



**PLANNING COMMISSION
COMPREHENSIVE PLAN WORK SESSION WITH
ACCOMACK-NORTHAMPTON PLANNING DISTRICT COMMISSION**

**Town Hall
June 2, 2014**

At 6:00 p.m. in the Town Hall, Chairman Dennis McCoy, having established a quorum, called to order the Work Session of the Planning Commission with Ms. Elaine Meil, Executive Director of the Accomack-Northampton Planning District Commission (ANPDC). In addition to Chairman McCoy, present were Commissioners Joan Natali, Sandra Salopek, Bill Stramm and Mike Strub. Commissioners Andy Buchholz and Dan Burke were not in attendance. Also present were Town Planner Rob Testerman and Town Clerk Libby Hume. There was one member of the public in attendance.

A moment of silence was observed followed by the Pledge of Allegiance.

Dennis McCoy stated that the business for the evening would be to continue discussion regarding the Comprehensive Plan update with Ms. Elaine Meil of the ANPDC.

Ms. Meil stated that the items considered by the Commission since October 2013 had been incorporated into the draft plan. Ms. Meil proceeded to review her Comprehensive Plan Update presentation with the Commissioners which included information regarding emergency services, parking reform, Cape Charles Harbor environs, and economic vitality. (Please see attached.) Ms. Meil also showed a presentation of the vision of the Eastern Shore Land Company's (ESLAND) Cape Charles Yacht Center Project.

Throughout the presentation, the Commissioners discussed the various issues as follows:

1. Emergency Services: The various statistics provided in the presentation were discussed. Ms. Meil asked for guidance regarding the language to be included in the draft plan. After much discussion regarding available and potential medical services, the Commissioners agreed that a positive message was preferred with language stating that the Town would work with the County to pursue every opportunity to increase medical and emergency services and facilities to the vicinity of Cape Charles. There was some discussion regarding the Northampton County Ad-Hoc Emergency Care Committee's report which was presented to the Board of Supervisors earlier this year. Libby Hume would send a copy of the report to the Commissioners for their review.
2. Parking Reform: The Virginia regulations for perpendicular and angled parking were reviewed and Ms. Meil informed the Commissioners that reverse angle parking had been approved by the State last year. There was currently one VDOT project where reverse angle parking was planned (Charles Town Pike Traffic Calming Project in Purcellville, VA). Information regarding angled parking was reviewed and potential streets were identified. Ms. Meil asked for guidance regarding the language to be included in the Transportation and Utilities section of the draft plan. The Commissioners agreed that the goal was to focus on Mason Avenue recommending reverse angled parking. Bay Avenue would be studied after the parking on Mason Avenue was implemented. Language regarding the Community Trail would be reiterated.

3. Cape Charles Harbor Environs:
 - a. Harbor Access Road & Harbor Master Plan: Ms. Meil noted that the Commissioners had previously suggested adding a subsection under the Cape Charles Harbor with language regarding harbor dredging and water transportation businesses. The Commissioners reviewed draft verbiage and offered additional suggestions regarding the upcoming dredging of the Harbor and the Harbor Access Road. Ms. Meil would present the revised language for review at the next Comprehensive Plan Work Session.
 - b. Bayshore Concrete Products: Proposed language was reviewed regarding Bayshore Concrete Products and their contribution to the town and county. The Commissioners suggested that language be added regarding Bayshore's recently announced \$4M investment, the increased jobs and their taking advantage of the Technology Zone incentives.
 - c. Eastern Shore Land Company: There was much discussion regarding ESLAND's vision of the Harbor area. Joan Natali explained some of the items in ESLAND's plan as presented to the Town Council by Mr. Eyre Baldwin. The Commissioners agreed that language regarding ESLAND's plans should be included in the Comprehensive Plan. The Town needed to be promoted as a center for offshore development for wind, power, oil, etc. and the maritime industry needed to be capitalized upon. Ms. Meil would provide language for review at the next work session as well as information regarding ports vs. harbors.
4. Economic Vitality: Ms. Meil stated that Town Manager Heather Arcos suggested that the Commission consider incorporating a message of Cape Charles being a great place to raise a family and went on to review statistics regarding demographics pulled from the 2010 Census. The statistics showed that the majority of the Town's population was over the age of 62 and of the 516 total households, only 85 households had persons under the age of 18. Dennis McCoy suggested that education sources, such as the Cape Charles Christian School and other private schools, needed to be highlighted, which could encourage families to come to Town. Ms. Meil would draft language regarding families and the Cape Charles Christian School for review at the next work session.

