Minutes

Members Present:

Frank Belton* Jerry Olson
Gary Bodie (electronically) Jason Samuels
Kevin Davis Charmaine Vassar-Bell
Danny Forehand Molly Ward
Katherine Kearney* Wilson Ziegenbein
Cheryl Marek (electronically)

*Ms. Kearney was not present during roll call, but arrived at 6:10pm. Mr. Belton was not present during roll call, but arrived at 7:00pm.

Members Absent:

Ali Afonja
Charles Randolph

Staff Support:

Jonathan McBride, Housing & Neighborhood Services Division Manager (facilitator)
Bonnie Brown, Deputy City Attorney
Mike Hayes, Planning & Zoning Division Manager
Anna Hammond, Neighborhood Development Associate (facilitator)
Brian Marchese, Outreach & Creative Coordinator
Jenn Green, Assistant to the City Manager

Opening

Deputy City Attorney Bonnie Brown reviewed the process for electronic participation by certain members of the Task Force.
Mr. Gary Bodie requested permission to participate in the meeting remotely from his home in Hampton, Virginia due to underlying health conditions increasing his susceptibility to COVID-19. Ms. Cheryl Marek requested permission to participate in the meeting remotely from her Recreational Vehicle in North Carolina due to a disability or medical condition resulting in her being unable to be physically present.

Mr. Jerry Olson made a motion to allow Mr. Bodie and Ms. Marek to participate remotely; the motion was seconded by Ms. Charmaine Vassar-Bell.

**Aye:** 7 – Mr. Kevin Davis, Mr. Danny Forehand, Mr. Jerry Olson, Mr. Jason Samuels, Ms. Charmaine Vassar-Bell, Ms. Molly Ward, Mr. Wilson Ziegenbein

Ms. Molly Ward noted that the minutes had not included the voiced commitment from Bluewater to return with more information at the January meeting. She asked for the minutes to be amended to include that language. Ms. Bonnie Brown, Deputy City Attorney, advised that this change was consistent with the discussion at the last meeting, and as such could be amended and approved by the Task Force with a motion to adopt the minutes as revised by Ms. Ward.

Mr. Danny Forehand made a motion to approve the minutes from the December 1, 2020 meeting as amended; the motion was seconded by Mr. Kevin Davis.

**Aye:** 9 – Mr. Gary Bodie, Mr. Kevin Davis, Mr. Danny Forehand, Ms. Cheryl Marek, Mr. Jerry Olson, Mr. Jason Samuels, Ms. Charmaine Vassar-Bell, Ms. Molly Ward, Mr. Wilson Ziegenbein

The minutes from the December 1, 2020 meeting will now include the following language: “Mr. Hall confirmed that Bluewater Yacht would attend the January meeting with additional information as requested by the Task Force.”

**Member Reconnect**

Ms. Anna Hammond, Neighborhood Development Associate, led the group through an exercise to further familiarize the members with each other. She asked Task Force members to share two qualities that make a neighborhood great (attachment 1).

**Continued Discussion of Community Impacts**

Ms. Brown announced that she had received a call from Bluewater Yacht’s attorney just before the start of the meeting. Due to unexpected circumstances, they were unable to attend the meeting, but have assured staff that they are prepared to present at the next meeting. Additionally, they offered to set up a site visit for the Task Force to tour their current operations.

Mr. Jonathan McBride, Housing & Neighborhood Services Division Manager, stated that although there was no additional information from Bluewater Yacht at this time, the Task Force
had been asked to review the neighborhood concerns they had received last meeting, and gather any additional concerns that may exist.

Mr. Mike Hayes, Planning & Zoning Division Manager, reviewed the previously listed concerns with the proposal, such as a possible building, road width, and traffic. He asked if there were any additional high-level concerns associated (attachment 2).

Task Force members expressed concerns with existing operations already in place, to include poor lighting on Ivy Home Road, work lighting shining into private homes, noise after hours and on weekends, blocked roads and driveways by delivery trucks, and public parking lot misuse by employees and patrons of Bluewater Yacht. There were also concerns about delivery trucks breaking overhanging limbs and driving onto private lawns, and large boats being parked at the pier in a manner that prohibited ease of access to the water for other boats. One Task Force member noted that these complaints addressed current issues and were not what the Task Force was asked to consider. Some of the issues mentioned could be resolved by speaking with Bluewater Yacht and increased policing.

Task Force members then described the issues they feel would need to be addressed with any additional development. These included items such as working hours, homeowners retaining their view of the water, how close work such as sandblasting is being done to residential properties, and the impact of increased activity on the water. There was also a request for safety mitigation plans in the case of a spill or accident, and concern about increasing the industrial footprint in the area.

Task Force members indicated that some of the increased noise and boat traffic has been from the Hampton Roads Bridge Tunnel expansion project, although this is a temporary situation that will end upon completion of the project. There was also mention that there had previously been much more commercial vehicular traffic when other businesses had occupied currently vacant properties in the area, and discussion of the use of the public thoroughfare to move heavy equipment.

