

July 5, 2005

Base Realignment and Closure Commission
2521 South Clark Street
Suite 600
Arlington, Virginia 22202



Dear Commissioner:

We, the undersigned (Enclosure 1), heartily agree with the Secretary of Defense's decision to not include Naval Air Station Oceana (NASO) as a candidate for closure in the 2005 Base Realignment and Closure (BRAC) process. We have flown every tactical aircraft in the inventory of the United States Navy for more than 40 years; have flown off of every aircraft carrier in that inventory, and have fought every war that this nation has been involved in since World War II. We have been stationed at virtually every one of our Navy's bases both in CONUS and abroad. We have lead innumerable major commands, ships and battlegroups. We have dealt with the needs of hundreds of thousands of sailors over our collective careers and know the services' needs for recruitment and, more importantly, retention. Our experience also gives us great insight into the military value of bases, threats of encroachment and interaction with elected officials at the local level.

Because of the above listed experience, we believe very strongly that NASO is and will continue long into the future to be the best site for the Navy's East Coast Master Jet Base. We have provided (Enclosure 2) a Point Paper that will support our argument; however, we believe that the strongest reasons for keeping NASO as the Master Jet Base for the East Coast for the Navy come down to three central issues:

- Opposition to NASO
- Encroachment
- Support for NASO

The opposition to continuation of NASO as a Master Jet Base is confined to a very small, we repeat, very small number of individuals. The one organized group who say they do not favor closing NASO, but merely realigning the assets is the Citizens Concerned About Jet Noise (CCAJN). Although they claim to have membership of over 5,000, the truth is that their "membership" is likely a fraction of that. This means that in the City of Virginia Beach, with its approximately 441,000 residents and the City of Chesapeake, where Fentress Auxiliary Landing Field is located, with its 210,000 residents, less than one tenth of one percent of the citizenry is actively opposed to NASO operations.

Even more telling is the scientifically valid survey done by the City of Virginia Beach, using an independent contractor (Continental Research), of not just citizens living throughout the city, but in a statistically representative number of households within various noise zones covered under the Aircraft Installation Compatible Use Zone (AICUZ) map. Of those who were asked whether jet noise was a reason they were unhappy with their decision to select where they live, a total of only

Base Realignment and Closure Commission

July 5, 2005

Page 2

1.5% responded yes. This included zero responses from those in the 65db or lower zone, 1.6% in the 65 to 70db zone, and 2.9% in the 70 to 75db zone. Also, the average rating on a scale of 1 to 10 of whether jet noise was bothersome between 10:00 PM at night and 7:00 AM was 3.57. This compares to, on the same scale, a 2.76 response for traffic noise. The entire survey is included as Enclosure 3.

With respect to the issue of encroachment we take particular exception to the response provided by the Secretary of the Navy in a letter from Anne Rathmell Davis to the Chairman of the BRAC Commission in response to questions asked at the May 17, 2005 hearing that read, "*Under the assumption that future growth in the vicinity of Virginia Beach could impact NAS Oceana's mission as the East Coast's Master Jet Base . . .*" – a bit of history is in order.

NASO began as a several hundred-acre landing field in the World War II era and has now grown to over 5,331 acres within the fence and an additional 3,680 acres in restrictive easements outside the main fence. It also includes the 2,560 acres Fentress Auxiliary Landing Field in Chesapeake, Virginia, and an additional 8,780 acres of restricted easements. This landing field is located approximately 7 miles from NASO. Over this time, the City of Virginia Beach has grown from a small town and surrounding county, which merged in 1963, and now is home to a population of approximately 441,000 people. Most of the land around Oceana was zoned for residential and other uses in the sixties, seventies and early eighties. There have been very few major rezonings in and around NASO since then, even in the important Interfacility Traffic Area between NASO and Fentress.

The City, in an effort to support NASO, went to the Virginia General Assembly in 1994 to receive enabling authority. The City then adopted an Airport Zoning Ordinance in August of 1994 and promptly instituted its provisions. This allows the City to better plan for development around NASO and to require noise attenuation where appropriate.

Since the Airport Zoning Ordinance was put in place, there have been very few upzonings in the area adjacent to NASO. In fact, there were several downzonings of allowed density. One must put in perspective that Virginia is a very strong property rights state and once property is vested with zoning, regardless of how many years the zoning has been in place, the City must either allow development to go forward or buy the property rights. One must also keep in mind, when the City adopted its Airport Zoning Ordinance residential development was allowed by the OPNAV Instruction 11010.36A in the 65-75 db range as long as appropriate noise attenuation was included in the construction. This includes approximately 12,000 developed acres around NASO on which approximately 92,000 people currently live along with 8,000 undeveloped acres. This was based on the 1999 AICUZ (Air Installation Compatible Use Zone) map that was adopted by the City at the request of the Navy.

Base Realignment and Closure Commission

July 5, 2005

Page 3

When the Navy revised the OPNAV Instruction, on 19 December 2002, the residences within the area between 65-74 db became incompatible and are now considered to be encroaching on NASO. The Navy's alteration of the noise contours in the revised OPNAV Instruction did not change the noise generated or the number of people adversely affected. It is a definitional change, not an alteration of the physical reality.

In order to address the revised OPNAV Instruction, the City Council has, in concert with the cities of Norfolk and Chesapeake, the Hampton Roads Planning District Commission, and the Office of Economic Adjustment, recently completed an extensive Joint Land Use Study (JLUS) to address the revised OPNAV Instruction. The specifics of the JLUS recommendations and how they will be incorporated into the City's zoning ordinance and other development ordinances are included in Enclosure 4. The City of Chesapeake has also adopted similar changes to its zoning and other development ordinances to incorporate the recommendations of the JLUS.

The Interfacility Traffic Area that is a defined area between NASO and Fentress Auxiliary Field in Chesapeake caused specific concerns for the Navy. These concerns are covered at length in the Joint Land Use Study and the recommendations were adopted by both City Councils. City Council in Virginia Beach is aggressively and forthrightly addressing the encroachment issues created by the revised OPNAV Instruction as they addressed encroachment under the previous OPNAV Instruction. Options to acquire and reserve significant areas of the Interfacility Traffic Area are underway in cooperation with the Navy and other agencies.

We also want to bring to the Commission's attention the great support that Virginia Beach has provided to NASO. That support is best itemized through the aforementioned Point Paper, which outlines the many millions of dollars the City has spent on relocating schools identified in the previous BRAC rounds; building a first class highway network around NASO in just the last 10 years; providing a world class education system and a high quality living environment for the service men and women and their families. Virginia Beach has the lowest crime rate of any city its size in the nation, the lowest residential tax rate, by far, of any city in the Hampton Roads region of 1.5 million people, and also has the best performing school system in the region.

It is pointed out repeatedly in the Point Paper that the quality of life for service men and women and their families in Virginia Beach is unexcelled. Tremendous job opportunities for spousal and family employment, higher education opportunities, great medical care, including the half billion dollar Portsmouth Naval Medical Center, a tremendous support network for military families with children with special needs, miles of beaches, public parks and other attributes too numerous to mention all contribute to the unequalled quality of life to service members and their families. Because of the extensive Hampton Roads military establishments, our military members enjoy the opportunity to rotate, sea-to-shore and shore-to-sea duty, providing family stability and conserving Navy PCS funds.

Base Realignment and Closure Commission

July 5, 2005

Page 4

Service men and women and their families love Virginia Beach and love being stationed here, and as the BRAC Commission is well aware, the Navy recruits sailors and retains families.

In closing we would also like to state that Virginia Beach's and NASO location adjacent to the city of Norfolk, where the majority of the east coast aircraft carriers are stationed, is also very advantageous for military families. Personnel, before deployments, can stay with their family, even as they load the carriers and other ships during the day and stay with their loved ones up until the morning of departure. Returning from cruise, they can immediately be home and spend time with their family and then worry about unloading the ship and returning assets to the tremendous infrastructure at Naval Air Station Oceana. Locating tactical air and other assets away from Naval Air Station Oceana would mean military personnel would - a week before and a week after every deployment - be forced to leave their families to move support gear and other assets to the carriers, in essence adding two weeks or so to every deployment. This can only have a deleterious effect on retention.