OTHER MATTERS

Rob Testerman reminded the Commissioners of the Art Walk Public Input Meeting scheduled for Tuesday, June 3, beginning at 6:00 PM at the Palace Theatre. The next regular meeting was rescheduled for next Monday, June 9, so the Commissioners could attend the Art Walk meeting.

The meeting was opened up for public participation.

Mr. George Proto began by stating that he was impressed with the work on the Comprehensive Plan update and offered the following suggestions: i) Golf cart parking – consider when discussing the parking plan. Space could be saved by providing designated golf cart parking spaces since they were smaller and took up less space than other vehicles; ii) Maximum number of people at the beach – take a head count of the number of people at the beach, determining a maximum number and matching the number of parking spaces to the estimated number of people. Ms. Meil recommended a beach census which was basically a count of the number of people at the beach at various times – regular days, weekends and holidays. Dennis McCoy added that this would also be good to do every year for comparison purposes; and iii) Year-round jobs – possible advertising to attract a call center or individuals working from home. The Town needed to capitalize on the broadband availability to promote these types of industry.

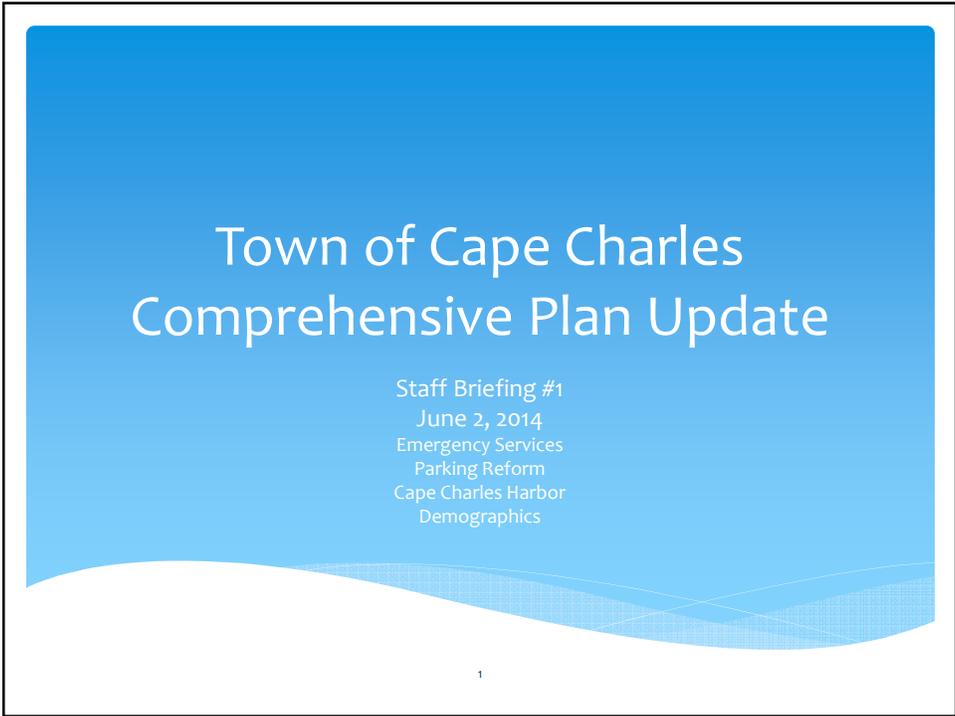
Ms. Meil asked how far the Commissioners wanted to go regarding the plan and whether they wanted to just include language in the Comprehensive Plan or move forward with trying to lure businesses to the Town. Ms. Meil suggested *Wired* magazine for advertisements or possibly participation in certain trade shows. Dennis McCoy stated that the Commission was an advisory board so was not the body to move on any initiatives. Joan Natali agreed stating that language needed to be included in the Comprehensive Plan to promote home offices, etc. George Proto stated that a Comprehensive Plan was similar to a road map which showed where the Town wanted to go in the future.

The next Comprehensive Plan Work Session with the ANPDC was scheduled for Monday, June 30, 2014, beginning at 6:00 PM. The focus of this meeting would be Town services and facilities. There was discussion regarding the timeframe for adoption of the revised Comprehensive Plan. The Commissioners requested two public meetings prior to scheduling the public hearing so the draft plan could be presented to the Town's citizens and their questions could be addressed.

Motion made by Mike Strub, seconded by Joan Natali, to adjourn the Planning Commission work session. The motion was unanimously approved.

