

Town of Cape Charles Planning Commission

June 2, 2014

MEETING AGENDA

1. Call to Order
2. Staff Update

Previous Updates

The items considered by the Commission since the October 1, 2013 meeting have been incorporated into the draft plan.

3. Emergency Services

Emergency Services research and materials are attached. Staff will present a summary of the material. Staff is recommending the Commission consider crafting 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.

Guidance is requested.

4. Parking Reform

Parking Reform research and materials are attached. Staff recommends the Commission consider whether the Town should pursue a project to make significant changes to the Town parking arrangements, target Town streets for changes, and describe the improvements desired.

Guidance is requested.

5. Cape Charles Harbor Environs

Updates are attached for each of these items.

- a. Harbor Access Road & Harbor Master Plan

Address the following language from the February 4, 2014 Planning Commission Minutes. "Subsection needs to be added for the Cape Charles Town Harbor with language regarding harbor dredging and water transportation businesses."

Text Addition

Add the following to 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.

~~"Implementation of the Cape Charles Harbor Master Plan continues. Maintenance dredging of the Harbor to 18' in depth will commence in January 2015 and will be complete by April 2015. 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 Stone Road is planned and construction will begin in 2022. This is under consideration by private land owners and has had favorable reviews."~~

Action is requested.

b. Bayshore Concrete Products

Staff has included an update on the investment at Bayshore Concrete Products. No change to the text is recommended at this time.

Guidance is requested.

c. Eastern Shore Land Company Presentation

Staff has arranged to show a presentation of the vision of the Eastern Shore Land Company's Cape Charles Yacht Center Project. Address the following language from the February 4, 2014 Planning Commission Minutes. "Check on ES Land presentation on enhanced port facilities for the east side of the harbor. Might be added to this plan."

Discussion is requested.

6. Section III B – Economic Vitality

Town Manager Arcos has suggested the Commission consider incorporating a message of Cape Charles being a Great Place to Raise a Family into the Plan update. Staff has attached information regarding the demographics of the Town.

Discussion is requested.