We are sure you are also aware of the National Command Authority activity supported by Naval Air Station Oceana. The support of those operators must be given a high priority in any discussion the Commission may have on the future of Naval Air Station Oceana.

We believe Naval Air Station Oceana is, and should continue in the long term to be, the heart of Naval Aviation on the east coast. This is the position that the Secretary of Defense has taken and we strongly endorse his decision for the above-mentioned reasons as well as the multiple other reasons that we have included.

Respectfully Submitted,

/s/

RRM/clb

Base Realignment and Closure Commission

July 5, 2005

Page 5

Enclosures (4)

Signature Page

Point Paper

AICUZ Zone Household Survey

Joint Land Use Study Timeline

c: Donald Rumsfeld, Secretary of Defense
Admiral Vern Clark, Chief of Naval Operations
The Honorable John W. Warner
The Honorable George Allen
The Honorable Thelma D. Drake
The Honorable Governor Mark R. Warner
The Honorable Mayor and Members of City Council
Mr. James K. Spore, City Manager, City of Virginia Beach



Base Realignment and Closure Commission
July 5, 2005
Enclosure 1

Signature Page

/s/
Vice Admiral Richard Allen, Retired

Harold J. Bensen
Admiral Harold J. Bensen, Retired

/s/
Rear Admiral Martin Carmody, Retired

/s/
Admiral Edward W. Clepton, Retired

/s/
Admiral Ralph Cousins, Retired

Joseph Dantone
Admiral Joseph Dantone, Retired

Richard Dunleavy
Admiral Richard Dunleavy, Retired

Francis L. Filipiak
Admiral Francis L. Filipiak, Retired

William R. Flanagan
Admiral William R. Flanagan, Retired

/s/
Admiral Mark Gemmill, Retired

/s/
Rear Admiral Karen A. Harmeyer, Retired

Roy F. Hoffmann
Admiral Roy F. Hoffmann, Retired

George Jessen
Rear Admiral George Jessen, Retired

Frederick J. Metz
Admiral Frederick J. Metz, Retired

/s/
Rear Admiral Lafayette F. Norton, Retired

/s/
Vice Admiral Jimmy Pappas, Retired

Gerald L. Riendeau
Admiral Gerald L. Riendeau, Retired

/s/
Admiral David R. Ruble, Retired

Lindell Rutherford
Rear Admiral Lindell Rutherford, Retired

James R. Sanderson
Admiral James R. Sanderson, Retired

Rodney K. Squibb
Admiral Rodney K. Squibb, Retired

James Taylor
Rear Admiral James Taylor, Retired

Base Realignment and Closure Commission
July 5, 2005
Enclosure 1

Page 2



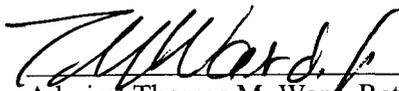
Admiral Raynor A. K. Taylor, Retired

Signature



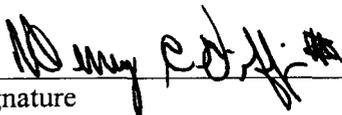
Admiral Richard Ustick, Retired

Print Name



Admiral Thomas M. Ward, Retired

Signature

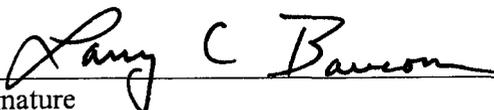


Signature

HENRY C. GIFFIN III

Print Name

Print Name



Signature

LARRY C. BAUCUM

Print Name

Signature

Print Name

/s/

Signature

Rear Admiral Earl P. Yates, Retired

Print Name

Signature

Print Name

/s/

Signature

Rear Admiral Paul Sutherland, Retired

Print Name

Signature

Print Name

Signature

Print Name

Point Paper
Regarding Naval Air Station Oceana

- The City of Virginia Beach has invested \$202 million in transportation improvements around NAS Oceana during the last 10 years. This includes: Dam Neck Road, the intersection of London Bridge Road and Great Neck Road, Oceana Boulevard, and the currently approved Birdneck Road project. The Southeastern Parkway and Greenbelt (SEPG) will hopefully be constructed within the next eight years, which will provide interstate access from NAS Oceana to I-64 in Chesapeake. NAS Oceana already has excellent access to I-264.
- The City relocated two elementary schools from the APZ following the 1993 BRAC round. The City currently has 87 schools serving the citizens of Virginia Beach. This includes 56 elementary schools, 14 middle schools, and 11 high schools. Ninety-nine percent of our schools required to participate in the Standards of Learning met the accreditation requirements and eighty-three percent met the requirements of the No Child Left Behind program.
- The cities of Virginia Beach, Norfolk, and Chesapeake along with the Navy and the U. S. Office of Economic Adjustment completed a Joint Land Use Study (JLUS) to accommodate the realities of the OPNAV Instruction 11010.36B issued in December 2002. This instruction changed the status of 92,162 people living around NAS Oceana from compatible to non-compatible.
- The City of Virginia Beach has joint service agreements with NAS Oceana for fire, police, EMS and other services.
- The City of Virginia Beach has recently made accommodations for greater U.S. Navy participation in the city's capital improvement roadway program and related project planning meetings. In addition to reviewing discretionary development proposals, a process that has been on-going for many years, arrangements have recently been made to enable the Navy to review all "by-right" development applications"
- The City of Virginia Beach is "Navy friendly." For example, the Mayor traveled to San Diego when the F/14 aircraft was directed to be single sited at NAS Oceana. The Base Commander stated that the current Mayor of San Diego had never been on his base, let alone a Mayor from 2,800 miles away. She also traveled to Bayonne, New Jersey, when the Military Sea Lift Command was relocated to Virginia Beach and to Cecil Field when those assets were realigned to NAS Oceana after the 1995 BRAC.
- The City has a long history of assisting the Navy in security issues - a relationship that has only become stronger since 9/11.
- Oceana has the unrestricted use of a massive training area off the coast of Virginia/North Carolina that they solely control. This is a fully instrumented course for air combat and other maneuvers. There are also many bombing and other training areas available close by.

- During the F/A-18 E/F (Superhornet) Environmental Impact Statement process, the Navy asserted that no Air Force or Navy Air Base east of the Mississippi met the training or aircraft requirements.
- During the 1995 BRAC, NAS Oceana was ranked the #1 Navy/Marine Corps air station in military value.
- The population of Virginia Beach has only increased by approximately 30,000 residents spread over the City's 310 square miles since 1995.
- The City of Virginia Beach is close to complete build-out. The area around Oceana is technically completely built-out. The City's population increased by .8 percent a year in the 90's and .4 percent a year since 2000 (Weldon Cooper Center statistics).
- The City has a long history of working with the Navy on issues of encroachment, transportation, etc.
- Virginia Beach is served by two full service hospitals located within the city limits, as well as three full service hospitals in the adjoining city of Norfolk and one in neighboring Chesapeake. There are also numerous surgical centers and drop-in general practitioners offices. The region has a teaching hospital at Sentara Norfolk General which partners with the Eastern Virginia Medical School to provide world-class medical care. The Naval Hospital Center, Portsmouth, has recently completed a several hundred million dollar expansion and modernization program to support the region's military installation clinics.
- In addition to NAS Oceana, Dam Neck Annex, Fort Story Army installation, and Little Creek Amphibious Base are also located in Virginia Beach. Virginia Beach is adjacent to the City of Norfolk, which is the home of the largest naval sea power port in the world. This co-location allows sailors to load and unload before and after deployments and still remain at home.
- The City of Virginia Beach has the lowest real estate tax rate of any large city in Virginia.
- Personnel stationed at NAS Oceana volunteer in our civic leagues, emergency medical services program, in our schools, scout troops, etc.
- The Mayors of Virginia Beach and Chesapeake have asked our congressional delegation for appropriations to help purchase land rights in the interfacility area.
- Virginia Beach supports many families with exceptional family members and works to meet the needs of these families through the Community Services Board and our school system.
- Virginia Beach and the surrounding communities provide an excellent quality of life for military families and, as a result, retention is high for military personnel based in the region. This saves the Navy money by keeping highly (and expensively trained) personnel.
- The proximity of NASO to the training ranges and carriers provides a great savings in fuel costs over all other alternates.