Chairman Dennis McCoy

Town Clerk

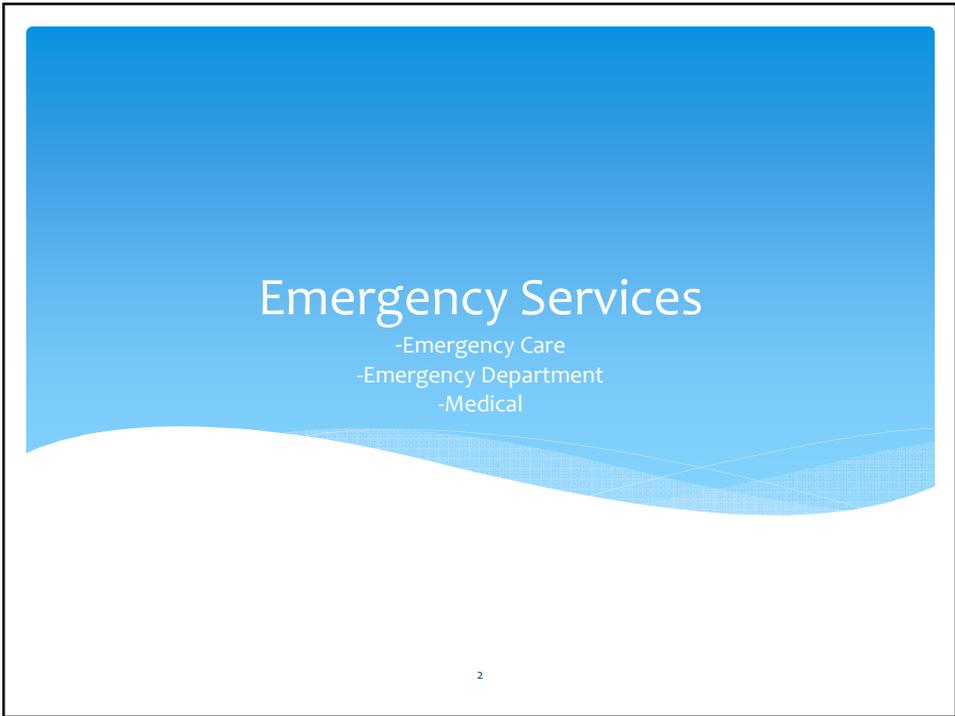


Town of Cape Charles
Comprehensive Plan Update

Staff Briefing #1
June 2, 2014
Emergency Services
Parking Reform
Cape Charles Harbor
Demographics

1

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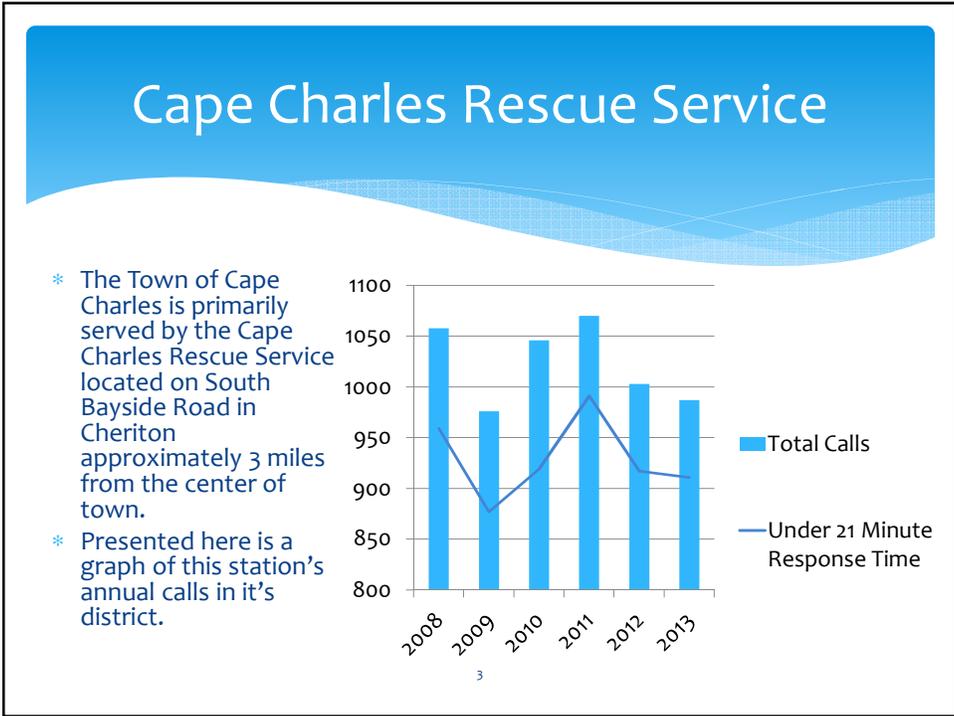


Emergency Services

- Emergency Care
- Emergency Department
- Medical

2

This slide features a blue gradient background with a white wavy pattern at the bottom. The title 'Emergency Services' is centered in white. Below it, three bullet points are listed in a smaller white font.



