



DRAFT
Harbor Area Review Board
Regular Meeting
Town Hall
March 19, 2013
6:00 p.m.

At 6:00 p.m. in the Town Hall, Chairman Ralph Orzo, having established a quorum, called to order the Harbor Area Review Board (HARB) Meeting. In attendance were Board members Laurie Klingel, Dennis McCoy, Joan Natali and Mike Sullivan. Board member Steve Michel was out of town and unable to attend. Currently, the Historic District Review Board representative's position was vacant. Also present were Town Planner Tom Bonadeo, Town Clerk Libby Hume, Gloria Bradley, from South Port Investors, and Don MacLellan from Engineering Resources Group. There was one member of the public in attendance.

Joan Natali stated that she had to leave the meeting this evening by 6:45 p.m. in order to attend another meeting.

Ralph Orzo offered the invocation and led the Pledge of Allegiance.

CONSENT AGENDA

Motion made by Mike Sullivan, seconded by Laurie Klingel, and unanimously approved to accept the agenda format as presented.

The Board members reviewed the minutes from the December 20, 2011 Regular Meeting.

Motion made by Joan Natali, seconded by Dennis McCoy, and unanimously approved to accept the minutes from the December 20, 2011 Regular Meeting as presented.

OLD APPLICATIONS

There was no Old Business to review.

NEW BUSINESS

South Port – Phase 1 Plan

Tom Bonadeo stated that South Port Investors had been working with the Town Council on the development of the Cape Charles Yacht Center Project for nearly five years. South Port purchased the former Sustainable Technologies Industrial Park from Northampton County and leased multiple parcels from the Town for the purpose of developing the Yacht Center. Tom Bonadeo informed the Board that the Town Council had approved a Conditional Use Permit for the uses of boatel, marine engine repair, a 6' security fence and a dwelling over the storage building. Tom Bonadeo added that the application, fee, project description and plot plan, which were required for the General Application, had been received along with the Site Development Plan, but only relative portions of the site plan had been reproduced for this meeting. This plan currently represented Phase 1 of the Yacht Center development and contained only one new building, a fence, the boatel structure and the pedestrian walkway and surrounding plantings. These structures would be built on Parcel 12. Parcel 17, which was located across the street, would be used as is with the exception of the addition of two fuel storage tanks as shown on the plans.

Tom Bonadeo introduced Don MacLellan, the engineer working with South Port Investors on this project.

Mr. MacLellan gave an overview of Phase 1 of the Cape Charles Yacht Center Project and referring to the Harbor Development Plan dated January 25, 2013, pointed out the locations of the travel lift, floating docks, fork lift operation, boat repair facilities, and the boatel and storage building / dwelling unit. Mr. MacLellan explained the wash rack for cleaning boats as they are lifted from the water, storm water management system and bio retention area. The small structure would be used for equipment storage on the first floor and an apartment for use by boat captains and others using the facility would be on the second floor of the building. Mr. MacLellan went on to point out the 10' wide pedestrian walkway which would start at the Coast Guard Station and come across Parcel 12 and onto Parcel 19. The walkway would be separated from the boat storage area by a security fence and there would also be a fence on the opposite side by the railroad track. There would be low-lying landscaping throughout the area so as not to interfere with the view shed and for security purposes on the Coast Guard side of the property. South Port Investors was working with VDOT regarding the boat crossing area across Bayshore Road. South Port would be keeping the former operations building of the old wastewater treatment plant for use as an office and restroom facilities. Parcel 17 would be used as the parking area for vehicles, boats and trailers.

There was some discussion regarding public access to the lift area and docks but Mr. MacLellan alleviated any concerns stating that the operators were not concerned and that there would be railings installed for safety purposes. Tom Bonadeo added that he looked at the area and the floating docks were approximately 6' below ground level making it difficult for people to climb up into the work area, similar to the difficulty of climbing a 6' security fence.

