



TOWN COUNCIL
Public Input Session
Cape Charles Civic Center
February 29, 2020
11:00 AM

At approximately 11:00 a.m. Vice Mayor Steve Bennett, having established a quorum, called to order the Town Council Public Input Session. In addition to Vice Mayor Bennett, present were Councilmen Bannon and Grossman, and Councilwomen Burge and Holloway. Mayor Dize and Councilman Buchholz were not in attendance. Also, in attendance was Town Clerk Libby Hume. There were 31 members of the public in attendance.

Vice Mayor Bennett began by recognizing Mr. John Hozey, the new town manager, who would be starting on March 9, adding that he was looking forward to working with him. Mayor Bennett went on to state that the Town was contemplating an ordinance change regarding the parking of boats, motor homes, trailers, etc. on the Town's street. Council was in favor of gathering information in collaborative dialogue versus limiting public input to three minutes during a meeting. The session would begin with Councilman Grossman presenting information to the attendees regarding how we got here and what was being proposed. Following the presentation, the floor would be opened for comments and discussion. Mayor Bennett asked everyone to identify themselves before speaking.

Please see attached for Councilman Grossman's presentation.

Town Clerk Libby Hume read comments that were submitted in writing prior to the meeting. (Please see attached.)

Comments received were as follows:

- Safety:
 - A safety issue for pedestrians, children, animals, etc.
 - Safety issues with the parking of boats, trailers, etc. on street corners. Visibility was difficult even with large pickup trucks parked on corners.
 - Safety was most important, especially with the narrow streets.
 - Access needed to be maintained for emergency vehicles and garbage trucks. This was very important. There would be an issue if an ambulance had to go around the block to find a parking spot and was unable to make it in time to someone in need.
 - Safety issues could be enforced without an ordinance. The police can issue tickets for large vehicles parked along the streets which cause traffic to cross into the opposite travel lane to pass. A new ordinance would not help the issue.
 - Aesthetics vs safety. Also, a courtesy issue. Convenience or inconvenience of being able to park by your home, especially during the summer.
 - Difficult for senior citizens, handicapped citizens, etc. to have to park a block away from their homes and walk. The town had a lot of senior citizens and this was a real safety issue.
 - Golf carts also pose a safety concern.
 - In Cape Charles, the yellow lines and curbs were nothing but suggestions. Safety needed to come first – fire trucks had a wide turning radius and could not make the turns on many of the streets.
- Aesthetics:
 - Aesthetically, it looked awful for both residents and visitors. She talked to people coming into town and they said the same thing – it looked awful.
 - Cape Charles should not be a parking lot. If someone could afford their big toys, they needed to take responsibility for it. The idea of a boat parking area in Town was not a good idea. It would be like the lot coming into Town where boats, trucks, etc. were

currently permitted to park. It looked terrible and was not a good introduction for visitors coming into the Town. Some cities had an attendant who would mark a car tire to identify the time a vehicle was parked in any area. If the vehicle was still there when the attendant came back around, the owner received a ticket.