CITY OF VIRGINIA BEACH

AICUZ Zone Household Survey

Report Date: June 2004

Prepared for: The City of Virginia Beach

**Prepared by: Jeannine Perry, Sr. Project Manager
Continental Research
757-489-4887**

Table of Contents

Procedural Information	
Methodology	1-3
Sampling Plan	4
Margin of Error	5
Findings	6-14
Results	
Satisfaction With Overall Quality of Life in Virginia Beach	15
Reasons Why Dissatisfied With Overall Quality of Life in City	16
Satisfaction With Overall Quality of Life in Neighborhood	17
Reasons Why Dissatisfied With Quality of Life in Neighborhood	18
Satisfaction With Decision to Live in Neighborhood	19
Reasons Why Dissatisfied With Decision to Live in Neighborhood	20
If Making Decision Today, Would You Choose to Live in the Same Neighborhood	21
Why Wouldn't You Choose to Live in the Same Neighborhood	22-23
Rating of Amount of Traffic Near Home	24
Rating of Jet Noise Near Home During Daytime	25
Rating of Jet Noise Near Home at Night	26
When Jet Noise is Most Bothersome	27
Rating of Noise From Neighbors or Vehicular Traffic Near Home	28
Ever Contacted the NAS Oceana Noise Complaint Line or Used On-Line Complaint Form	29
Number of Times Called NAS Oceana Complaint Line	30
Demographics	
Number of Years Lived in Neighborhood	31
Type of Dwelling	32
Owens or Rents Home	33
Zip Code of Residence	34
Any Children Under Age 18 Living in Household	35
Age of Respondent	36
Active Duty Military	37
Previously in the Military	38
Ethnic Origin	39
Yearly Household Income	40
Gender of Respondent	41
Appendix	
Questionnaire	

PROCEDURAL INFORMATION

Methodology

This telephone survey about jet noise was conducted with Virginia Beach residents who live in AICUZ zones 65, 70, and 75+. The study was commissioned by the City of Virginia Beach and conducted by Continental Research Associates, Inc. The purpose of the research was to measure the extent to which jet noise was an issue with residents living in the specified AICUZ zones.

A questionnaire was jointly developed by Continental Research (CR) and representatives from the City of Virginia Beach. The survey topics flowed from general to specific, asking first about overall quality of life and later about jet noise-related issues. The questionnaire was pre-tested by CR senior staff members on a sub-sample of City residents. The pre-test identifies any problems with question wording, vocabulary, sequence, or layout. Twenty-nine households were included in the pre-test, which resulted in no survey modifications. A copy of the questionnaire is included in the Appendix of this report.

A random sample of households was selected to participate in the study. The list of addresses to be included was provided by the City of Virginia Beach GIS Coordinator. The AICUZ zones were defined as three noise contours near the flight path from Oceana Naval Air Station. The lists were separated by type of dwelling (parcel, condominium, multi-family, and manufactured home) within each AICUZ zone (see Sampling Plan). Because the lists did not contain home telephone numbers, they were sent to a telephone number matching service in Northern Virginia (TeleMatch). To improve accuracy, Continental Research used an Internet search site to confirm the most current telephone number for all rental units.

Methodology (continued)

The interviews were conducted between May 17th and June 6th of 2004. The data collection phase is extremely important to the quality of the research. Highly trained, staff interviewers administered the surveys. Interviewers assigned to the project attended a detailed briefing session where instructions for using the questionnaire and probing techniques were discussed. Role-playing exercises were used to practice the pace for reading the pre-formatted survey verbatim.

The telephone calls originated from our central telephone facility in Norfolk. The contacts were initiated between 5:15 and 9:15 p.m. from Monday through Thursday and from 4 to 9 p.m. on Sunday. These hours were selected to ensure the inclusion of both working and non-working adults. Re-calls were made at the resident's convenience.

The randomly-selected households were called up to six times, on different days, to reach a survey participant. After six attempts, a substitute phone number was used. This multiple attempt method is critical to secure interviews with a full cross-section of residents living in each zone. A few appointments were made with busy people who were not available at the time of the contact, and a few surveys were completed over two contact calls. Also, to eliminate an anticipated bias caused by female-headed households and females answering the phone more frequently, a statistical technique was used to select the adult in the household who would be asked to participate in the survey.

The responses were directly entered into the computer system using Computer-Assisted Telephone Interviewing (CATI) technology. This process allows for the rotation of survey items within a grid-style question, thereby eliminating any sequence bias. All responses were recorded verbatim. Interviews took an average of 12 minutes to complete, and the survey was generally well-received.

Methodology (continued)

A Field Supervisor electronically monitored the fieldwork each evening. A portion of each interviewer's work was "dual recorded" on the Novell-based computer network to check for consistency in the recording of all answers while listening to both sides of the conversation. Over 38% of all calls were fully monitored, and an additional 25% were partially monitored. This is far in excess of the 5% industry validation standard.

Nightly de-briefings were held to discuss the survey's progress. While these meetings provide only anecdotal evidence, the information can be very useful when interpreting the results. De-briefings also help identify whether any current events or publicity may be impacting the survey results, warranting a delay of a few days. No such incidents occurred during this project.

After the surveys were completed, the open-ended responses were categorized into subject groupings and each response was numerically coded for computerization. Special attention was given to any remark pertaining to jet noise. The numeric codes were key entered twice to ensure 100% accuracy, and a detailed computer program was written to tabulate the data. Using SPSS (the Statistical Package for the Social Sciences) software, the data were analyzed. The results are presented by AICUZ zone and reflect the percentage of households in each zone.

Sampling Plan

The address lists provided by the City included the following household counts in the three noise contours. It is entirely possible that a small number of the lots counted in this census do not contain residences. The City made an attempt to clean the list accordingly, but some non-resident addresses were present on the list sent to Continental Research.

<u>AICUZ Zone</u>	<u># of Households</u>	<u>% of Total</u>
65	20,956	35.4%
70	17,776	30.1%
75+	<u>20,431</u>	<u>34.5%</u>
	59,163	100.0%

A "housing type" analysis was conducted within each zone. Based on the data provided by the City, a sample of 400 interviews would be proportionately distributed as follows:

Target Quota:

<u>Housing Type</u>	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>
Parcel/Single Family Home	113	79	73
Condominium	16	20	14
Multi-Family/Apartment	13	19	46
Manufactured Home	<u>0</u>	<u>2</u>	<u>5</u>
	142	120	138

Margin of Error

Because random selection was used to create the sample of households for this study, the survey's results represent the residences of the three noise contours well. The term "Margin of Error" refers to the difference between the survey results and what one would get if a complete census of area households (in each AICUZ zone) had been conducted. With a sample size of 404 households, we are 95% certain any percentage in this report would be within ± 4.9 percentage points.

The following table displays the Margin of Error for a given percentage in this report. (Notice that the margin is the same for 90% vs. 10%, 70% vs. 30%, etc.)

If the reported percentage =	The "adjusted" Margin of Error =
99%	$\pm 0.97\%$
95%	$\pm 2.13\%$
90%	$\pm 2.93\%$
85%	$\pm 3.48\%$
80%	$\pm 3.90\%$
75%	$\pm 4.22\%$
70%	$\pm 4.47\%$
65%	$\pm 4.65\%$
60%	$\pm 4.78\%$
55%	$\pm 4.85\%$
----- 50% - Highest Margin of Error - -----	$\pm 4.88\%$
45%	$\pm 4.85\%$
40%	$\pm 4.78\%$
35%	$\pm 4.65\%$
30%	$\pm 4.47\%$
25%	$\pm 4.22\%$
20%	$\pm 3.90\%$
15%	$\pm 3.48\%$
10%	$\pm 2.93\%$
5%	$\pm 2.13\%$
1%	$\pm 0.97\%$

Findings

This study was commissioned by the City of Virginia Beach and conducted by Continental Research Associates, Inc. The purpose of the survey was to examine the extent to which jet noise was a problem for residents living in three AICUZ zones (65, 70 and 75+). The zones were defined on a map as three "noise contours" adjacent to the flight path from Oceana Naval Air Station, with 75+ experiencing the loudest impact.