7. Other Matters

8. Public Participation

9. Schedule Next Meeting (June 23, 2014) & Adjournment



Town of Cape Charles Comprehensive Plan Update

Staff Briefing #1

June 2, 2014

Emergency Services

Parking Reform

Cape Charles Harbor

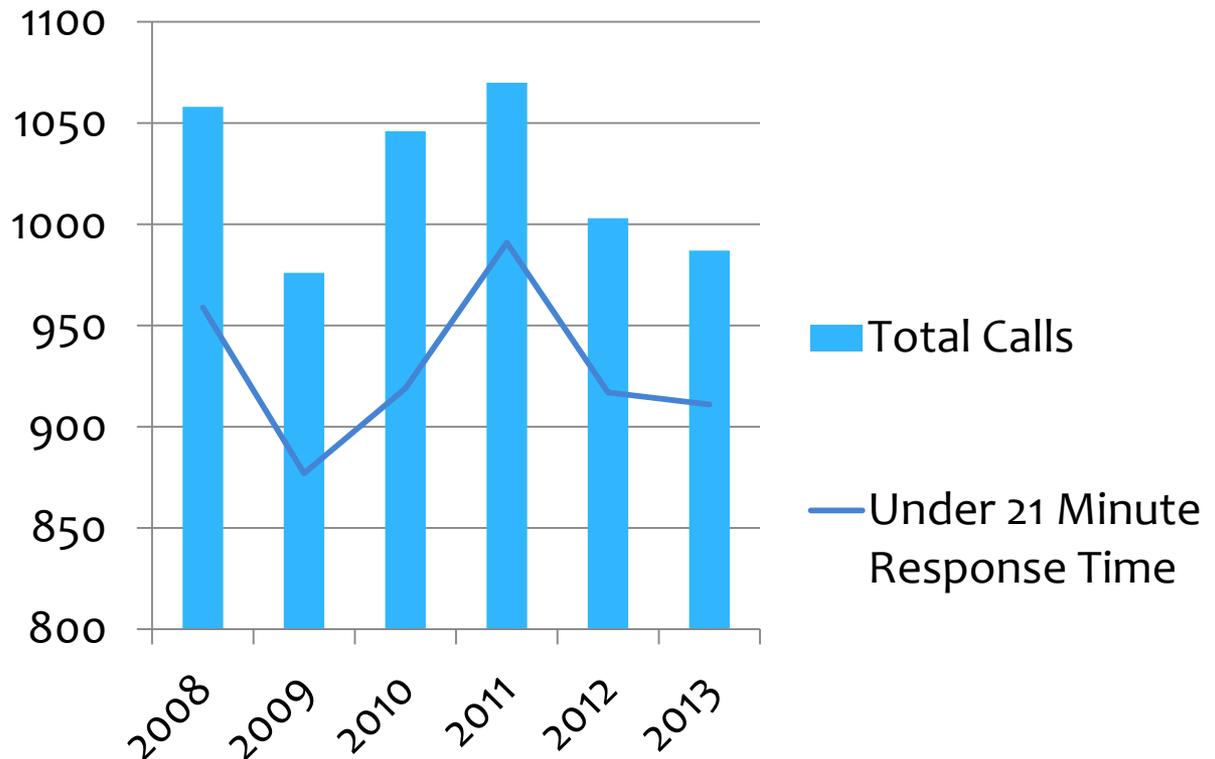
Demographics

Emergency Services

- Emergency Care
- Emergency Department
- Medical

Cape Charles Rescue Service

- * The Town of Cape Charles is primarily served by the Cape Charles Rescue Service located on South Bayside Road in Cheriton approximately 3 miles from the center of town.
- * Presented here is a graph of this station's annual calls in it's district.



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

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.

Acute Care Changes

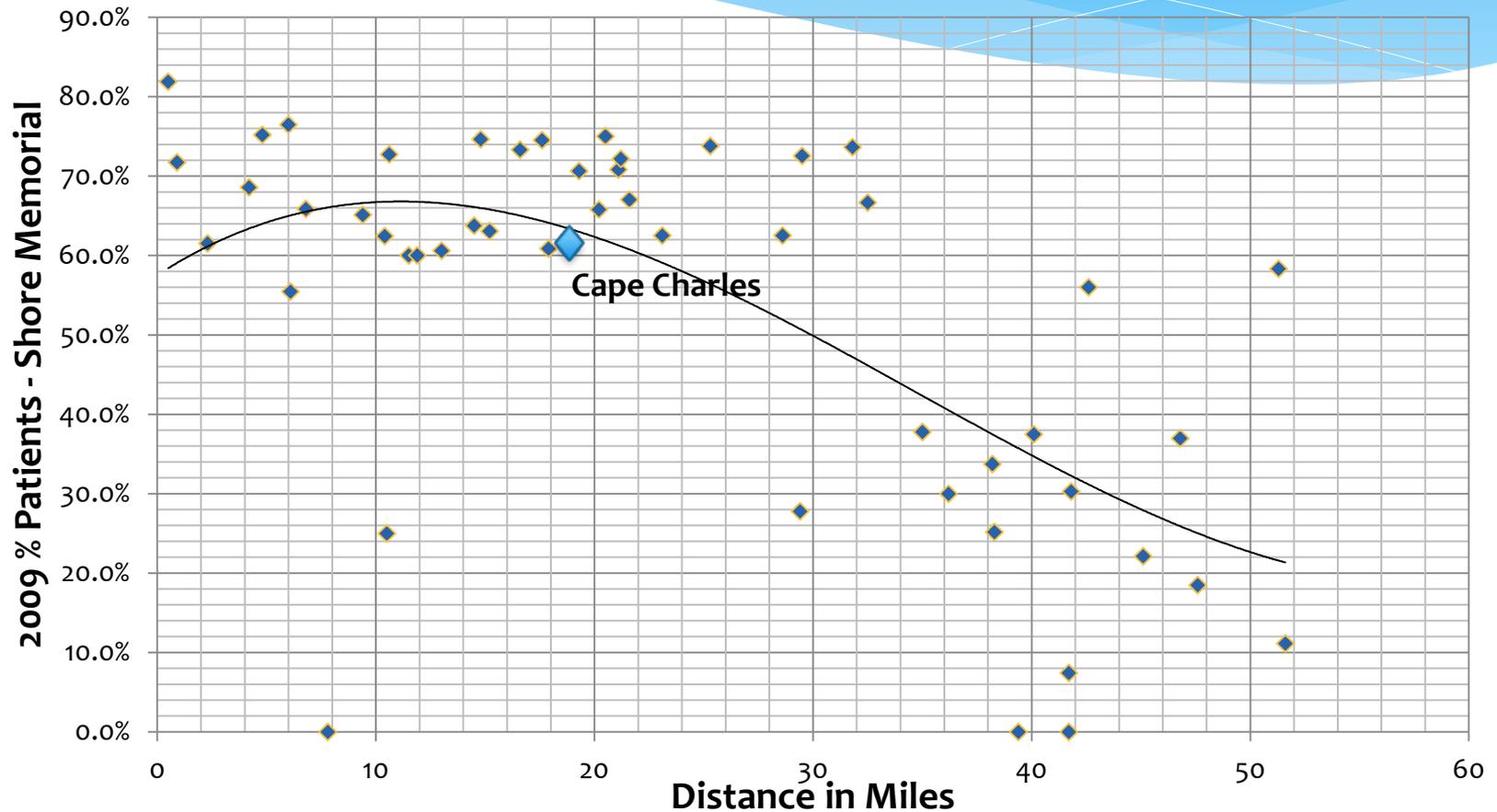
- * In November 2010, the Riverside Health System - Shore Memorial Hospital applied to relocate the hospital currently located in Nassawadox, Virginia to the outskirts of Onley, Virginia.
- * In October 2013, the health system broke ground on the new location.
- * Riverside is projecting that the Nassawadox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