- Aesthetics vs safety. Also a courtesy issue. Convenience or inconvenience of being able to park by your home, especially during the summer.
- Vacation Rentals/Summer Visitors:
 - The citizens knew that the property in front of their homes didn't belong to them, but a vacation rental could bring in 10 or more people with just as many vehicles, including boats, golf carts, trailers, etc. Sometimes they were here for over a week parking wherever they could. A boat was parked in front of a church for a month taking the space away from others. Some people have second homes here and park their boats, trailers, etc. on the Town's streets while they're at their main home out of town.
 - This was a seasonal problem.
 - Summer vacation rentals have numerous people staying in them with multiple cars, trucks, golf carts, trailers, etc. Sometimes they even park in the neighboring driveways so the residents could not get into their own driveways.
 - B&Bs were required to offer a certain number of parking spaces for their guests. During summer, vacationers in the summer rentals take up the parking spaces which were supposed to be reserved for B&B guests.
 - Most of the houses being built or purchased and renovated were for summer vacation rentals. This brought more density here and the streets could not accommodate the number of vehicles.
 - If parking regulations were enacted, it would be difficult to get the message out to the visitors regarding where they could park their boats, RVs.
 - Visitors could be charged to park here. Possibly charge an up-charge, fair and equitable one.
- Need for alternate location:
 - The Town should provide an alternate location for citizens to park their boats, RVs, etc., at an affordable cost, if any.
 - If the Town enacted an ordinance, would it be required to provide alternative parking locations?
 - There was no legal requirement for the Town to provide an alternate location but morally, it needed to identify locations.
 - Council leaned toward the benefit of the residents. Every resident had encountered issues regarding being able to park close to their homes.
 - It was impractical to make people park their boats and trailers elsewhere. It would be more detrimental to the residents over anyone else. Suggested including some type of tariff to visitors versus residents. If these types of vehicles were required to be moved off the street, alternate locations needed to be presented. Many people didn't have backyards or driveways. It was understood why something needed to be done, but there also needed to be options.
 - Residents with alleys also had difficulty accessing their backyards for parking boats, etc.
 - A suggestion was for the Town to contact the owner of the parking lot by the Oyster Farm that remained mostly empty, for a temporary agreement to allow for boat storage until the Town could identify an alternate location. Another area that could be leased was the former little league area.
- Added expense to boat and RV owners:
 - The Town needed to provide an option. If people had to pay \$200-400 per year, it would be too much and cause some to sell their boat, which would impact the tax base.

- Presents an expense to boat and RV owners. Where would they go? There was no convenient place to store. There was typically a cost for storage.
- When a boat owner purchased their boat, they budgeted the costs. If the Town required the boats be stored elsewhere at a cost to the boat owner, it would be an additional, unbudgeted expense.
- Weight vs. Size:
 - Weight based restrictions were impractical and unenforceable.
 - Possibly the size of a vehicle should be considered versus the weight.
 - Size was the issue.
 - Issue with oversized vehicles, boats, campers, etc. in front of Town Hall, even during the winter months. This impacts citizens' ability to come to the Town Hall to conduct their business.
- Enforcement:
 - If the ordinance was enforced and went to the court system since the ordinance currently showed this as a misdemeanor. Who would prosecute the case for the town? The Commonwealth Attorney would not prosecute the town's cases. The town would need its own attorney.
 - Councilwoman Burge responded that this section could be changed to allow for civic charges.
 - If a vehicle was in violation, it needed to be ticketed. Whatever decisions were made, they needed to be enforced consistently without favoritism.
 - In Virginia, these items could be enforced by traffic control for safety, obstructing traffic, etc. If the vehicle had to move across the line of traffic in order to pass the parked vehicle, the parked vehicle was in violation of state law.
 - The bottom-line would be enforcement. Need to work together. Trying to put 10 pounds of stuff into a five-pound bag. The Town couldn't accommodate what it didn't have space for.
- Charge to Park:
 - Suggestion to issue parking stickers for property owners.
 - If the Town instituted a charge for visitors to park at the beach, this could have a negative effect on the residents in the first several blocks from the beach, as beachgoers would park in the neighborhood.
- Suggestions:
 - Possibly institute time limits for parking on certain narrow or heavily traveled streets for loading and unloading. The main concern should be Randolph Avenue and Plum Street by the Town Hall.
 - The Town needed to look at VDOT minimum standards for each street and restrict vehicles wider than eight feet and possibly more than three axles.
 - Need to look to the long term. Some might not think parking was a problem now, but what would it be in the next five years?
- Miscellaneous:
 - One resident had a boat but stored it at a friend's house on Seaside Road. He would like to be able to park it in front of his house on weekends when he was here.
 - There were no restrictions in the historic district regarding parking boats, trailers, RVs in backyards, if accessible, but such vehicles could not be parking in yards in the Bay Creek development.
 - If restricted parking on the narrow streets, it would move the boats to the other streets, and they would become parking lots for boats, campers and trailers.
 - Some people who didn't live in Town or own property in Town parked their boats in Town since there was no cost and no enforcement.

