

	<b>Agenda Title:</b>	<b>Agenda Date:</b>
	Beachfront Master Plan	October 16, 2025
<b>Subject/Proposal/Request:</b>		
Beachfront Master Plan Summary		
<b>Town of Cape Charles</b>	<b>Attachments:</b>	<b>For Council:</b>
	Beachfront Master Plan Renderings: Golf Cart Parking; Bay Avenue; Concept Plan, Masterplan	Action: Information: X
	<b>Staff Contact(s):</b>	<b>Reviewed by:</b>
	Libby Hume, Town Clerk	Rick Keuroglian, Town Manager

### Background:

On December 21, 2023, a professional services agreement was awarded to Vanasse Hangen Brustin, Inc (VHB) for Phase I services related to the development of the Beachfront Master Plan. Former Town Manager John Hozey named an ad-hoc committee consisting of:

- Mayor Adam Charney
- Claudette Lajoie from the Cape Charles Historic District Civic League
- Gerry Taylor from Cape Charles Main Street
- Bob Panek from the Cape Charles Yacht Club, and Capital Improvements Project Manager
- Bill Prickett from Citizens for Central Park
- John Schoeneck from the Wetlands & Coastal Dune Board
- Ralph Bowen, Public Works Manager
- John Hozey, Town Manager (former)

On March 21, 2024, a Town Council Work Session was held. Members of the ad hoc committee and Ricky Wiatt from VHB were in attendance. The purpose of the work session was to finalize the Beachfront Master Plan Programming Survey. The survey was issued on March 25<sup>th</sup> with a deadline of April 30<sup>th</sup>.

A number of work sessions and public input sessions have been held since that time to get to this point. The most recent work session was held on September 4, 2025.

### Information from September 4, 2025 Work Session:

On September 8, 2025, the Town submitted a grant application for \$2M with the Rural and Tribal Assistance (RTA) Pilot Program through the U.S. Department of Transportation. Funding from this grant would assist with the Beachfront Master Plan survey, final design, environmental compliance and grant preparation. We should receive notification of any grant award in mid-November. If the Town was not awarded any funding from the RTA grant, the Town would work with Ricky Wiatt regarding other grant funding opportunities including the Better Utilizing Investments to Leverage Development (BUILD) grant, and the Transportation Alternatives Program (TAP) grant as well as several other possible grants.

**Concept Development Review:** i) The plazas at each entrance were removed and the south plaza was scaled back; ii) One of the big things was realigning the beach entrances with the end of the streets. Due to the wind and sand movement, the openings were angled and tightened up; iii) The Jefferson Avenue Plaza with the restrooms was reduced in size; iv) The planting areas and turf were removed, and the look would remain natural with sand; v) Golf cart parking was added on each block, as much input was received about golf cart parking areas. VHB contacted two large golf cart manufacturers to obtain specs for their golf carts. The parking area design had to be amended due to the golf carts' turning radius; vi) The speed tables were realigned so vehicles would not be hitting them askew; vii) On the south end, the widths of the walkways were reduced to 8' in some areas. *(Please see attached.)*

**Golf Cart Parking:** i) The golf cart parking spaces were 7' wide by 12' long. The length could be increased to 16' to allow for 8-seater golf carts which were about 13' long. In comparison, the spots for vehicles were 10' wide by 22' long. These lengths were to allow people adequate space to unload their items without having to stand in the travel lane. Benches or other items could be placed in the 6' areas along the walkway behind the golf cart spaces. Council requested placement of bike racks in some of these areas, especially with the construction of the Rails to Trails into Cape Charles. *(Please see attached.)*

**Bay Avenue Improvements:** i) There was a total of 204 proposed parking spaces, a 28% increase from the approximate 160 existing spaces, but the number of vehicle and golf cart spaces could be adjusted if desired; ii) Trees were shown on the rendering since they helped with stormwater management, although we did not want to increase maintenance issues. If appropriate trees were planted, they would not have to be pruned regularly and an arborist could be hired for routine limbing, etc. *(Please see attached.)*

**Concept Plan:** i) The parking spaces on the east side of Bay Avenue were all parallel parking with the spaces broken up so food trucks would not be able to park there; ii) Jefferson Avenue ADA access and restroom: Both sides were flanked with vehicle parking. The lines shown at the intersections represented ramps up and down and the area in between would be one elevation. ADA parking would be on either side of the entrance; iii) Madison, Monroe and Tazewell Avenues: Golf cart parking closest to the intersections with vehicle parking in the middle; iv) Randolph Avenue: Golf cart parking by the pavilion; v) South Plaza area: A ramp was added for food trucks to come up. The other curbs were mountable curbs which were sloped versus straight faced. The pavers were toned down to tan-colored and different patterns could be created with the pavers. The width by the LOVE sign was 24' and could accommodate five food trucks. It could be a Town policy that if a vendor had a trailer, their truck would have to be removed once the trailer was put in place. *(Please see attached.)*

**Tree Plantings:** i) Studies were done in Hampton, and a tree canopy would cool the pavement. Mature trees were a stormwater management benefit. There was also a benefit of improved air quality; ii) There might be some concern with trees blocking the sunsets. An appropriate street tree would grow up, and the sunsets could be seen underneath the canopy. Council was unsure whether so many trees were needed along Bay Avenue. It was noted that residents along Bay Avenue might not want trees there. Ricky Wiatt pointed out that "shade" was one of the main things from the survey and trees provided shade and were less costly than shade structures.

**Masterplan:** The color of the pavers was changed. It was advisable to have some color differences to add some dimension and provide better visibility for motorists. There was one planted bed by the LOVE sign which was a deterrent for vehicles jumping the curb and going into the plaza. There were sections of mountable curbs for maintenance and emergency vehicles as well as for vendors. *(Please see attached.)*

***This staff report was provided for information only.***