There was some discussion regarding the plantings listed in the plans and whether they were native plants. Joan Natali also noted that the plants were not included in the Town's Master Tree Plan. Laurie Klingel stated that three of the six plants were native plants. Mr. MacLellan explained that the plantings followed the Chesapeake Bay buffer regulations and were salt water tolerant. Also, they did not want any tall plants on the Coast Guard side to interfere with their security. Tom Bonadeo added that the Town's Master Tree Plan was written prior to the emphasis on native plants to the Shore and went on to state that it would be good to include native plants if they were appropriate in size.

Ralph Orzo asked if the travel lift, fork lift, boatel, etc. had been purchased. Mr. MacLellan stated that some of the items were being manufactured and others were in the process of being purchased.

Laurie Klingel asked about the pavement depicted on the plans. Mr. MacLellan stated that the area would be covered with 14" of packed stone. South Port did not want to pave the area, but strength was needed to accommodate the travel lift.

Since there were no further questions, Tom Bonadeo explained that the Harbor District zone listed criteria for review as follows: i) The use of the property was a working waterfront as shown in the Harbor Area Master Plan; ii) There were no historic structures to be preserved on this site. The old fish house was neither historic nor safe; iii) The plan showed the parking areas and met the table of parking standards in the zoning ordinance; iv) The plan showed the entrances and exits which were under review by VDOT. Comments had been received and were being integrated into the final site plan; v) No alleys were required in this development; vi) No trash was detailed along any public right-of-way; vii) Traffic statistics had been supplied to VDOT for review; viii) The Harbor District required 25% open space and this plan met that requirement; ix) The plan accommodated a public walkway which was delineated from the working waterfront by the fence around the vehicular area along the property. The walkway was also separated from the street by a smaller fence and landscaping; x) The building would be located next to the boatel structure and was two stories high. The location was a functional part of the working waterfront and would not conflict with the massing of other structures on the site; xi) The architecture of the building would fit within the guidelines of the Architectural Guidelines; xii) The area was mostly open and the new boatel structure would be an open structure. Micro climate effects should not be a problem in this phase

of construction; xiii) The lighting of the Coast Guard Station was the brightest in the Harbor area and the proposed lighting for this project would not outshine the Coast Guard area; xiv) The boatel structure and storage building would be located on the northern boundary with the Coast Guard keeping the western view shed intact at the corner of Bayshore Road and Marina Drive; and xv) The plan adhered to the Cape Charles Harbor Conceptual Master Plan, the Design Guidelines and the zoning ordinance. This project had been in development for some time giving the applicant ample time to work with the zoning administrator and other staff to provide the best fit with the existing ordinances. Tom Bonadeo added that this was a working waterfront project and not a housing or retail development and that the landscaped pedestrian walkway, the western view shed and the large boats would add significantly to the attractiveness of the Harbor as well as adding much needed jobs to the area. South Port had also taken extra steps to make the area attractive.

There was some further discussion regarding handicap access to the public areas and the pedestrian sidewalk. Mr. MacLellan stated that the sidewalk currently came to a dead end but would be extended onto Parcel 19 in a future phase.

Motion made by Mike Sullivan, seconded by Dennis McCoy, to recommend Town Council approval of the Harbor Development Certificate for the Cape Charles Yacht Center Project – Phase 1 as presented. The motion was approved by majority vote with Laurie Klingel abstaining due to a possible conflict of interest in that she may be performing some work for the developer regarding the plantings for the project.

Tom Bonadeo added that South Port had been working on the wetlands mitigation and had obtained all other necessary permits. Mr. MacLellan stated that this issue was the last approval needed before they could continue with the construction. Several other items needed to be done, such as installation of a bulkhead and utilities. Timing issues needed to be resolved with contractors and the railroad as well.

OTHER BUSINESS

There was no other business to discuss.

ANNOUNCEMENTS

There were no announcements made.

Motion made by Mike Sullivan, seconded by Joan Natali and unanimously approved to adjourn the Harbor Area Review Board meeting.

Chairman Ralph Orzo

Town Clerk