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%) |

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



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).

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% |

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).

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.

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

Parking Reform

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.

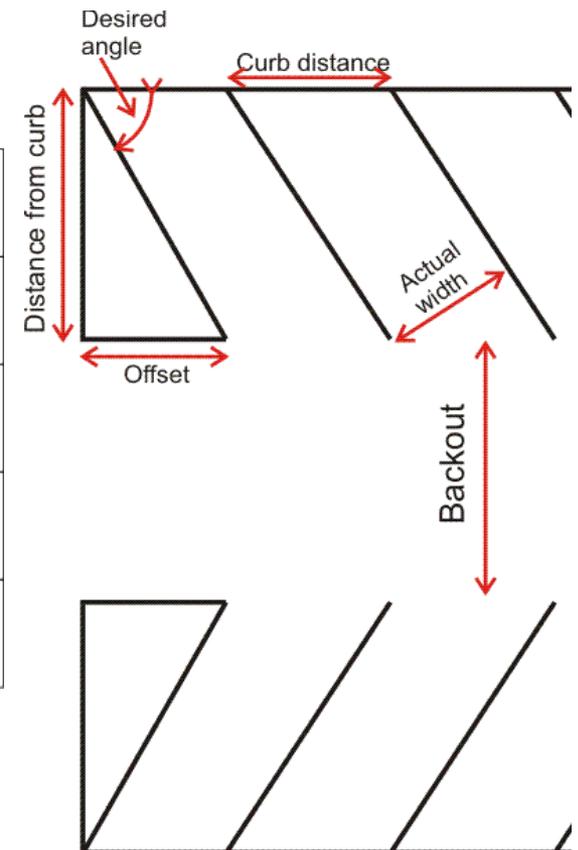
Accessible parking spaces for persons with mobility impairments are to be located and designed to provide the shortest possible route to rest area facilities. If there are curbs between the access aisle and parking perimeter, then curb cut ramps, Standard CG-12, are to be provided. The Location and Design 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).

