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**OPCL
BOARD MEETING
MAY 23, 2017**

MINUTES

The purpose of this called emergency meeting is to review and amend the recommendations to be presented to the Bayfront Advisory Commission to be presented to the city.

Bayfront Advisory Commission has asked for input on positions to present to the City in July. The Board reviewed a number of options and is suggesting the following be presented to the City for consideration:

1. Request the City of Virginia Beach move the Shore Drive Phase IV start date so the completion of Phase IV will coincide with the completion of the Lesner Bridge reconstruction.

Reasons:

- The circa 1950 Shore Drive infrastructure does not meet any current standards for safety or storm water management.
 - The contracted 3-year bridge construction will not be completed on schedule and Ocean Park continues to endure the contingent traffic and construction noise that accompanies a project of this magnitude.
 - Shore Drive continues to incur road damage as a result of the construction and the increasingly heavy traffic in the Shore Drive corridor.
 - Shore Drive beaches and restaurants are destinations for both residents and visitors, and the pedestrian and bicycle traffic increases during the summer season. There is only one crosswalk and few sidewalks to support pedestrian and bicycle traffic, which creates safety concerns.
 - Shore Drive is a gateway for over 35% of the tourist traffic to the oceanfront, currently creating a less than desirable first impression of our city.
2. Request the City of Virginia Beach become a member community of the Community Rating System (CRS.) The CRS is a voluntary FEMA program for NFIP-participating communities (National Flood Insurance Program). The goals of the CRS are to reduce flood damage to insurable property, strengthen and support the insurance aspects of the NFIP, and encourage a comprehensive approach to floodplain management. The CRS provides incentives, in the form of premium discounts, for communities to go beyond the minimum floodplain management requirements and develop extra measures to provide protection from flooding. Current communities participating in CRS in our area include Norfolk, Portsmouth, Chesapeake and Hampton.

Reasons:

- The Ocean Park neighborhood is one of a number of areas in Virginia Beach that experiences flooding, both tidal and storm water, and has the potential to have some of this risk reduced through establishment of a more comprehensive storm water management system.
- Becoming a member community of CRS can also potentially enable residents to obtain discounted rates on flood insurance.
- This initiative ties directly to other initiatives related to storm water management that are of primary interest and concern for Ocean Park.

3. Storm water operations and maintenance for Ocean Park. Identified issues include:

- Request the City of Virginia Beach identify all non-tidal wetland areas that are potentially developable within the Bayfront community and engage with the Army Corps of Engineers to re-affirm or change these designations. Changes may have occurred due to change in topography from flooding or storm events.
- Request the City of Virginia Beach identify and address storm water issues in the Woodlawn, White Dove, Sun Vista area, and the Crab Creek outfall to determine if the current system needs to be replaced or repaired. This includes advising the community if check-valve or other options are available.
- Request the City of Virginia Beach correct the frequent operational failures of the storm water pump station on Powhatan Avenue.
- Request the City of Virginia Beach provide regular street cleaning to assist with keeping storm drains clean and determine if additional installation of impervious surfaces is needed near the storm drains. The absence of curbing and sidewalks in the area results in sand and debris frequently clogging the drainage system.
- Request the City of Virginia Beach modify the drain outlet west of the 7-11 Store at 3860 Shore Drive to allow water to drain from Shore Drive during heavy rains.
- Request that the City of Virginia Beach conduct a computer-generated CCW analysis for the Ocean Park areas that are impacted by storm water management issues.

Reasons: Ocean Park experiences frequent high water and flooding during storms that may have minimal impact on other neighborhoods.

- Proposed development site west of the 7-11 Store at 3860 Shore Drive has terrain that has untypical landward buffers, has a large percentage of acreage that is salt water from high tide events, and is labeled as non-tidal wetlands.
- High tidal water enters outfall drains and floods nearby properties, including properties not adjacent to tidal water.
- Rain events have caused severe street flooding from the pump station on Powhatan Avenue which fails on a regular basis.
- Providing regular street sweeping is an important maintenance function that can help prevent debris from entering storm water pipes. Flooding of streets and houses occur when storm water pipes become non-functioning from leaves and other organic matter are swept into storm drains from rain events and flooding.
- The existing drain is too narrow and is almost always full of debris. This creates a pond of water at almost every rain event in front and to west of the 7-11 entrance on Shore Drive.
- A CCW-type analysis would provide much-needed information for the City to address existing and potential storm water management issues.

A number of these issues can be mitigated by a comprehensive approach to storm water management, including correction of existing drainage issues, a systematic maintenance schedule, and ensuring that systems already in place are operational.

4. Request the City of Virginia Beach apply restrictions to infill development that is common in Ocean Park where developers flush storm water from multifamily developments via sidewalks or residential street-side public right of ways not developed with curb and gutter, causing flooding to streets and sidewalks. This request also includes requiring developers to place engineered retaining walls where development or tear downs occur that result in grades being constructed higher than surrounding properties, allowing new development storm water to flow to neighboring properties. There are examples throughout Ocean Park where developers have used wooden fences for retaining walls or simply allow storm water run-off to flow to neighboring properties.