- There was ambiguity regarding watercraft. A kayak could be considered a watercraft. The term motor home was vague. This could include conversion vans, campers on pickup trucks, etc.
- Why is a boat or camper considered as being more dangerous than a vehicle? Other vehicles were out there that were just as wide as a boat – pickup trucks, vans, delivery trucks. How big of a problem was this? If the Town restricted boat and trailer parking, visitors would go elsewhere, and the Town would lose tax revenue.
- Speeding was more of a problem than boats parked on the streets.
- A middle ground would be the ultimate solution. Glad to hear that Council was looking for a solution that would benefit the people who lived here.
- There could be a lot of unintended consequences with parking restrictions.

Vice Mayor Bennett thanked everyone for coming out on a Saturday. It was a tremendous session and a lot of great comments were received across the board. It would be a difficult task going forward. Council would do their best to move this forward.

Motion made by Councilwoman Holloway, seconded by Councilman Grossman, to adjourn the Town Council Public Input Session. The motion was approved by unanimous vote.

The meeting adjourned at 12:32 p.m.

Vice Mayor Bennett

Town Clerk

**Comments and Information Provided in Writing
February 29, 2020 Town Council Public Input Session**

PowerPoint Presentation

Public Session: Promoting Discussion on Permitting Boats/RV Parking on Cape Charles Streets



2/29/2020

Cape Charles Civic Center

Moderator: Mayor Dize

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Purpose

- Discussion as to why this topic?
- Review of current code restrictions/limitations
- Review of options others have implemented
- Open dialogue



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Why this topic?

Pros: Placing restrictions on boat/RV parking

1. Neighbors/people don't want to see
2. Impact to available parking spaces
3. Narrow street access – emergency vehicles and road becomes one way street
4. Anyone (resident or not) can park in front of your house or in town

Cons: Why restrictions will hurt

1. Inconvenient to boat/RV owners
2. Visitors bring boats – hurts tourism
3. No convenient place to park and store
4. Will need to enforce

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Current Town of Cape Charles Code Restrictions

- Town Code § 42-90 addresses this issue by prohibiting the parking of “travel trailers, coaches, motorized dwellings, tent trailers, boat trailers, amphibious houseboats and the like” on “any public street or public right-of-way for more than 48 hours.”
- The Commonwealth of Virginia is a Dillon Rule state where local governments have limited authority and can pass ordinances only in areas where the General Assembly has granted clear authority. Therefore the current code cannot be enforced without the Town being granted the authority to do so. [Until now!]

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State Authority Granted to Cape Charles

In the 2019 General Assembly, the Code of Virginia § 46.2-1222.1 now authorizes the Town of Cape Charles and certain other localities to regulate or prohibit the parking on any public highway “of any or all of the following: i) watercraft; ii) boat trailers; iii) motor homes; and iv) camping trailers;”

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Solution Spectrum

1. No restrictions
2. Do something
3. Prohibit entirely, all the time.

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Prohibit (Vienna, VA)

- Prohibit watercraft, motor homes, camping trailers, boat trailers, vehicles w/ 3 or more axles, gross weight > 12,000 lbs, vehicles transporting ≥ 16 except school buses on public roadways for any length of time.
- Exceptions – actively loading or emergency repairs.

Sec. 9-13.2 Parking of Watercraft, Boat Trailers, Motor Homes and Camping Trailers and other Devices Prohibited on Public Streets. (Adopted 10-18-11)

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On-Street Parking Time Limit (Virginia Beach, Florence NJ)

VB - Major recreational equipment and non-commercial trailers parked or stored in residential areas are subject to the following limitations:

- No recreational equipment shall be in any public street or public right-of-way for more than three hours.