City Manager Mary Bunting indicated that many of these concerns could be mitigated, and expressed that City Council was also looking for any suggestions the Task Force might have to address some of their concerns, such as a desire for the parking lot to remain a parking lot (attachment 3).

There was a suggestion to use the current public parking lot as hurricane storage for Bluewater Yacht, and special events storage for other businesses, such as Hampton Yacht Club. There was also a suggestion of adding shielding or repositioning lights that are currently entering private homes. It was noted that the lighting became a serious issue about a year ago with the installation of new lighting, for both nearby residences and those across the water.

Another suggestion included delivery trucks communicating with the neighborhoods when they needed to occupy the road or block a driveway, as the width of the road cannot accommodate
their size. It was noted by Task Force members that if Bluewater Yacht obtains the ramp, their trucks would not have to block residences, as they would have more room on their own property. There was also a suggestion to shift a currently existing fence on Bluewater Yacht’s property, to make room for truck parking.

Task Force members indicated that Bluewater Yacht could also agree not to encroach into the channel, although some members expressed concern that there would still be more large boat traffic which would inhibit use by smaller boats. Several Task Force members noted that there would only be so many of the larger boats docked at a time; it was not a storage facility, and there was only so much room available – and with only one larger lift, as indicated by Bluewater Yacht, they would only be able to service one boat at a time. It would not be a regular occurrence to have several large boats going in and out of the channel.

Task Force members expressed that it was difficult to discuss impacts and solutions when they were not exactly sure would be going into the space if the proposal is approved. Mr. Hayes indicated that the group could revisit the discussion when more information is available from Bluewater Yacht.

**Revised Site Assessment Report & Feedback**

Mr. Hayes reviewed all the previously discussed potential sites, with the comments heard at the November meeting (attachment 4). He asked Task Force members to suggest general site considerations that should be noted for any site that could potentially house a new boat ramp (attachment 5). Highlights include:

- Critters and smells from fish cleaning stations
- Upkeep of restrooms
- Upkeep of trash service
- Ample parking
- Boats having to line up in front of homes to launch
- Increased noise disturbances
- Additional traffic on residential roads
- Boats/trailers driving onto private yards

It was noted that a well-designed ramp could mitigate noise issues with attractive landscaping and trees for noise absorption, as well mitigate boat back up with ample room for parking and turn around on-site.

Task Force members were then asked to address site-specific concerns for each location (attachment 6).
**Next Steps**

Mr. McBride noted that Task Force members had been polled about holding a second meeting in March in order to catch up from the lost time due to the pandemic. There was agreement to hold to the next meeting on Tuesday, March 23rd.

Ms. Bunting referenced the site visit noted earlier by Ms. Brown, and asked if Task Force members were interested in participating. It was agreed that a site visit will be set up prior to the start of the regular meeting at 5:30pm on Tuesday, March 23rd, and the regular meeting will be delayed by 30 minutes to accommodate it.

Mr. McBride noted that, in addition to discussing additional considerations of the Bluewater Yacht proposal, the Task Force will be asked to review and discuss a draft summary of their report to Council at the next meeting.
Attachment 1:
Member Reconnect
RECONNECT

☐ Friendly
☐ Safe
☐ Cleanliness
☐ People
☐ Waterfront
☐ Wide Roads
☐ Nice Houses
☐ Low/No Crime
☐ Access to Water
☐ Unique Style of Homes
☐ Quaintness
☐ Walkability

☐ Things to Walk To
☐ Good Schools
☐ Location
☐ Block Parties Gatherings
☐ Peaceful
☐ Access to Frog Monroe & Beach

☐ Essential Things
☐ Hospitals
☐ Pharm
☐ Grocery
Attachment 2:
Potential Neighborhood Impacts
IMPACTS

- Existing NHD concerns: lighting, traffic, blocked driveways, noise, visual impacts
- Poor lighting on Ivy home
- Turn radius onto Marina
- Lighting pointed @ adjacent homes (not shielded)
- Delivery trucks stopping on road
- Trailers impacting trees on Ivy home
- Employees parking @ ramp
- Large boat parking @ end of pier - encroaching on channel & ramp access
IMPLANTS (cont.)

☐ INCREASED LARGE BOAT TRAFFIC IN SUNSET CREEK

☐ TRAILERS LEFT AT LOT LONG-TERM

☐ FUTURE CONSIDERATIONS HARD TO PIN DOWN WITHOUT MORE INFO

☐ MAINTAIN WATER VIEWS & ACCESS OPPORTUNITIES

☐ FUTURE OPERATIONS IMPACTS TO ADJACENT RESIDENTIAL

☐ HOURS OF OPERATION - NOISE, TRAFFIC, WATER & ROAD

☐ LONG-TERM USES & IMPACTS

☐ LIMIT INDUSTRIAL FOOTPRINT (PER KEOGHAN CROSSING)

☐ IMPACT OF INDUSTRIAL OPERATIONS ON ADJACENT PROPERTY VALUES
IMPACTS (cont.)