The questionnaire was developed by Continental Research and representatives from the City of Virginia Beach. It was pre-tested and then administered to 404 randomly-selected households between May 17 and June 6, 2004. Given the sample size of 404, the Margin of Error for any (full sample) percentage in this report is no greater than ± 4.9 percentage points.

Results From Zones 65, 70, and 75+

Respondents were asked if they were Very Satisfied, Satisfied, Dissatisfied, or Very Dissatisfied with the overall quality of life in the City. About 90% reported being satisfied (Very Satisfied + Satisfied combined), and 10.4% were dissatisfied. (The responses were similar among the three zones.) When asked to explain their reasons, 2.2% were dissatisfied with how the City is managed (or certain elected officials), 1.5% found traffic backups to be annoying, 1.2% felt their property taxes were too high, and 1.2% felt the City was becoming overbuilt. Jet noise, however, was never mentioned as a reason for overall dissatisfaction with the quality of life in Virginia Beach.

The next question was more specific to the person's neighborhood. Residents were asked if they were Very Satisfied, Satisfied, Dissatisfied, or Very Dissatisfied with the overall quality of life in their immediate neighborhood. About 95% reported being satisfied (Very Satisfied + Satisfied combined) and 5.2% were dissatisfied. The responses were significantly less favorable in Zone 75+. So as not to mislead, it is important to know that Zone 75+ includes considerably more renters and households with lower incomes.

Findings (continued)

Of the 404 people surveyed, 1.2% were dissatisfied with the overall quality of life in their neighborhood because the neighbors don't keep up the appearance of their properties; 1.0% were dissatisfied because of jet noise, and just under 1% because the neighborhood has too many unruly children.

Next, survey participants were asked if they were satisfied with the decision to live in their specific neighborhood. About 93% were satisfied, while 6.7% were dissatisfied with their decision. Residents of Zone 75+ were significantly less likely to be satisfied.

When asked why respondents were dissatisfied with the decision to live in that particular neighborhood, 1.5% of the 404 people surveyed were unhappy because of jet noise. The top three reasons varied by zone as follows:

Reasons People Were Unhappy With the Decision to Select Their Neighborhood

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Jet noise	0.0%	1.6%	2.9%	1.5%
The neighborhood has crime	0.0%	1.6%	0.7%	0.7%
My neighbors don't keep up the appearance of their properties	0.0%	0.8%	0.7%	0.5%
....etc....	(n=142)	(n=123)	(n=139)	(n=404)

Next respondents were asked, "If you were making the decision again today, would you choose to live in your neighborhood?" Again, the responses varied by zone.

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Yes	84.5%	80.5%	73.4%	79.5%
No	<u>15.5%</u>	<u>19.5%</u>	<u>26.6%</u>	<u>20.5%</u>
	100.0%	100.0%	100.0%	100.0%
	(n=142)	(n=123)	(n=139)	(n=404)

Findings (continued)

When asked why they would not choose to live in the same neighborhood again, the top five responses varied by zone. No one in Zone 65 mentioned jet noise.

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Jet noise	0.0%	4.9%	5.8%	3.5%
I want to move to a nicer place/home	1.4%	3.3%	4.3%	3.0%
My neighbors don't keep up the appearance of their properties	0.7%	2.4%	2.9%	2.0%
My neighborhood is getting rundown	2.1%	0.8%	0.7%	1.2%
My neighborhood has too many rentals	1.4%	0.0%	2.2%	1.2%
Would choose to live in same neighborhood if deciding today	84.5%	80.5%	73.4%	79.5%
....etc....	(n=142)	(n=123)	(n=139)	(n=404)

Participants were reminded that some people find certain things to be very bothersome, while others do not. The next questions used a 1 to 10 scale, where "10" meant Extremely Bothersome and "1" meant Not Bothersome. (People were encouraged to be candid about their feelings.)

How bothersome is the amount of traffic when you drive near your home?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Percent who said "1" or "2"	18.3%	21.1%	26.6%	22.1%
Percent who said "9" or "10"	12.7%	9.8%	10.1%	10.9%
Average Rating (1 to 10 scale)	5.28	5.07	4.83	5.06

How bothersome is jet noise during the daytime hours near your home?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Percent who said "1" or "2"	44.4%	26.0%	32.4%	34.7%
Percent who said "9" or "10"	4.9%	13.8%	17.3%	11.9%
Average Rating (1 to 10 scale)	3.52	4.79	4.81	4.35

Findings (continued)

How bothersome is jet noise near your home between 10 o'clock at night and 7 a.m.?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Percent who said "1" or "2"	64.8%	45.5%	45.3%	52.2%
Percent who said "9" or "10"	4.2%	13.0%	16.5%	11.1%
Average Rating (1 to 10 scale)	2.56	4.00	4.22	3.57

In the survey, everyone who gave a rating higher than a "2" for jet noise in the day or at night was asked a follow-up question about being bothered more indoors or outdoors.

When jets fly in the vicinity of your home, where is the sound most bothersome?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Inside my home	24.6%	29.3%	23.0%	25.5%
When I'm outdoors	33.1%	44.7%	40.3%	39.1%
Both are equally bothersome	1.4%	5.7%	8.6%	5.2%
Actually, it's not bothersome*	<u>40.8%</u>	<u>20.3%</u>	<u>28.1%</u>	<u>30.2%</u>
	100.0%	100.0%	100.0%	100.0%
	(n=142)	(n=123)	(n=139)	(n=404)

* Based on both earlier ratings being below a "3."

As an aside, a number of people mentioned that their ears were bothered by the noise "in a literal sense," but they believed the reason for the noise was important, or they felt patriotic when they heard the military jets fly overhead. This is not meant to ignore the people who were upset about the noise and voiced some anger over the sound levels, however, there were very few people in that category.

Findings (continued)

The fourth rating of things that are bothersome had to do with peripheral noise from neighbors or nearby traffic. This was somewhat less bothersome.

On the same 1 to 10 scale, how bothersome is noise from neighbors or vehicular traffic near your home?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Percent who said "1" or "2"	64.8%	60.2%	64.1%	63.1%
Percent who said "9" or "10"	3.5%	4.9%	3.6%	4.0%
Average Rating (1 to 10 scale)	2.66	2.83	2.81	2.76

Each respondent was asked if members of his/her household had phoned the NAS Oceana Complaint Line. Overall, 93.3% had never called the complaint line, 2% had called, but not in the past 12 months, and 4.7% had phoned one or more times in the past year.

Survey participants included both new residents (25% living in their neighborhood fewer than 3 years) and longstanding residents (23.5% having lived there for 16 or more years). Mirroring the housing types found in the three zones, about 66% were single family homes, about 12% were condos, about 9% were apartments, and the same proportion were townhouses. Overall, 84.7% owned the property they live in, although this was lower (74.1%) among residents of Zone 75+. Thirty-six percent had children under the age of 18 living in the household, and about 83% were Caucasian. Overall, 35.6% had a member of the household who had served in the military, and 14.4% were currently active duty military. The average age of the respondents was 48, and their annual household income varied by zone.

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Average Income (Mean)	\$71,604	\$66,383	\$51,298	\$63,068
Median Income	\$58,571	\$57,948	\$45,000	\$54,033

Findings (continued)

Responses of Those Who Were "Most Bothered by Jet Noise"

A special analysis was performed to estimate the proportion of residents who were most bothered by the jet noise. A sub-group of 69 respondents (out of the 404 surveyed) was analyzed. It was defined as all respondents who met **any** of the following criterion:

- 1) Mentioned jet noise as a reason for being dissatisfied with their quality of life in Virginia Beach. (There were no people who said this.)
- 2) Mentioned jet noise as a reason for being dissatisfied with the quality of life in their neighborhood.
- 3) Mentioned jet noise as a reason for being dissatisfied with the decision to live in their neighborhood.
- 4) Mentioned jet noise as a reason for not choosing to live in the same neighborhood again.
- 5) Rated jet noise as being bothersome at a level of "9" or "10" during the day.
- 6) Rated jet noise as being bothersome at a level of "9" or "10" at night.