Virginia Beach City Code Section 16-41.2. Parking and Storage of Recreational Vehicles.

Florence, NJ - No trailers of any type, trailer devices, campers, motorized or vehicle-drawn recreation vehicles with or without sleeping quarters, vehicles in tow, boat or boat trailers, vehicles that cannot move under their own power and which can be operated legally on the highways of the State of New Jersey, or non-passenger-type vehicles, may be parked on any street located in any zone for more than two hours in any one-week period except where actively engaged in loading or unloading operations.

Florence NJ Code Article I, Section 108-2. Storage and Parking on Streets.

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On-Street Parking Time Limit (Oceanside, CA and Cape May, NJ)

- (a) No person shall store or cause to be stored any vehicle upon any street.
- (b) A vehicle shall be considered stored when it has been left standing upon a street without having been moved more than one-tenth of a mile within a seventy-two (72) consecutive hour period.

Oceanside Traffic Code Section 10.4. Storage of vehicles prohibited.

- No person shall park a boat trailer with or without a boat upon any street for longer than twenty-four (24) hours

Cape May § 7-22.4. Parking of boat trailers.

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Banned During Summer (Avalon, NJ)

- New regulations prohibit parking of boat and watercraft trailers on residential streets from June 1 through Sept. 30, regardless of whether such trailer is licensed and/or registered.
- It requires anyone parking a boat or watercraft trailer on the street between Oct. 1 and May 31 to do so "directly in front of, and immediately adjacent to, the curb or property line of any property owned by the trailer owner, or occupied by the trailer owner as a tenant under a written lease, with the owner of the property."

Section 8-16.4. Parking of Trailer-type Vehicles Prohibited on Borough Streets During Certain Times

Section 8-16.5. Boat and Watercraft Trailers

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On-Street Parking Narrow Streets (Oceanside, CA, Newport Beach, CA and St John, MO)

The city traffic engineer is hereby authorized to place signs or markings indicating no parking upon any street when the width of the roadway does not exceed thirty (30) feet.

Oceanside Sec. 10.9. - Parking prohibited on narrow streets.

The City Traffic Engineer is hereby authorized to place signs or markings indicating no parking upon any street when the width of the roadway does not exceed twenty (20) feet, or upon one side of a street as indicated by such signs or markings when the width of the roadway does not exceed thirty (30) feet.

12.40.150 Parking Prohibited on Narrow Streets.

St. John, MO, Section 350.050. Parking Prohibited on Narrow Streets.

No examples found for boats/RV on narrow streets

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On-street Parking – attached to vehicle (Sea Isle City, NJ)

- a. No person shall park, or cause to be parked, any commercial motor vehicle, noncommercial truck, truck, omnibus, school bus, pole trailer, trailer, or recreational vehicle with a gross vehicle weight of four tons or any camper, recreational vehicle, boat or utility trailer, regardless of weight, on any City street at any time.
 - b. Exceptions.
 - 1. The provisions of paragraph a shall not apply to any vehicle which is parked upon any street for the purpose of loading or unloading supplies, materials, foodstuffs or other such items or construction vehicles during construction.
- Sea Isle City § 7-8.1 Parking of Certain Vehicles Prohibited on Certain Streets.*
- Boat trailers can only be parked on the street if they are attached to a vehicle that tows them. 2009 quote from City Solicitor in article

Source of idea

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On-Street Parking – Parking Districts (Fairfax and Prince William Counties)

- Community Parking Districts (CPD) prohibit the parking of watercraft, motor homes, campers, trailers, vehicles greater than or equal to 3 axles, vehicles with a GVWR greater than or equal to 12,000 lbs., and vehicles transporting greater than or equal to 16 passengers (except school buses) on public streets in residentially zoned areas.
- Exemptions include: vehicles temporarily parked, for up to 48 hours, for the purpose of loading, unloading or preparing for a trip.