- Visual impact from across the water

- Safety & Communication Plan for Incidents - Land & Water

- Review changes in traffic over time

- Operations being split on either side of Marina Rd. - Including large vessels?

- Difficult to identify specific issues w/o detailed plan

- Use of public lot for storm storage or event containers
Attachment 3: Possible Impact Mitigations
MITIGATIONS

- LIGHTING ON-SITE
  - SHIELDING & DIRECTION
  - AWARENESS

- DELIVERY TRUCKS
  - COMMUNICATIONS WITH NEIGHBORS
    (BLOCKING ROAD, RAMP, DRIVEWAYS)
  - ROAD WIDTH
  - USE BOAT RAMP LANE
  - CHANGING ENTRY
M激gations (cont.)

☐ WATER/CHANNEL ENCROACHMENT
  - AGREEMENTS
  - DAYS OF OPERATION

☐ MAINTAINING WATER VIEWS & ACCESS OPPORTUNITIES
  - NO BUDGS ON PARKING LOT SITE

☐ TRASH
  - DESIGN ENCOURAGES CLEANLINESS

☐ PARKING
  - ADEQUATE SPACES
  - PROXIMITY TO RAMP
  - QUEUING AREA FOR VEHICLES
Attachment 4: Updated Site Analysis
Potential New Sunset Creek Boat Ramp Analysis

March 2, 2021
624 Shields Street
6.5 acres

Meets Criteria
• Ample room for expanded ramp and amenities
• Potential for additional use
• Potential access off of Kecoughtan Road (avoids residential streets) or Shields Street

Potential Issues
• Shields Street access requires further investigation
• Negatively impacting another boating facility and revenue generator is undesirable
29 & 31 E. Sunset Road  
1.06 acres

Issues
- Site size and shape does not accommodate new ramp, turn around & parking
- Recently purchased by an HRBT construction contractor
- Potential mixed-use development of this property in the future
35 E. Sunset Road  
1.46 acres

Meets Criteria
- Room for single ramp and amenities
- Could possibly construct kayak launch on the smaller creek/East side
- Easy access at end of E. Sunset Road

Potential Issues
- Tight site; opportunity for expansion or multiple benefits unlikely
- Used by HRBT construction contractor
- Potential conflict with barge traffic
803 Newcomb Ave
3.6 acres
Meets Criteria
• Room for expanded ramp
• Ample room for turning, parking, and amenities
• Potential to be combined with adjacent property for even greater amenities
• Easy access off of Newcomb Ave
• Limited neighborhood impact

Potential Issues
• Clean up in the water
• Impact on existing business could move it out of Hampton
14 Fleetwood Avenue
1.34 acres

Meets Criteria
• Could fit a single ramp
• Ample room for parking & other amenities

Potential Issues
• Access road is undersized
• Need additional land at entrance
• Access to the channel is potentially squeezed
• Clean up in the water
4 & 14 Ivy Home Road
2.12 acres

Meets Criteria
- Enough room for expanded ramp facilities
- Potential for ramp to face north or west

Potential Issues
- The cove is a privately owned property
- Northern access potentially requires reconfiguring Bluewater pier
- Property may be too valuable as another use to utilize for public access
- Environmental concerns given past use
245 William Harvey Way
0.37 acres

Issues

• Too small
• Traffic at Settlers Landing Road & Tyler Street
Attachment 5:
General Site Considerations
GENERAL IMPACTS & MITIGATIONS

- **No Fish Cleaning Station - Attracts Critters**
- **Restroom Facilities - NICER = More Upkeep**
  - Consider users & others that they may attract (non-ramp users)
  - Standards may be required based on scale
- **Trash**
  - Design encourages cleanliness
- **Parking**
  - Adequate spaces
  - Proximity to ramp
  - Queuing up of vehicles & boats
GEN. MITIGATIONS (CONT.)

- **Lighting**
  - Already impacted by boater activity at Kellogg Island & Columbia & Shields?

- **Noise**
  - Trees, shrubs
  - Address evening activities
  - Well-designed ramp (slope)

- **Road & Access**
  - Width
  - Turns & radius

- **Attractiveness**
  - Design
  - Landscape
  - Pervious (resilience)
Attachment 6: Site-Specific Considerations
624 Shields

- Already impacted by boater activity
  @ Keloughtan & Columbia & Shields
- Potential loss of dry storage not worth
  added public access
  - Provides storage for citizens who
    can’t store on own property
  (explore property across Armistead from 624 Shields)
- Concerns over condition of bulkhead

- Adjacent Watermain property:
  Look @ Acquisition
803 Newcomb

Concerns regarding industrial contamination? - Land & water

Dredging not a concern due to channel - may experience silting @ ramp

Adjacent uses more compatible for a ramp

Adjacent Waterman property - look @ acquisition
4 & 14 Ivy Home

- More Traffic for Neighbors

- Is this highest & best use? This is a gateway property

- Wind impacts (direction) - while launching/pulling

- Traffic in Water - affecting launch, thru-traffic