Seventeen percent of those surveyed (69/404) met one or more of the criteria above. For simplicity, we will call these 69 people "those who are most bothered by jet noise." (As an aside, 14/404 (or 3.5%) mentioned jet noise in 1 - 4 above, and 55 more (13.6%) were added by including those who rated the noise a being bothersome (day or night) at a level of 9 or 10 even though they had not mentioned jet noise in 1 - 4.)

A profile of these 69 respondents found that 52.2% live in Zone 75+, 33.3% live in Zone 70, and 14.5% live in Zone 65. Overall, however, 79.7% of the 69 people in the "bothered" group were satisfied with the overall quality of life in Virginia Beach, and 85.5% remained satisfied with the overall quality of life in their immediate neighborhood.

When asked about the decision to live in that particular neighborhood, 84.1% of the 69 people who were "most bothered by jet noise" remained satisfied with their choice. About 20%, however, would not make the same decision again because of jet noise.

Findings (continued)

Using a 1 to 10 scale where "1" meant Not Bothersome and "10" meant Extremely Bothersome, this sub-group of 69 residents was asked to evaluate four things. While the means are skewed by selecting people with "9" or "10" scores, their average scores follow:

Mean*

- 5.68 The traffic when you drive near your home
- 8.58 Jet noise during the daytime hours**
- 8.07 Jet noise between 10 p.m. and 7 a.m.**
- 3.46 Noise from neighbors or vehicular traffic

* A "1" is the lowest possible mean, and a "10" is the highest.

** These means were impacted by how this sub-group was defined (many were 9's or 10's).

Of the 69 people who are "most bothered by jet noise," 18 (26.1%) had previously called the NAS Oceana Noise Complaint Line (ever) to report jet noise that was too loud. (About 4% of this subgroup had called prior to the past 12 months, but had not called more recently.) When asked whether the noise was most bothersome inside or outside their home, 34.8% said "inside," while 47.8% said "outside," and 17.4% replied that "both were equally bothersome."

Seventeen percent of the 69 who are "most bothered by jet noise" were renters, while 82.6% were owners. One-third had children under age 18 living in their home, and only 5.8% were active duty military. The average income of this sub-group of 69 people was lower than the larger survey sample of 404 (\$57,912. vs. \$63,068).

Summary

To recap, most of the 404 people surveyed in the three AICUZ zones did not find the jet noise to be very bothersome. About 90% of them were satisfied with their overall quality of life in Virginia Beach, and none of those who were dissatisfied cited jet noise as their reason.

Findings (continued)

Nearly 95% of the 404 surveyed were satisfied with the quality of life in their neighborhood, and 93% were happy with their decision to live there. In fact, about 80% would make the same choice again today. Of all 404 surveyed, fewer than 4% would not choose to live in the same neighborhood again because of jet noise.

It would be unfair to downplay the impact that jet noise has on some people. Clearly, there are people who are very bothered by the sound. Sixty-nine of the 404, or 17.08%, mentioned jet noise as an issue or rated the amount it bothers them as "9" or "10." Given that the sample of 404 represents 59,163 households (in all three zones), 17.08% means that about 10,100 housing units in the three zones are "most bothered by jet noise." To further break down the estimates, Zone 65 = 10 out of 142 (or 7.04%), Zone 70 = 23 out of 123 (or 18.70%), and Zone 75+ = 36 out of 139 (or 25.90%) who were "most bothered."

Based on data provided by the City of Virginia Beach, the total housing units in the three zones were 20,956, 17,776, and 20,431 respectively. Therefore, the projected breakout of those "most bothered" by zone would be:

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Projected # of housing units "most bothered by jet noise"	1,480	3,325	5,295	10,100

These estimates may be high, considering that only 20% of the 69 people surveyed who were "most bothered by the jet noise" would not choose to live in the same neighborhood again because of jet noise. As such, the above projections may overstate the level of the problem.

* Additional decimal places have been added for accuracy during projections. For simplicity, projected numbers have been rounded.

Findings (continued)

To offer a more conservative estimate, one could consider only the 3.47% of the 404 people surveyed who would not choose to live in the same neighborhood again because of jet noise (14 out of the entire 404 surveyed):

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
My reason is: Jet noise	0.0%	4.88%	5.76%	3.47%

Projecting to the total housing units in each zone (20,956, 17,776, and 20,431 respectively), the following number of households in each zone would be impacted:

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Would <u>not</u> choose same neighborhood because of jet noise	0	870	1,180	2,050

To summarize, the number of households in the three zones that are "most bothered by jet noise" is estimated at 10,100, and the number who would not move into the same neighborhood again because of jet noise is 2,050. (The 2,050 people are also included in the 10,100.)

RESULTS

Are you Very Satisfied, Satisfied, Dissatisfied, or Very Dissatisfied with the overall quality of life in the City of Virginia Beach?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Very Satisfied	24.6%	26.8%	24.5%	25.2%
Satisfied	66.2%	62.6%	64.0%	64.4%
Dissatisfied*	5.6%	8.9%	8.6%	7.7%
Very Dissatisfied*	<u>3.5%</u>	<u>1.6%</u>	<u>2.9%</u>	<u>2.7%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404
Mean	3.12	3.15	3.10	3.12

Mean Scale: 4 = Very Satisfied
 3 = Satisfied
 2 = Dissatisfied
 1 = Very Dissatisfied

* Asked the follow-up question on the next page.

(If “Dissatisfied” or “Very Dissatisfied” with the overall quality of life in Virginia Beach...) What is the most important thing that could be done to make you a more satisfied resident?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
I don't like how the City is managed/ certain elected officials	1.4%	4.1%	1.4%	2.2%
Traffic backups are very annoying	1.4%	1.6%	1.4%	1.5%
Property taxes are too high	0.7%	0.8%	2.2%	1.2%
The City is too overbuilt	2.1%	1.6%	0.0%	1.2%
Inadequate public transit	0.0%	0.8%	0.7%	0.5%
Not enough nice low income housing	0.0%	0.0%	1.4%	0.5%
The City spends too much on tourism	0.7%	0.0%	0.7%	0.5%
Other taxes are too high	0.7%	0.0%	0.0%	0.2%
Virginia Beach is a racist city	0.7%	0.0%	0.0%	0.2%
Virginia Beach has too many restrictions on my freedoms	0.0%	0.0%	0.7%	0.2%
Not enough to keep teens busy	0.0%	0.0%	0.7%	0.2%
Too much crime	0.7%	0.0%	0.0%	0.2%
The roads need to be improved	0.0%	0.0%	0.7%	0.2%
I'm getting evicted due to the mobile home park being sold	0.0%	0.8%	0.0%	0.2%
There were problems with the school bus service not including our street	0.0%	0.8%	0.0%	0.2%
The mosquitoes are breeding in ditches all over my neighborhood	0.0%	0.0%	0.7%	0.2%
The City built a canal in my back yard	0.0%	0.0%	0.7%	0.2%
Need better discipline in the schools	0.7%	0.0%	0.0%	0.2%
I'm satisfied with the overall quality of life in Virginia Beach*	<u>90.8%</u>	<u>89.4%</u>	<u>88.5%</u>	<u>89.6%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

* Not asked this question.

Are you Very Satisfied, Satisfied, Dissatisfied, or Very Dissatisfied with the overall quality of life in your neighborhood?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Very Satisfied	41.5%	42.3%	25.9%	36.4%
Satisfied	54.9%	53.7%	66.2%	58.4%
Dissatisfied*	3.5%	4.1%	7.2%	5.0%
Very Dissatisfied*	<u>0.0%</u>	<u>0.0%</u>	<u>0.7%</u>	<u>0.2%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404
Mean	3.38	3.38	3.17	3.31

Mean Scale: 4 = Very Satisfied
 3 = Satisfied
 2 = Dissatisfied
 1 = Very Dissatisfied

*Asked the follow-up question on the next page.