Code of the County of Fairfax, APPENDIX M. - Community Parking Districts

Prince William County Code Section 13-320.1. Designation of watercraft, boat trailer, motor home, and camping trailer "restricted parking" zones.

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Returning to Solution Spectrum for discussion

1. No restrictions
2. Do something, examples seen;
 - a. Setting time limits
 - b. Setting seasonal limits
 - c. Setting limits on narrow streets
 - d. Must be attached to a vehicle
 - e. Establishment parking district or specific street restrictions.
 - f. Other
3. Prohibit entirely, all the time.

} Or combination

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Solution Discussion



Whatever the solution,
MUST be enforceable!

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Becky Lowe, 606 Monroe Avenue

Hello, my name is Becky Lowe, I live at 606 Monroe Ave. I have a camper parked on Nectarine. I will not be able to attend the meeting on the parking of recreational vehicles, so I would like to make my voice heard. I spoke to Zack Ponds, but he was not sure what all would be discussed, may have parking on certain streets only. I want to know if "recreational vehicles" include campers, boats AND golf carts. I would like to know that all recreational vehicles will have to abide by the same rules.

I often park my camper at Cherrystone campground, but most of the time it stays on Nectarine. If I keep my camper parked at Cherrystone campground, do I have to pay town taxes on my camper, which is \$378 per year? Another thought is concerning vacationers that come to town and bring their boats. I am curious how things will work out for them.

We all know how high property taxes are in this area, especially having to pay town and county taxes. Mine total to \$5491 per year. I paid less taxes in Hampton, and got a lot more for my dollar. I didn't have to worry about the corrosive water, I had access to natural gas versus having to pay more for propane heat, and of course had better internet access. I suppose you have to pay more to live in paradise? I am not sure I can afford to live in this town. I warn my friends who say they would love to live here. I just say it aint cheap!

Becky Lowe

Gilbert & Delores Somers, 600 Monroe Avenue

We need your input! February 29, 2020 at 11:00 a.m. at the Civic Center. Town Council workshop regarding the regulation of the parking of certain vehicles on the town's streets.

Too Many R.V's, Boats parked on streets! Dangerous on narrow streets.

Account Number	BILL NUMBER	LOCATION	BILL DATE	AFTER DUE DATE	DUE DATE
040-0001080-0	956	040 0001080	1/24/2020	\$120.79	2/21/2020
					TOTAL DUE
					\$109.81
					Amount Paid
					<i>109.81</i>

GILBERT DELORES SOMERS
PO BOX 97
SCOTSVILLE VA 24590

600 Monroe Ave

Laura Dove, 535 Monroe Avenue

PHONE: 757-331-3259
EXT: 14

LAURA DOVE
19976 SHELburne GLEBE ROAD
PURCELLVILLE, VA 20132

See enclosed payment
+ note below

Account Number	BILL NUMBER	BILLING DATE	AFTER DUE DATE	DUE DATE	TOTAL DUE
040-0001790-1	98	1/24/2020	\$120.79	2/21/2020	\$109.81
Service Period	Days	Location	Service	Amount	
12/16/2019	1/16/2020	31 040 0001790	Water Sewer Trash	\$32.94 \$62.00 \$14.87	
Service Address					
535 MONROE AVENUE					
Meter Number	Current	Previous	Usage		
04001790	857850	857840	10		
04001790	857850	857840	10		
				Current:	\$109.81
				Previous:	\$0.00
				Total Due:	\$109.81
We need your input! February 29, 2020 at 11:00 a.m. at the Civic Center. Town Council workshop regarding the regulation of the parking of certain vehicles on the town's streets.					

Attention: Please Read Note Below

I can't be there but maybe boats over a certain size shouldn't be on the streets. But you have to provide an alternative.

