such as ECO Districts Hampton Roads for Road Map development including strategy formulation, action planning, and indicator selection. The Draft should require the use of credential experts in neighborhood development with demonstrated and visible history performance. The Draft should specifically recognize the current and proposed governance structure for the neighborhood revitalization effort. The Draft should require that authentic neighborhood level entities performing revitalization retain project manager leadership responsibilities and be viewed as trusted messenger for the community. The Draft should require collaboration on capacity building actions such as grants and related activities including the support of training for project staff.</p>
18	<p>ECO Districts is a comprehensive methodology used around the country to help advance sustainable development, increase prosperity for residents and create equitable and resilient communities in Atlanta, Los Angeles, Chicago, New Orleans, among other major cities..For more than a year the residents of Cavalier Manor have been making progress to get meaningful community engagement in the effort that promises to be transformative for ALL.</p>
20	<p>Recognizing that this plan is a draft, I wish to point out that it needs careful proofreading before it is finalized. I have observed a variety of spelling, grammatical, punctuation, and sentence structure issues, including missing words and run-on sentences. The terms "tactics" and "strategies" are often used interchangeably, which is not correct. The overview contains a number of repetitions and redundancies which only add verbiage without contributing to substance. To some these may seem like "nits", but I am "old school" enough to believe they detract from the credibility of the work product.</p>
21	<p>The ECO Districts Hampton Roads project currently underway by the Cavalier Manor Civic League works in collaboration with some of the nation's leading academic institutions including Georgia Tech, Emory University, Old Dominion University, Norfolk State University, and The College of William and Mary engaging students and faculty in numerous aspects for formation, road map development and implementation. Students currently receive real world opportunities for engagement in transformative projects at the neighborhood level...workforce development. Currently nearly 59 students are engaged in various aspects to advance the ECO Districts Project</p>

ID Please provide any GENERAL COMMENTS about the plan

23 To bring down crime the source of each conflict as to the motivation of what caused the initial problem needs to be addressed. People need to become more involved in positive family time.

24 The newly unveiled Build One Study is far too general to be of practical value in the near term. Our Fair City is urgently in need of economic development in order to fund our generally failing schools. Without good schools, parents of school age children do not wish to live here. Smaller class sizes and more teachers will cost money.

Economic development is the key to funding schools and making Portsmouth into the city it can and must become. We have so many marketable assets.

Specific short-term actions are needed now. Actions that will accelerate economic development. A climate that welcomes developers must be fostered.

This new plan seems to address the future of Portsmouth for the next 100 years. In the near term specific actions are needed now; actions to aggressively market our open parcels and that will tell developers that Portsmouth is open for business.

We all understand that progress with improving Portsmouth is a long-term journey. However, near term successes will lift our city's spirits, encourage community involvement, and stimulate further progress.