Cape Charles Rescue Service

- * The Cape Charles Rescue Service is a volunteer company. Northampton County does supplement the staffing with career EMTs, however, these do not cover all time periods.
- * In the latest year 2013, response time in Northampton County averaged 9.06 minutes daytime (6am to 6 pm) weekdays and 11.42 minutes nighttime weekdays and weekends

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Bayview Community Health Center

- * The Bayview Community Health Center is located on South Bayside Road and is less than three miles from the center of the Town of Cape Charles.
- * According to the Eastern Shore Rural Health System, they are the medical provider for more than half the Eastern Shore community's population. They offer primary medical and dental services, health education, pharmacy assistance, digital x-ray, labwork, travel immunizations and other services. In partnership with the Chesapeake Bay Bridge-Tunnel, they offer toll passes for qualifying residents who have a medical visit with a specialist across the Bay.

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Acute Care Changes

- * In November 2010, the Riverside Health System - Shore Memorial Hospital applied to relocate the hospital currently located in Nassawadox, Virginia to the outskirts of Onley, Virginia.
- * In October 2013, the health system broke ground on the new location.
- * Riverside is projecting that the Nassawadox site will be completely vacated and the hospital will be operating near Onley by 2019.

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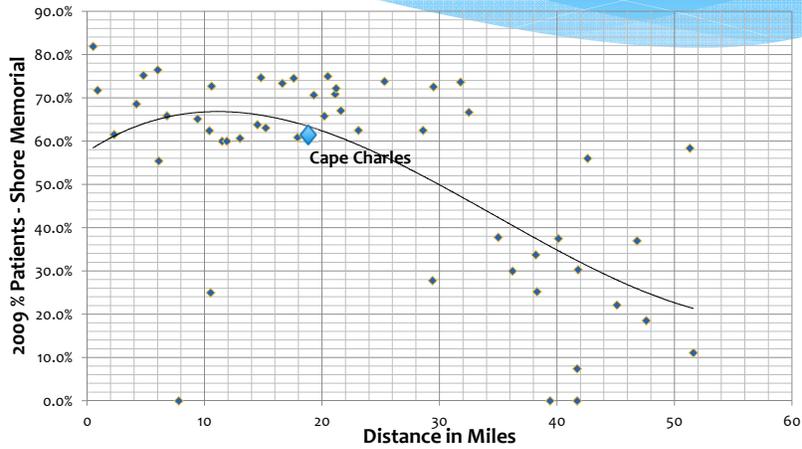
Cape Charles Hospital Data

- * Shore Memorial Hospital as part of their Certificate of Public Need application provided the following information for the Cape Charles area defined by the zip code 23310.
- * In 2009, the Cape Charles area had 311 total inpatient admissions representing 4.5% of admissions from the Eastern Shore of Virginia in that year to all hospitals (Maryland, Shore Memorial, other Virginia Hospitals). These 311 patients represented 16% of Northampton County admissions. The Cape Charles origin admissions (2009) are broken down below.

Maryland Hospital Admissions	Virginia Hospital Admissions (excluding Shore Memorial)	Shore Memorial Hospital
9 (2.9%)	111 (35.7%)	191 (61.4%)

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Percent of Patients that went to Shore Memorial in 2009 by Distance in Miles



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Impact Discussion

- * Impact to the Town of Cape Charles – The hospitals in Virginia Beach and Norfolk will be comparable distances to the new Shore Memorial location. These hospitals are 9-10 miles further than the Nassawadox location and are on the other side of the Chesapeake Bay Bridge Tunnel, a toll road.
- * Riverside Shore Memorial (new location) will be a 69 bed facility. The current location has 143 beds.
- * Sentara Virginia Beach General is a 276 bed facility and is a Level III Trauma Center. Virginia Beach General is ranked the No. 12 Hospital in Virginia by US News and World Report (2013-2014).
- * Sentara Norfolk General is a 525 bed facility and is a Level I Trauma Center. Norfolk General is ranked the No. 1 Hospital in Virginia by US News and World Report (2013-2014). It was also nationally ranked in two specialties (cardiology and nephrology).