Parking in the back yard is not that attractive either

Eric Feuillatte, 201 Monroe Avenue

Dear Chairman and Council Members,

The purpose of this meeting is to discuss the vehicle parking situation in the historic district of Cape Charles. Unfortunately, I am traveling abroad and respectfully ask you to read this letter to the attendants of the meeting.

Over the years I notice that boats and other vehicles were parked for months on my street (Pine) that do not belong to any residents. This is not acceptable and creates a prejudice to the community. This issue should be addressed and remediation enforced.

I favor to let residents to park their boats in front of their houses or at a near convenient location and to charge the visitors a right to park, especially during the summer season from Memorial Day to Labor Day. Some streets may be restricted to boat parking for security and safety reasons. The town should then provide a convenient location, free for the residents and at a required fee for the visitors.

Why free for the residents? We pay town real estate and asset taxes and we are required to maintain at our own expense the front of our house that technically belongs to DOT.

In many beach communities, visitors pay for parking. Visitors' cars and golf carts should pay parking on Bay avenue. The revenues will offset some of the costs for security and safety currently financed by resident taxpayers.

I hope the resolutions the town will take will provide fair solutions for the residents and enforceable clear rules and regulations for visitors.

Sincerely,
Eric Feuillatte

Stephen K. Fox, P O Box 630

In considering the recreational vehicle parking on Town streets, I offer for your consideration this perspective on motor homes and RV's. If not restricted in Town and especially on the Beach front, the Town risks becoming a "free" alternative to established camp grounds, e.g., Cherrystone, site proximate to Bridge Tunnel entrance, and Kiptopeake State Park. We have already experienced several incidents of overnight parking of such vehicles on the Beach. Skf

Robert Mucha, 627 Monroe Avenue

Cape Charles Parking Workshop,

Unfortunate circumstances prevented me from attending this workshop today, but I did want to share some of my thoughts on the parking situation in Cape Charles.

The town of Cape Charles has really grown over the 27 years that I have been here. Until just a few years ago, we could go to the beach and always find a parking spot next to the beach everyday, except for the week of 4th of July. Hopefully we can all agree that the town's most valuable asset, is its seaside appeal. I believe that most people come to this town because of its beach, harbor, and fishing pier. A large part of this drawl is the love of being on the water. Those who live here as well as those who visit for weekends and holidays love to spend their time on the water in their boat. It would not be a welcoming town if boats were not be allowed on the street. Since most lots are only 40' by 140', with narrow alleys, and lack of driveways, it does not give most people enough space to store a boat on their property. A possible alternative would be for the town to supply a no cost boat parking area for visitors and homeowners alike. This may free up some parking in town.

Other areas that I see may help in the parking, would be to limit camper parking in town. I can see where someone passing through town could bring a camper to maybe go to the beach, or visit our town, but maybe to restrict it to a 4 hour limit. There may be an ordinance about this already that I am not aware of presently. Another area that may help our parking would be to install more visible signs, at both ends to direct people to the additional parking south of Mason Avenue. There has been many times in the summer when Mason Avenue was full, but the additional parking area was only half full. That shows me that the signs may not being seen by visitors. Hopefully the town is looking at purchasing some of the railroad property for additional parking to help the downtown area.

Another asset that the town has is the use of golf carts. Golf carts have steadily increased every year. Since my wife goes to beach almost every day during the summer, she has been noting that some days that there are almost as many golf carts as cars on Bay Avenue. Golf cart drivers have no single way they park their cart. Some on a slant, some park the same as cars and some pull straight in towards the sidewalk. This past summer, I have seen some golf carts pull in between cars, so to block them from pulling out the parking spot. Last week I went out with my tape measure and measured some of the roads to see what could be done. I measured Monroe Avenue, since it a single lane road, and it measured 17 1/2', then I measured Jefferson Avenue, a double lane road and it measured 36'. This showed me that we need around 18 feet for a parked car and a roadway. Then I measured Bay Avenue and found out that the road closest to the bay was 32' and the other side of the road measured 24' with a 2' medium strip. So I thought, what if we allowed golf carts to park on the bayside of the medium strip, that would still leave plenty of room for cars to park next to the sidewalk, and if we removed the medium strip, we may be able to park 2 rows of golf carts in the middle of the road.