Dimensions

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

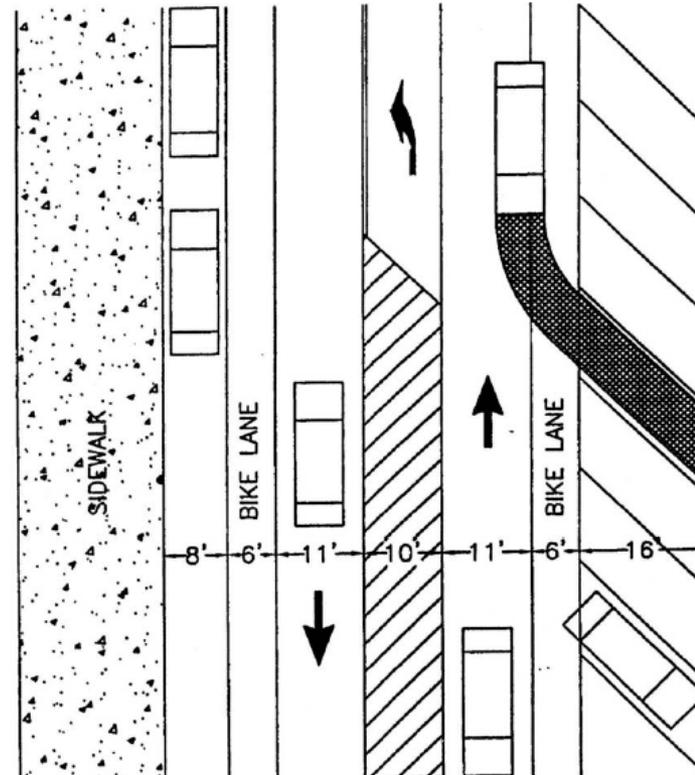
| Angle | From base line | Along curb | Offset | Backout |
|-------|----------------|------------|--------|---------|
| 90 | 18 | 9 | 0 | 24 |
| 75 | 17 | 9'4" | 4'6" | 22 |
| 60 | 16 | 10'4" | 9 | 20 |
| 45 | 15 | 12'7" | 15 | 19 |



Complete Streets

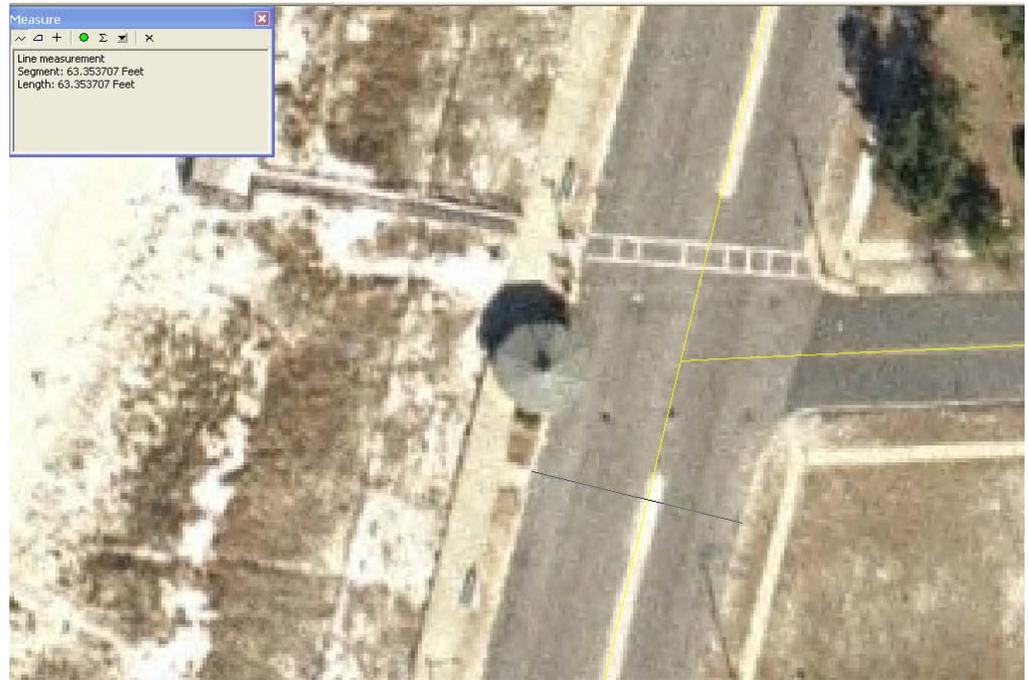
- * Aside from parking, streets may also need to consider space for other needs such as bicycle lanes.
- * Guidelines found that refer to the AASHTO Green Book that lane width should be:

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



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'



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

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

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)

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

Cape Charles Harbor

Cape Charles Harbor Background

- * The Planning Commission has already incorporated many Harbor updates from previous Commission meetings. However, there are several items to complete related to the Harbor. These items will be combined in this section related to the Harbor.
 - Harbor Access Road
 - Harbor Master Plan
 - Bay Shore Concrete Investment
 - Cape Charles Yacht Center

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.”



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.”



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

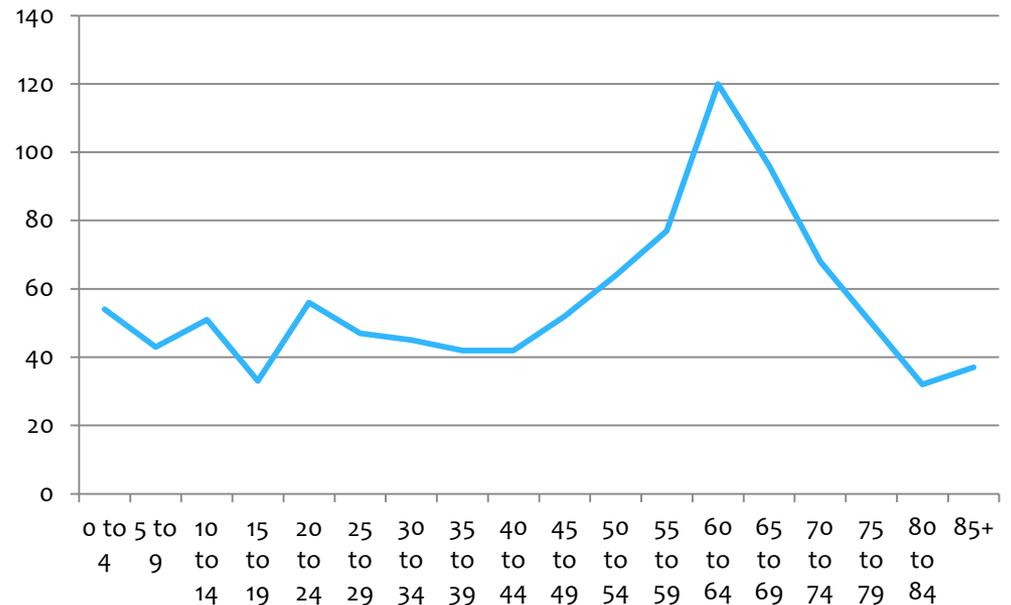
- * The Cape Charles Yacht Center is being developed to host an industry cluster of marine based businesses with a focus on provisioning, repair and associated support business for yachts, including super yachts.
- * Plans include operations to clear yachts through Customs and Border Protection.
- *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

Demographics

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



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

Housing Statistics, 2010

Occupied Housing Units

- * 516 Total
- * 485 Persons Living in Owner Occupied Houses (247 Units)
- * 524 Persons Living in Renter Occupied Houses (269 Units)

Vacant Housing Units

- * 442 Total
- * 290 Seasonal, Recreational or Occasional
- * 60 Other Vacant
- * 50 For Rent
- * 40 For Sale
- * 2 Sold, Not Occupied

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)

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.