Reasons:

- Infill development occurs often in Ocean Park, and most lots have narrow side and rear yards that are not directing storm water to public drainage facilities.
- Due to the filling of property that has inadequate or missing retaining walls, neighbors are enduring storm water runoff to their property from infill developments.
- Mini condo-cluster developments are constructed without dedicated storm drain basins, and water is flushed down streets that do not have storm water control measures such as curbs and gutters.

5. Request the City of Virginia Beach include Ocean Park as part of its emergency beach replenishment program.

Reason: The beaches at Ocean Park are part of the city's recreational beach areas. These beaches experience a range of beach erosion that can vary by location and severity of storms, but are not afforded the same replenishment opportunities to address erosion as other city beach areas.

6. Request the City of Virginia Beach install the planned pedestrian crosswalk at the Ocean Park Volunteer Rescue Squad on Shore Drive and East Stratford Road--- CIP. 2.300.119.

Reason: This project was slated to begin in January 2017 and to be completed in July 2017. No work has begun on this project to date. There is currently 6/10ths of a mile between existing crosswalks. According to CIP Page: "Current Status and Progress 90% design submittal is anticipated in July. Last updated: 05/03/2017 09:41:42 AM"

7. Request the City of Virginia Beach support the Ocean Park Civic League in their restoration of the Tazewell triangle area.

Reasons:

- Three live oak trees were removed from this property by the City of Virginia Beach.
- Debris from stump grinding has been left on the property since Fall, 2016.
- Residents have been maintaining this property for over 30 years. The City has recently begun mowing property and has been asked to replant trees by neighbors without response.
- This area is a gateway to Brock Environmental Center(BEC) and something unique & educational should be installed there inspired by the work done at BEC.

8. Request the City of Virginia Beach expand city ordinances to prevent commercial vehicle parking along B-2 zoned streets that serve as entrances to a residential community. Further request the City to evaluate all of Ocean Park for potential additional parking restrictions. Particularly during the summer season, visitors are parking on corners and in areas that restrict emergency vehicle access to portions of the neighborhood and create unnecessary hazards at intersections.

Reasons:

- Commercial vehicles, school buses, and unattached commercial trailers have begun parking along the east and west side of Lynnhaven Marine (located at 3785 Shore Drive) causing hazardous driving conditions for residents entering and exiting Ocean Park.
- In the summer season, some streets become impassable for emergency vehicles because parking is currently allowed on both sides of narrow streets.
- This is not an issue on streets where parking is restricted to one side of the street.
- Most corners do not contain any signage restricting how close to the corner vehicles may park, and without curbs and sidewalks it may be difficult for some drivers to determine how close to the intersection they should park.

9. Request the City of Virginia Beach install bike lock-up mechanisms at the Lynnhaven Boat Ramp kayak launch, near the beach entrance at the Lynnhaven Boat Ramp, on East Stratford Road near the seawall, at beach accesses where space allows, and at Pleasure House Point trailheads.

Reason: Many people cycle in the Bayfront community with very limited infrastructure. All of these areas are viable and busy locations for bicycle users.

10. Request the City of Virginia Beach eliminate the proposed Dredge Material Transfer Station and expand the Lynnhaven Boat Ramp with additional lanes of boat and trailer parking. This would also include repairing the shoreline of the former sand storage area to assist in reducing the number of times Crab Creek has to be dredged

(We need to identify what the existing BMRC permit says.)

Reasons:

- A dredge material transfer station is not needed.
- History has shown that it is less expensive for neighborhoods to create haul routes from within their own property as opposed to barging material to Lynnhaven Boat Ramp.
- The transfer station causes potentially dangerous conflicts with the boating, fishing and recreational beach users in this area.
- The planned overlook and "The Canoes" sculpture for the new eastbound Lesner Bridge would have an unsightly backdrop of a transfer station.
- The Lynnhaven Boat Ramp is heavily used for recreational fishing boats and pleasure craft.
- The boat ramp currently does not have enough parking and is forcing towed boats to be lined up on the streets of Ocean Park waiting for space to enter the launch facility.
- This results in blocked driveways and reduced visibility for residents who live on these streets, and a number of boaters endure long wait periods or abandon their plans to launch.
- OPCL supports the establishment of Osprey Point Park and the Lynnhaven River Now Aquaculture Center at that location.

11. Request the Bayfront Advisory Commission champion efforts to create a replacement ordinance for developers within the bayfront communities that requires the replacement of live oaks removed for development and requires that they provide adequate room on the property to do so.

Reasons:

- Currently there are no ordinances to protect the live oak.
- These trees are natural to the area and do not require special maintenance.
- Further, they are vital to reduce damage to property during storms and their canopies are critical to reducing heat radiation from the currently allowed density of rooftops and driveways.