(If “Dissatisfied” or “Very Dissatisfied” with the overall quality of life in your neighborhood...) What, in particular, makes you dissatisfied with the quality of life in your neighborhood?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
My neighbors don't keep up the appearance of their properties	1.4%	0.8%	1.4%	1.2%
Jet noise	0.0%	0.8%	2.2%	1.0%
The neighborhood has too many unruly children	0.7%	0.0%	1.4%	0.7%
Pit bulls are running loose	0.0%	0.0%	0.7%	0.2%
The neighborhood has too many rentals	0.0%	0.8%	0.0%	0.2%
The neighborhood lacks stability	0.0%	0.8%	0.0%	0.2%
The neighborhood has crime	0.0%	0.0%	0.7%	0.2%
Teenagers roam around using foul language	0.0%	0.8%	0.0%	0.2%
There is noise from vehicular traffic	0.0%	0.0%	0.7%	0.2%
There is too much traffic congestion	0.7%	0.0%	0.0%	0.2%
Not enough nice low income housing	0.0%	0.0%	0.7%	0.2%
The City does not enforce the codes	0.7%	0.0%	0.0%	0.2%
I'm satisfied with the overall quality of life in my neighborhood*	<u>96.5%</u>	<u>95.9%</u>	<u>92.1%</u>	<u>94.8%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

* Not asked this question.

Overall, are you Very Satisfied, Satisfied, Dissatisfied, or Very Dissatisfied with the decision to live in your neighborhood?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Very Satisfied	50.0%	52.8%	30.2%	44.1%
Satisfied	45.8%	40.7%	60.4%	49.3%
Dissatisfied*	4.2%	6.5%	7.9%	6.2%
Very Dissatisfied*	<u>0.0%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>0.5%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404
Mean	3.46	3.46	3.19	3.37

Mean Scale: 4 = Very Satisfied
 3 = Satisfied
 2 = Dissatisfied
 1 = Very Dissatisfied

*Asked the follow-up question on the next page.

(If “Dissatisfied” or “Very Dissatisfied” with the decision to live in your neighborhood...) Why, in particular, are you dissatisfied with the decision to live in your neighborhood?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Jet noise	0.0%	1.6%	2.9%	1.5%
The neighborhood has crime	0.0%	1.6%	0.7%	0.7%
Neighbors don't keep up the appearance of their properties	0.0%	0.8%	0.7%	0.5%
The condo association is difficult to deal with	0.7%	0.0%	0.0%	0.2%
I'm living too far from my job	0.0%	0.8%	0.0%	0.2%
We paid too much for our house	0.0%	0.0%	0.7%	0.2%
Flood insurance is mandatory	0.0%	0.8%	0.0%	0.2%
The neighborhood is too overbuilt	0.0%	0.0%	0.7%	0.2%
The neighborhood is getting rundown	0.7%	0.0%	0.0%	0.2%
The neighborhood has too many rentals	0.0%	0.0%	0.7%	0.2%
The neighborhood lacks stability	0.0%	0.0%	0.7%	0.2%
The neighborhood has too many unruly children	0.7%	0.0%	0.0%	0.2%
The neighborhood has too many minorities	0.0%	0.0%	0.7%	0.2%
My apartment complex is getting rundown	0.7%	0.0%	0.0%	0.2%
My neighbors are racist	0.7%	0.0%	0.0%	0.2%
There is noise from vehicular traffic	0.0%	0.0%	0.7%	0.2%
Not enough nice low income housing	0.0%	0.0%	0.7%	0.2%
The City does not enforce the codes	0.7%	0.0%	0.0%	0.2%
The Southeastern Parkway is coming close to my home	0.0%	0.8%	0.0%	0.2%
I'm satisfied with the decision to live in my neighborhood*	<u>95.8%</u>	<u>93.5%</u>	<u>90.6%</u>	<u>93.3%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

* Not asked this question.

If you were making the decision again today, would you choose to live in your neighborhood?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Yes	84.5%	80.5%	73.4%	79.5%
No*	<u>15.5%</u>	<u>19.5%</u>	<u>26.6%</u>	<u>20.5%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

*Asked the follow-up question on the next page.

**(If you were deciding today and would not choose to live in your neighborhood...)
Why wouldn't you choose to live in your neighborhood?**

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Jet noise	0.0%	4.9%	5.8%	3.5%
I want to move to a nicer place/home	1.4%	3.3%	4.3%	3.0%
Neighbors don't keep up the appearance of their properties	0.7%	2.4%	2.9%	2.0%
The neighborhood is getting rundown	2.1%	0.8%	0.7%	1.2%
The neighborhood has too many rentals	1.4%	0.0%	2.2%	1.2%
I want more land	1.4%	0.8%	0.0%	0.7%
The neighborhood lacks stability	0.0%	0.8%	1.4%	0.7%
There is noise from vehicular traffic	0.7%	0.0%	1.4%	0.7%
There is too much traffic congestion	0.7%	0.8%	0.7%	0.7%
We paid too much for our house	0.0%	0.0%	1.4%	0.5%
The neighborhood has crime	0.7%	0.0%	0.7%	0.5%
The City does not enforce the codes	0.7%	0.0%	0.7%	0.5%
The condo association is difficult to deal with	0.7%	0.0%	0.0%	0.2%
A Wal-Mart Super Center just invaded the neighborhood	0.7%	0.0%	0.0%	0.2%
I want to move up to a single family detached home	0.0%	0.0%	0.7%	0.2%
I want to move to a different apartment complex	0.0%	0.0%	0.7%	0.2%
I want to move closer to the interstate	0.7%	0.0%	0.0%	0.2%
I want to move to Florida	0.0%	0.8%	0.0%	0.2%
The neighborhood is too overbuilt	0.7%	0.0%	0.0%	0.2%

(continued)

**(If you were deciding today and would not choose to live in your neighborhood...)
Why wouldn't you choose to live in your neighborhood? (continued)**

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
The neighborhood is too close to tourists	0.7%	0.0%	0.0%	0.2%
The neighborhood has too many minorities	0.0%	0.0%	0.7%	0.2%
My apartment complex is getting rundown	0.7%	0.0%	0.0%	0.2%
My mobile home park is getting rundown	0.0%	0.0%	0.7%	0.2%
Teenagers roam around using foul language	0.0%	0.8%	0.0%	0.2%
Not enough nice low income housing	0.0%	0.0%	0.7%	0.2%
Whites are a minority at our local high school	0.7%	0.0%	0.0%	0.2%
I don't like the area schools	0.0%	0.8%	0.0%	0.2%
Mobile home residents can get evicted	0.0%	0.8%	0.0%	0.2%
My neighborhood association is too restrictive	0.7%	0.0%	0.0%	0.2%
The City is enlarging a parking lot in my neighborhood	0.0%	0.8%	0.0%	0.2%
The City built a canal in my back yard	0.0%	0.0%	0.7%	0.2%
The Southeastern Parkway is coming close to my home	0.0%	0.8%	0.0%	0.2%
I prefer not to discuss my personal business	0.0%	0.8%	0.0%	0.2%
I would choose to live in my neighborhood if I was deciding today*	<u>84.5%</u>	<u>80.5%</u>	<u>73.4%</u>	<u>79.5%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

* Not asked this question.

Some people find certain things to be very bothersome, while others do not. On a 1 to 10 scale, where 10 is Extremely Bothersome and a 1 is Not Bothersome, how would you rate the amount of traffic when you drive near your home?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
1 Not Bothersome	13.4%	15.4%	15.8%	14.9%
2	4.9%	5.7%	10.8%	7.2%
3	7.7%	9.8%	7.9%	8.4%
4	8.5%	7.3%	8.6%	8.2%
5	23.9%	18.7%	18.0%	20.3%
6	7.0%	8.9%	7.9%	7.9%
7	9.9%	15.4%	12.9%	12.6%
8	12.0%	8.9%	7.9%	9.7%
9	5.6%	2.4%	4.3%	4.2%
10 Extremely Bothersome	<u>7.0%</u>	<u>7.3%</u>	<u>5.8%</u>	<u>6.7%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404
Mean	5.28	5.07	4.83	5.06

On a 1 to 10 scale, where 10 is Extremely Bothersome and a 1 is Not Bothersome, how would you rate jet noise during the daytime hours near your home?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
1 Not Bothersome	29.6%	17.9%	23.0%	23.8%
2	14.8%	8.1%	9.4%	10.9%
3	11.3%	11.4%	7.9%	10.1%
4	10.6%	8.1%	10.8%	9.9%
5	14.8%	18.7%	12.9%	15.3%
6	4.9%	9.8%	2.9%	5.7%
7	5.6%	5.7%	5.8%	5.7%
8	3.5%	6.5%	10.1%	6.7%
9	3.5%	4.1%	2.9%	3.5%
10 Extremely Bothersome	<u>1.4%</u>	<u>9.8%</u>	<u>14.4%</u>	<u>8.4%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404
Mean	3.52	4.79	4.81	4.35

NOTE: Ratings higher than a "2" were asked a follow-up question about being bothered more indoors or outdoors.

