

**City of Jacksonville AAA Workgroup**  
**Staff's Key Findings**

**March 11, 2019 – AAA Working Group Meeting**

**Presentations:**

- NEFRC re: regional overview of sea level rise and coastal flooding and what actions are currently being taken
- NFTPO re: vulnerability/resiliency as a new factor in the LRTP and fed/state funding of transportation infrastructure projects

**Key Findings**

- Link between lending and insurance, and the existing housing stock that is located in vulnerable areas; where not to build back based on the ability to get a mortgage and insurance
- Significant discussion and interest in the interdependency of transportation infrastructure with adjacent lands.
  - Hardening roadways usually involves elevating the roadway and improving the drainage on the roadway.
  - If elevating roadways, does that trap water on adjacent properties resulting in worse flooding for those properties?
  - If roadway is flooded - or elevated - how does that impact access to properties that rely on that roadway - possibly for emergency evacuation, as well as general access?
  - Which agency/dept addresses the coordination and interconnectivity of hardening roadways and the impacts to adjacent properties?
  - Regional Council was identified as possibly playing a role in coordinating a holistic approach to linking roadway hardening and its impact on adjacent land. NEFRC should be the umbrella organization to do a broad overview of TPO/County/City/other recommendations and groups.
  - Is there, or will there be, a min. base elevation for the paving of roads? Should we / will we need to get that specific at some point, and who (dept/agency) handles that?
  - The road and adjacent properties should be at-risk together.
- Discussion re: the AAA boundary
  - SLOSH model (used to determine the CHHA) does not accurately model a riverine system (St. Johns River is not well-modeled) which is why Riverside and Downtown have sustained flooding; Workgroup consensus is that the CHHA boundary should not be used as the AAA boundary
  - The argument is that even using 2' of sea level rise by 2060, the current map does not accurately identify the significant impact and implications for developable (and planning to be developed land) in the urban areas of the City.
  - Discussion mentioned mapping the Cat. 1 storm surge area and also addressing the definition of, and implications of, nuisance flooding.

<b>Additional Discussion</b>
<ul style="list-style-type: none"><li>• Expressed interest in examples of infrastructure checklists from the East Coast (vs. San Francisco)</li></ul>
<ul style="list-style-type: none"><li>• Participation from the insurance industry</li></ul>
<ul style="list-style-type: none"><li>• National Fish and Wildlife Foundation is doing a vulnerability assessment for Northeast Florida – anticipated report release around April of this year.</li></ul>
<ul style="list-style-type: none"><li>• Discussion around how the LRTP update is being advertised in order to get public input (e-town halls to be advertised)</li></ul>
<ul style="list-style-type: none"><li>• Request was made that staff research what other Florida counties did, or are doing, for AAAs, or their experience with AAAs – particularly recommendations for inland areas or inland impacts, not just coastal counties.</li></ul>