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Side by Side Comparison

- * Under a federal program (source: U.S. News & World Reports 2013-2014), a sample of discharged patients are asked whether they would recommend the hospital to family and friends. Here are the results for the three closest hospitals to Cape Charles.

Name	Definitely Recommend	Would Not Recommend
Virginia Beach General	79%	3%
Norfolk General	81%	3%
Shore Memorial	43%	10%
Virginia Average	69%	5%
National Average	71%	5%

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Distance to Hospital, EMS Response Time Data

- * “The relationship between distance to hospital and patient mortality in emergencies: an observational study” found an increase in mortality as distance from the hospital increased, especially among those with respiratory issues. However, the Nassawadox location is already further from the Cape Charles location than the study distances. The increase was approximately 1% additional mortality for each additional km.
- * In another study related to EMS response times (Emergency medical services response time and mortality in an urban setting.), mortality increased by 0.7% for one additional minute in EMS response time (from 7 minutes to 8 minutes).

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Staff Analysis

- * Prior to the Shore Memorial Announcement, almost 40% of Cape Charles residents were choosing to go to other hospitals.
- * Distance appears to strongly control 60-70% of hospital visits when one hospital is clearly closer than another.
- * There is one example of a community that was also distance split between Shore Memorial and Maryland hospitals yet Shore Memorial was still the closest hospital by at least 6 miles. Here 60% chose to go to other Maryland or Virginia hospitals. This community is about evenly split between two hospitals. It is currently in much the same place the Town of Cape Charles will be when Shore Memorial moves.
- * Reviewing averages, about 56% of Cape Charles patients will now choose Sentara hospitals over Shore Memorial in the Onley location. This represents an change of 55 patient visits annually.
- * Shore Memorial has been able to draw between 10-35% of hospital visits of Eastern Shore of Virginia residents regardless of there being another hospital closer.
- * Staff reviewed the Virginia Certificate of Public Need Program and a record of VDH's actions regarding the addition of new medical care facilities. It appears that it is unlikely that the Virginia Department of Health would approve the addition of a second emergency room in planning district 22. VDH's [COPN Criteria for Determining Need](#) include not only criteria for need of the area but the effect of the facility on utilization and efficiency of existing facilities.
- * Staff reviewed scientific literature regarding hospital distance to mortality. Most of this literature focused on time that EMS services arrive. One observational study did find that mortality did increase with distance.

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Staff Recommendation

- * Staff recommends the Planning Commission consider a strategy that puts forward a positive message about emergency services available to the town residents and concentrate on emergency services goals that have a high likelihood of accomplishment.

Potential Positive Message

- Access to the best hospital in Virginia where twenty-three miles (more than half of the distance) is the Chesapeake Bay Bridge Tunnel facility, a roadway with no obstructions and very good traffic conditions
- Emergency rescue services within three miles of town

- * Have staff develop a bullet under III-B.4 Current and Planned Infrastructure and Amenities. Access to the Best Hospitals in Virginia
- * Consider whether improved EMS response time is important enough to the town to supplement Cape Charles Rescue Service career staff. Consider whether the Town can assist the Rescue Service in other ways by promoting fund raising or increasing volunteerism. Include discussion under III-B.5.5 Goal: Attract Retirees

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Parking Reform

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Reverse Angle Parking

Virginia Regulations

Appendix B(1) D. PERPENDICULAR AND ANGLE PARKING (SEE APPENDIX C FOR MORE DETAILS) *
 Perpendicular and angle parking along streets is normally prohibited. However, perpendicular and angle parking may be allowed on low-speed (25 mph and less), low volume collector and local streets with ground floor commercial uses, primarily those serving as main streets and local streets in Traditional Neighborhood Development (TND) or similar higher-density developments. * Rev. 7/13

Appendix C: Perpendicular or Angled Parking Spaces (See Appendix B(1) for more details)
 Perpendicular or angled parking spaces along street are normally prohibited. All off-street parking areas must include on-site maneuvering areas and aisles to permit vehicles to enter and exit the site in forward drive without hesitation.

Accessible parking spaces shall be at least 8 feet wide. Access aisles adjacent to accessible spaces shall be 8 feet wide minimum and shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route serving the space. Access aisles shall be marked so as to discourage parking in them. Two accessible parking spaces may share a common access aisle (See Figure C-1-3). C-3

The "Universal Parking Space Design" is an acceptable alternative to providing a percentage of spaces with a 5 feet wide aisle. Under this design all accessible spaces are a minimum of 11 feet wide with 5 feet wide access aisles. Since all spaces using this design are van accessible, no additional signage is needed to denote which spaces will accommodate vans. This design allows vehicles to park to one side or the other within the 11 feet space.