On our 1 to 10 scale, where 10 is Extremely Bothersome and a 1 is Not Bothersome, how would you rate jet noise near your home between 10 o'clock at night and 7 a.m.?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
1 Not Bothersome	47.2%	30.1%	27.3%	35.1%
2	17.6%	15.4%	18.0%	17.1%
3	12.7%	9.8%	8.6%	10.4%
4	5.6%	8.1%	5.8%	6.4%
5	8.5%	8.9%	7.9%	8.4%
6	1.4%	3.3%	6.5%	3.7%
7	2.1%	4.9%	5.8%	4.2%
8	0.7%	6.5%	3.6%	3.5%
9	0.7%	3.3%	3.6%	2.5%
10 Extremely Bothersome	<u>3.5%</u>	<u>9.8%</u>	<u>12.9%</u>	<u>8.7%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404
Mean	2.56	4.00	4.22	3.57

NOTE: Ratings higher than a "2" were asked a follow-up question about being bothered more indoors or outdoors.

(If rated jet noise during the daytime or at night greater than a “2”...) When jets fly in the vicinity of your home, is the sound most bothersome to your household when you are inside your home or when you are outdoors?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
When I am inside my home	24.6%	29.3%	23.0%	25.5%
When I am outdoors	33.1%	44.7%	40.3%	39.1%
Both are equally bothersome	1.4%	5.7%	8.6%	5.2%
Actually, it's not bothersome*	<u>40.8%</u>	<u>20.3%</u>	<u>28.1%</u>	<u>30.2%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

* Based on both earlier ratings being below a “3.”

On a 1 to 10 scale, where 10 is Extremely Bothersome and a 1 is Not Bothersome, how would you rate other noise from neighbors or vehicular traffic near your home?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
1 Not Bothersome	42.3%	42.3%	43.2%	42.6%
2	22.5%	17.9%	20.9%	20.5%
3	12.0%	13.0%	10.8%	11.9%
4	7.0%	8.1%	3.6%	6.2%
5	4.9%	5.7%	7.2%	5.9%
6	2.1%	1.6%	2.9%	2.2%
7	1.4%	2.4%	2.9%	2.2%
8	4.2%	4.1%	5.0%	4.5%
9	1.4%	3.3%	0.7%	1.7%
10 Extremely Bothersome	<u>2.1%</u>	<u>1.6%</u>	<u>2.9%</u>	<u>2.2%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404
Mean	2.66	2.83	2.81	2.76

Have you or other adults in your home ever phoned the NAS Oceana Noise Complaint Line (433-2162) or used their on-line complaint form to report jet noise that is too loud?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Yes*	2.1%	8.9%	9.4%	6.7%
No	<u>97.9%</u>	<u>91.1%</u>	<u>90.6%</u>	<u>93.3%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

*Asked the follow-up question on the next page.

(If phoned the NAS Oceana Noise Complaint Line...) About how many times in the past 12 months had you phoned the NAS Oceana Complaint Line?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Zero, I haven't <u>ever</u> called the NAS Oceana Complaint Line*	97.9%	91.1%	90.6%	93.3%
Zero, I called the Complaint Line, but <u>not</u> in the last 12 months	1.4%	2.4%	2.2%	2.0%
One time	0.7%	0.8%	3.6%	1.7%
Two times	0.0%	2.4%	0.0%	0.7%
Three times	0.0%	0.0%	2.2%	0.7%
Four times	0.0%	0.8%	0.7%	0.5%
Five times	0.0%	0.8%	0.7%	0.5%
Six times	0.0%	1.6%	0.0%	0.5%
More than six times	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

AVERAGES:

Mean (all households)	.01 times	.23 times	.17 times	.13 times
Median (all households)	.00 times (n=142)	.00 times (n=123)	.00 times (n=139)	.00 times (n=404)
Mean (Complaint Line callers only)	.33 times	2.55 times	1.77 times	1.93 times
Median (Complaint Line callers only)	.00 times (n=3)	2.00 times (n=11)	1.00 time (n=13)	1.00 time (n=27)

*Not asked this question.

DEMOGRAPHICS

How many years have you lived in the neighborhood you live in now?

(Grouped for presentation purposes)

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
1-2 years	21.1%	26.8%	27.3%	25.0%
3-5 years	21.8%	18.7%	20.9%	20.5%
6-10 years	17.6%	21.1%	12.2%	16.8%
11-15 years	14.8%	13.0%	14.4%	14.1%
16 or more years	<u>24.6%</u>	<u>20.3%</u>	<u>25.2%</u>	<u>23.5%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

AVERAGES:*

Mean	10.9 yrs.	10.3 yrs.	11.7 yrs.	11.0 yrs.
Median	7.0 yrs.	7.0 yrs.	6.0 yrs.	6.0 yrs.

*Based on non-grouped data.

Type of Dwelling

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Townhouse	3.5%	7.3%	15.8%	8.9%
Single family home	79.6%	66.7%	52.5%	66.3%
Condominium	11.3%	17.1%	9.4%	12.4%
Apartment	5.6%	4.9%	15.1%	8.7%
Manufactured or mobile home	0.0%	1.6%	3.6%	1.7%
Duplex	<u>0.0%</u>	<u>2.4%</u>	<u>3.6%</u>	<u>2.0%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

Do you own your home or do you rent?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Owens/has mortgage	88.7%	91.9%	74.1%	84.7%
Rents	<u>11.3%</u>	<u>8.1%</u>	<u>25.9%</u>	<u>15.3%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

Zip Code of Residence

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
23451	16.9%	25.2%	25.2%	22.3%
23452	22.5%	22.8%	9.4%	18.1%
23453	10.6%	14.6%	5.8%	10.1%
23454	32.4%	23.6%	59.0%	38.9%
23456	17.6%	13.0%	0.7%	10.4%
23462	<u>0.0%</u>	<u>0.8%</u>	<u>0.0%</u>	<u>0.2%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

Do you have any children under the age of 18 living in your household?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Yes	39.4%	39.0%	30.2%	36.1%
No	<u>60.6%</u>	<u>61.0%</u>	<u>69.8%</u>	<u>63.9%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

Age of Respondent

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
18 to 25	7.0%	7.3%	9.4%	7.9%
26 to 34	19.0%	6.5%	16.5%	14.4%
35 to 44	20.4%	24.4%	21.6%	22.0%
45 to 54	19.0%	26.0%	18.7%	21.0%
55 to 64	14.8%	19.5%	15.8%	16.6%
65 or older	<u>19.7%</u>	<u>16.3%</u>	<u>18.0%</u>	<u>18.1%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

AVERAGES:

*Mean	47.3 yrs.	49.0 yrs.	46.8 yrs.	47.6 yrs.
Median	46.9 yrs.	49.5 yrs.	46.3 yrs.	47.7 yrs.

* Category mid-point interpolation was used for this calculation. A value of 70 was used for the category "65 or older."

Are you or is anyone in your household active duty military?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Yes	16.9%	8.9%	16.5%	14.4%
No	<u>83.1%</u>	<u>91.1%</u>	<u>83.5%</u>	<u>85.6%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

Were you or any other members of your household previously in the military (a veteran)?