I am sure that this workshop will provide many possible solutions on the parking issue that face all of us in the town of Cape Charles.

Thank you for your time on this matter,



Robert Mucha

627 Monroe Avenue

Karen & Rick Lowe, 101 Tazewell Avenue

Attention: members of the Town Council

We are the owners of 101 Tazewell. It is a vacation rental, but we use the house in the off-season and love the town. We understand both sides of the issue but feel that it might be difficult for town visitors who have boats or golf carts to find a place to put them. An additional consideration is whether the town wants to take on the enforcement of such an ordinance. Since this is a water oriented community, we would expect that bringing water related devices might be important to some visitors. We are also concerned about the full time residents who have boats, and should enjoy the right to park them near their homes. The Bay Storage facility has only 4 spaces for boats, and none are available as they are in such high demand that renters pay for months and years in advance. We understand that during the summer all the extra cars make street parking challenging for residents, but that is part and parcel of towns that rely on seasonal tourism.

Karen and Rick Lowe

My name is Sue Panek. I have lived in town for about 15 years.

I enjoy living in this seaside town and would like to see it remain a friendly place in which to live, work, and vacation. I have always felt safe navigating the streets, whether by car, bicycle or as a pedestrian.

I would like to see a decision limiting parking of certain vehicles based on:

1. Safety and common sense
2. A survey using VDOT **minimum** standards for curb to curb, drive lane, and parking widths to see how each CC town street measures up against the standards
3. Alternative parking options for oversize vehicles
4. Enforcement costs and concerns
5. A second survey to determine a possible need for permitting restrictions due to future increases in residential and visitor volume

I do not believe that RVs, boats, and other vehicles on public streets should be banned solely for esthetic reasons. Gated communities with private roads, such as Bay Creek, exist for those who desire to live in a more homogenous and restrictive neighborhood. Esthetics should go hand in hand with safety.

Safety and common sense should dictate that the town utilize VDOT standards to determine the curb to curb, drive lane, and parking widths of each street before banning certain vehicles. VDOT **minimum** standards for parking spaces average 8x20 feet for mixed use and commercial, or 7x20 feet for residential areas. For safety reasons, I feel it would be prudent to limit parking to vehicles that are no wider than 8 feet from the curb, in order to allow for reasonable driving lane width. VDOT **minimum** curb to curb standards are 28 feet for streets with parking on both sides, and 22 feet for streets with parking on one side. Since CC has both type streets due to medians, both standards need to be used to determine safe driving lane widths for each street. Based on these standards a minimum driving lane width would be 12 feet. Large cities have minimums of 10 feet.

I would not want to alienate or burden residents and visitors with severe restrictions since most homes in Cape Charles have no driveways. Therefore, I think the town needs to also determine if alternate parking options could be made available. Perhaps a few spaces could be set aside at the town harbor for weekly visitor rentals. Another option might be renting railroad space from the Accomac-Northampton Transportation District Commission, with parking costs passed on to the consumer.

As to enforcement, I would suggest the town rely on the police force to issue citations to those illegally parked. Private citizens could also call in to the police to report the same. During the high rental season, the town might want to employ a part time officer to help with enforcement. To be fair to vacation renters, property managers could inform renters of restrictions and options. My informal observations from living here for 15 years is that the percentage of oversized vehicles is small in comparison to the total parking available. Hopefully, that would not put an undue burden on enforcement.

I want CC residents and visitors to be able to enjoy our seaside town for years to come. Putting safe, reasonable, common sense restrictions in place as needed is a step in the right direction.