Accessible parking spaces for persons with mobility impairments are to be located and designed to provide the shortest possible route to rest area facilities. If there are curbs between the access aisle and parking perimeter, then curb cut ramps, Standard CG-12, are to be provided. The Location and Design Traffic Engineering Section Division and Environmental Division should be contacted to coordinate the signing and placement of curb cuts. Figure C-1-3 is to be used to provide ample space for the Accessible Parking and Passenger Loading Zones.

Parked vehicle overhangs shall not reduce the clear width of an accessible route (overhang distance 2 feet), which shall be accomplished by the installation of wheel stops as shown in Figure C-1-3. Accessible parking spaces shall be designated as reserved by a sign showing the symbol of accessibility. Van accessible spaces shall have an additional sign "Van-Accessible" mounted below the symbol of accessibility. Such signs shall be located so they cannot be obscured by a vehicle parked in the space. Provide minimum vertical clearance of 9.5 feet at accessible passenger loading zones and along at least one vehicle access route to such areas from site entrance(s) and exit(s).

(VDOT Road Design Manual, revised 2013) 15

Dimensions

Dimensions are determined by the angle. Below is a table on pull in angled dimensions.

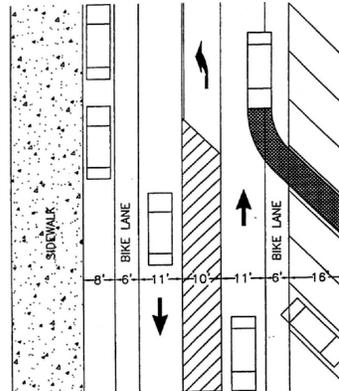
Angle	From base line	Along curb	Offset	Backout
90	18	9	0	24
75	17	9'4"	4'6"	22
60	16	10'4"	9	20
45	15	12'7"	15	19

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Complete Streets

- * Aside from parking, streets may also need to consider space for other needs such as bicycle lanes.
- * Guidelines found that refer to the AASHTO Green Book that lane width should be:

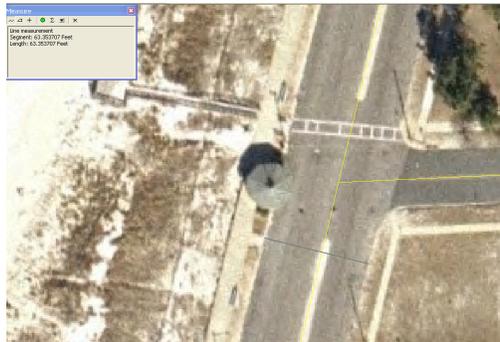
10'-12' on arterials with a speed of 35 mph or less
 10'-11' on collectors with a speed of 35 mph or less



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Streets that Could Potentially be Modified

- * Staff measured by aerial photograph the **approximate** width of a variety of streets in the Town. It was measured from the street pavement edges and does not represent VDOT right of way.
- * Bay Avenue 65'
- * Mason Avenue 45'
- * Peach Street 60'
- * Monroe Street 60'
- * Washington Avenue 36'



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Bay Avenue

- * Bay Avenue Represents the Most Potential for a Complete Street. At approximately 65' of Pavement, it may be possible to have:
 - Two 11' Lanes
 - Two 6' Bicycle Lanes
 - Two Reverse Angle 45° 15' Parking Areas

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Mason Avenue Potential

- * Mason Avenue may have some potential for increasing parking.
 - * Two 11' Lanes
 - * One 8' Parallel Parking Area
 - * One Reverse Angle 45° 15' Parking Area