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Yes	34.5%	43.9%	29.5%	35.6%
No	<u>65.5%</u>	<u>56.1%</u>	<u>70.5%</u>	<u>64.4%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

Ethnic Origin

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
White (Caucasian)	87.3%	82.1%	79.1%	82.9%
African American	8.5%	10.6%	11.5%	10.1%
Filipino American	0.0%	0.8%	0.7%	0.5%
Asian or Pacific Islander	2.8%	2.4%	2.9%	2.7%
Hispanic	0.0%	2.4%	4.3%	2.2%
Other	<u>1.4%</u>	<u>1.6%</u>	<u>1.4%</u>	<u>1.5%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

Yearly Household Income

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Under \$20,000	2.8%	6.5%	10.8%	6.7%
\$20,000 to \$39,999	16.9%	13.8%	29.5%	20.3%
\$40,000 to \$59,999	29.6%	31.7%	27.3%	29.5%
\$60,000 to \$79,999	10.6%	18.7%	12.9%	13.9%
\$80,000 to \$99,999	16.2%	13.8%	6.5%	12.1%
\$100,000 to \$149,999	12.0%	8.1%	7.2%	9.2%
\$150,000 or more	6.3%	4.9%	0.0%	3.7%
Refused	<u>5.6%</u>	<u>2.4%</u>	<u>5.8%</u>	<u>4.7%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

AVERAGES:

*Mean	\$71,604	\$66,383	\$51,298	\$63,068
Median	\$58,571 (n=134)	\$57,948 (n=120)	\$45,000 (n=131)	\$54,033 (n=385)

* Category mid-point interpolation was used for this calculation. A value of \$18,000 was used for the category "Under \$20,000," and \$162,000 was used for "\$150,000 or more."

Gender of Respondent

	<u>Zone 65</u>	<u>Zone 70</u>	<u>Zone 75+</u>	<u>Total</u>
Male	47.2%	38.2%	37.4%	41.1%
Female	<u>52.8%</u>	<u>61.8%</u>	<u>62.6%</u>	<u>58.9%</u>
	100.0%	100.0%	100.0%	100.0%
	n=142	n=123	n=139	n=404

APPENDIX

VS S D VD D/K

9) Overall, are you Very Satisfied, Satisfied, Dissatisfied, or Very Dissatisfied with the decision to live in that neighborhood? 4 3 2 1 7

10) (If Q9 = 2 or 1) Why, in particular, are you dissatisfied with the decision to live in that neighborhood?

11) If you were making the decision again today, would you choose to live there?

1- Yes (Skip to Q13) 2- No

12) (If Q11 = No) Why wouldn't you choose to live there?

13) Some people find certain things to be very bothersome, while others do not. On a 1 to 10 scale, where 10 is Extremely Bothersome and a 1 is Not Bothersome, how would you rate the amount of traffic when you drive near your home?

Not Bothersome 1 2 3 4 5 6 7 8 9 10 Extremely Bothersome

14) On a 1 to 10 scale, where 10 is Extremely Bothersome and a 1 is Not Bothersome, how would you rate jet noise during the daytime hours near your home?

Not Bothersome 1 2 3 4 5 6 7 8 9 10 Extremely Bothersome

15) On our 1 to 10 scale, where 10 is Extremely Bothersome and a 1 is Not Bothersome, how would you rate jet noise near your home between 10 o'clock at night and 7 a.m.?

Not Bothersome 1 2 3 4 5 6 7 8 9 10 Extremely Bothersome

16) On a 1 to 10 scale, where 10 is Extremely Bothersome and a 1 is Not Bothersome, how would you rate other noise from neighbors or vehicular traffic near your home?

Not Bothersome 1 2 3 4 5 6 7 8 9 10 Extremely Bothersome

17) Have you or other adults in your home ever phoned the NAS Oceana Noise Complaint Line (433-2162) or used their on-line complaint form to report jet noise that is too loud?

1- Yes 2- No (Skip to Q19)

18) (If Q17 = Yes) About how many times in the past 12 months? _____

19) (Ask ONLY when Q14 or Q15 is greater than 2...)

When jets fly in the vicinity of your home, is the sound most bothersome to your household:

1- When you are inside your home, or

2- When you are outdoors?

7- Could not decide, both are equally bothersome

20) Do you live in: (Read Choices)

1- A townhouse

2- A single family home

3- A condominium

4- An apartment

5- A manufactured or mobile home, or

Another type of dwelling? _____

21) Do you own your home or do you rent?

1- Owns/has mortgage

2- Rents

22) What Zip Code are you in? 2 3 ____ _

23) In order to make sure my Zip Code quotas are correct, is your residence at (confirm street):

Yes

No (Terminate Interview and Destroy)

24) Do you have any children under the age of 18 living in your household?

1- Yes

2- No

25) And, which age group fits you? (Read Choices)

- | | |
|-------------|----------------|
| 1- 18 to 25 | 4- 45 to 54 |
| 2- 26 to 34 | 5- 55 to 64 |
| 3- 35 to 44 | 6- 65 or older |

26) Are you or is anyone in your household active duty military?

- 1- Yes 2- No

27) Were you or any other members of your household previously in the military (a veteran)?

- 1- Yes 2- No

28) To be sure we interview all groups of people, which racial or ethnic group best represents you?
(Read Choices)

- | | |
|----------------------|------------------------------|
| 1- White (Caucasian) | 4- Asian or Pacific Islander |
| 2- African American | 5- Hispanic, or |
| 3- Filipino American | 7- Other |

29) Last of all, which LETTER includes your total yearly household income? Just stop me when I say the right letter.

- | | | |
|----------------------------------|------------------------------------|-------------------------------|
| 1- A Under \$20,000 | 4- D \$60,000 to \$79,999 | 7- G \$150,000 or more |
| 2- B \$20,000 to \$39,999 | 5- E \$80,000 to \$99,999 | |
| 3- C \$40,000 to \$59,999 | 6- F \$100,000 to \$149,999 | |

30) **Gender:** 1- Male 2- Female

CLOSING:

Thanks for sharing your time with me today.

We'll be reporting the results of this survey to the City in about 6 weeks.



Timeline

Joint Land Use Study

April 25, 2005

- 08/23/94 City amends Zoning Ordinance to include AICUZ provisions
- 12/19/02 Operational Navigation Instructions (OPNAV) released by Department of Defense
- 02/25/03 City Council Adopts TATAC Recommendations
- 04/2003 OPNAV Instructions Briefing to City Council
- 12/02/03 Virginia Beach Comprehensive Plan Adopted
- 12/09/03 City Council Establishes AICUZ Task Force
- 01/06/04 City Commits to participate on Joint Land Use Study (JLUS)
- 06/04 -
12/04 JLUS Meetings, Workshops and Open Houses held
- 01/03/05 AICUZ Task Force Public Meeting
(24 points presented and recommended to City Council)
- 01/04/05 City Council receives briefing- recommendations from AICUZ Task Force
- 01/18/05 City Council Public Hearing on JLUS
- 01/25/05 Eminent Domain in Accident Potential Zones removed from JLUS study
- 02/08/05 Voluntary Purchase of Property in Accident Potential Zones removed from JLUS study
- 01/31/05 Public Town Hall meeting (Advanced Technology Center)
- 02/02/05 Public Town Hall meeting (VB Fire Training Academy)
- 02/10/05 JLUS Regional Policy Committee meeting creates Virginia Beach and U.S. Navy Subcommittee
- 03/10/05 Regional JLUS Policy Committee Meeting agreement on revised timeline through April 7

Timeline

Joint Land Use Study (JLUS)

-
- 03/15/05 City Council - JLUS Workshop Briefing
 - 03/17/05 Public Information Forum – 6:30 p.m. at Advanced Technology Center
 - 03/22/05 City Council Public Hearing on JLUS
 - 04/05/05 Council provides direction to the JLUS Policy Committee liaisons
 - 04/07/05 Regional JLUS Policy Committee meeting
Provide direction to EDAW to prepare final draft JLUS
 - 04/18/05 Receive final draft JLUS from EDAW
 - 04/21/05 Regional JLUS Policy Committee meeting
Vote on JLUS
 - 04/26/05 City Council briefing on JLUS
 - 05/03/05 City Council Public Hearing on JLUS
 - 05/10/05 City Council vote on JLUS
 - 05/24/05 Begin city process affecting Comp Plan and AICUZ overlay ordinance