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Staff Analysis

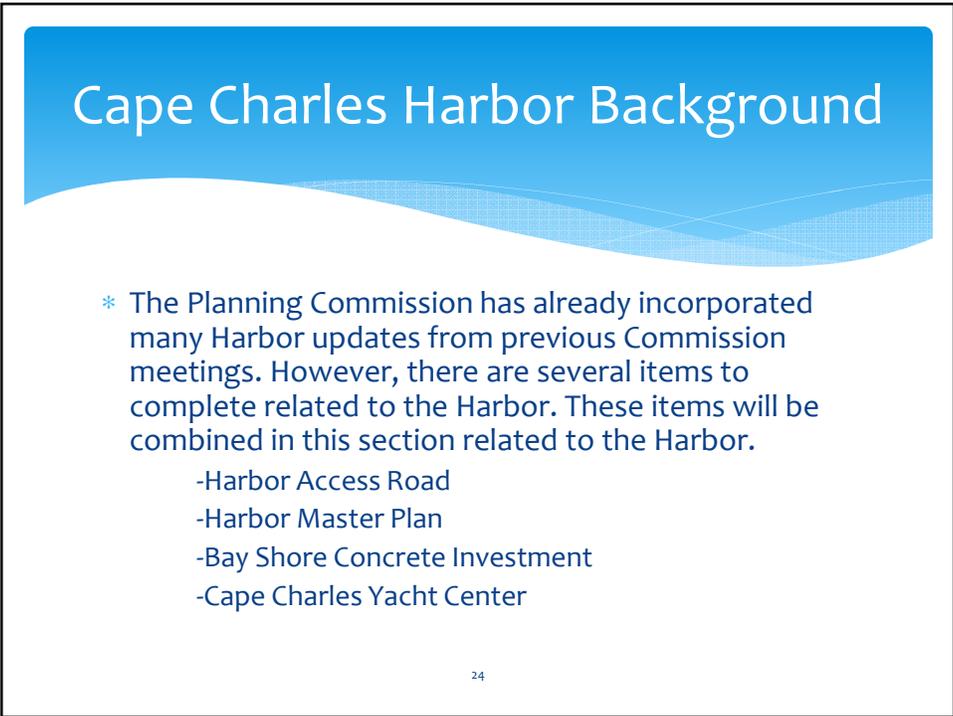
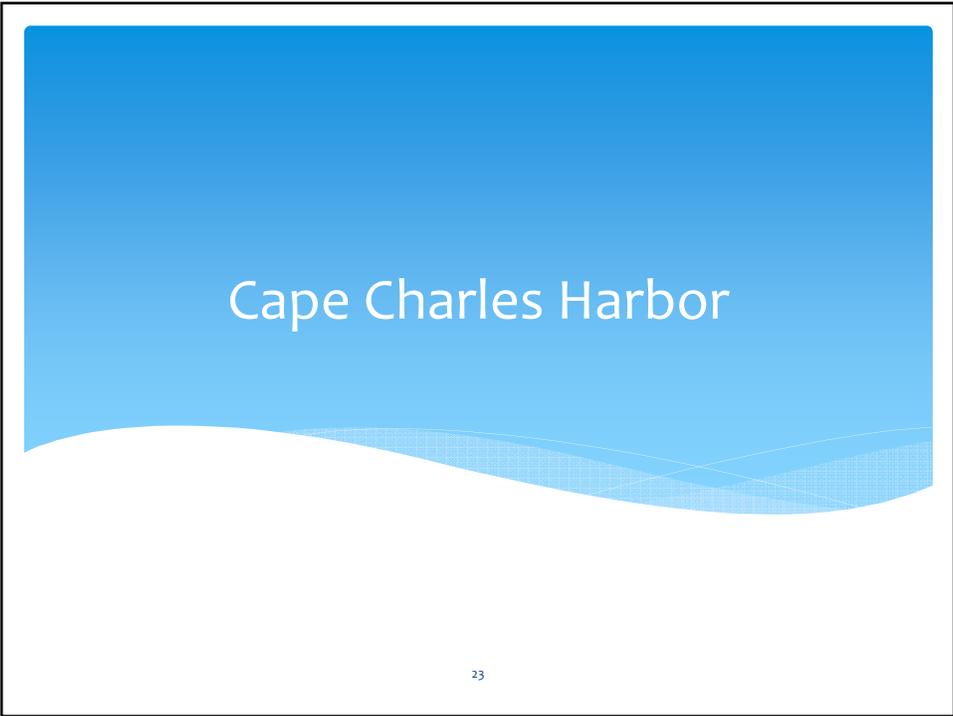
- * Some potential exists for reverse angle parking along selected Cape Charles streets.
- * Bay Avenue represents the most potential for a complete street.
- * VDOT does not appear to prohibit reverse angle parking but the changes are recent and this may represent an obstacle in receiving approval to make changes.
- * Staff found one VDOT project in Virginia where reverse angle parking is planned along with other improvements. (Charles Town Pike Traffic Calming)

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Staff Recommendation

- * Staff recommends the Planning Commission consider whether the Town should pursue a project to make significant changes to Bay Avenue, Mason Avenue or other potential streets and discuss the changes desired.
- * If the Commission wants to pursue a Traffic Calming or Complete Street project, have staff develop a new section under III-C Transportation and Utilities

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Harbor Access Road

Construction is Expected to Begin 2022
 Estimated Cost: \$6.5 million
 Design is Underway

Current Element of Section III-C Transportation and Utilities:

“The “hump” has been a signature feature of Town for years but is another problem area. An at-grade crossing alternative has been proposed and should be designed to straighten out Old Cape Charles Road from Mason Avenue to Bay Creek. The “hump” should be maintained as an alternate emergency vehicular route.

New developments around the Harbor have sparked interest in a new, more direct road, from the industrial area near Bayshore Concrete to Old Cape Charles Road. This is under consideration by private land owners and has had favorable reviews.”



Credit: Eastern Shore News, Esland

Harbor Master Plan

Address Planning Commission Notes

- * Section III-C - Transportation and Utilities Notes: Subsection needs to be added for the Cape Charles Town Harbor with language regarding harbor dredging and water transportation businesses.
- * Current plans are that permitting will be complete in November 2014. Dredging will commence in January 2015 and be complete by April 2015. The channel will be 18' in depth.

Bayshore Concrete Products

February 2014

- * The Governor of Virginia announces Skanska USA will invest \$4 million to expand Bayshore Concrete Products in Cape Charles and make harbor improvements.

Section III-6.3 Future Land Use Recommendations

“Bayshore Concrete Products is an important economic anchor for both the town and the county. All properties adjacent to the harbor have an alternative future land use of Harbor Mixed Use designation.”



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The Eastern Shore Land Company (ESLand) & Cape Charles Yacht Center

- * The Cape Charles Yacht Center is being developed to host an industry cluster of marine based businesses with a focus on provisioning, repair and associated support business for yachts, including super yachts.
- * Plans include operations to clear yachts through Customs and Border Protection.
- * In addition to owners and guests, there is a high likelihood that super yachts will be professionally crewed.

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Demographics

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Population Statistics, 2010

- * Census 2010 found the Town has 1,009 residents.
- * 403 residents were over the age of 62 in 2010.
- * Median Age was 53.5
- * Males are 46.7%
- * Females are 53.3%

2010 Population Numbers by Age

Age Group	Population
0 to 4	50
5 to 9	45
10 to 14	50
15 to 19	35
20 to 24	55
25 to 29	45
30 to 34	45
35 to 39	42
40 to 44	42
45 to 49	45
50 to 54	55
55 to 59	75
60 to 64	120
65 to 69	75
70 to 74	65
75 to 79	35
80 to 84	35
85+	40

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Household Statistics, 2010

- * 516 Total Households

- * 217 Households with Person Living Alone
- * 186 Husband-Wife Families
- * 85 Households with Persons under the age of 18
- * 226 Households with Persons 65 and over

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Housing Statistics, 2010

Occupied Housing Units	Vacant Housing Units
* 516 Total	* 442 Total
* 485 Persons Living in Owner Occupied Houses (247 Units)	* 290 Seasonal, Recreational or Occasional
* 524 Persons Living in Renter Occupied Houses (269 Units)	* 60 Other Vacant
	* 50 For Rent
	* 40 For Sale
	* 2 Sold, Not Occupied

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IRS Data 2011 vs. 2005

Zip Code 23310, 2005

- * 1,141 Returns
- * Average Income Per Return: \$53,858
- * 573 Returns Income Under \$25,000 (Avg. \$10,939)
- * 452 Returns Income Between \$25,000-\$100,000 (Avg. \$50,155)
- * 116 Returns Income Over \$100,000 (Avg. \$248,433)

Zip Code 23310, 2011

- * 1,281 Returns
- * Average Income Per Return: \$48,656
- * 570 Returns Income Under \$25,000 (Avg. \$11,768)
- * 559 Returns Income Between \$25,000-\$100,000 (Avg. \$50,417)
- * 152 Returns Income Over \$100,000 (Avg. \$180,507)

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Staff Analysis

- * The Town has focused and is successful in attracting retirees, and second homeowners.
- * Conversion of up to 442 vacant units into occupied units represents a major opportunity for the Town's businesses.
- * The Town should consider strategies that maximize the use of the vacant housing stock.
- * US wealth statistics show that wealth is controlled by age. Younger persons (less than 35) are less wealthy than other age groups. In the US, wealth is highest in households with heads in the mid 50s to mid 70s.

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