

PLANNING COMMISSION MEETING

A G E N D A

TOWN OF CHINCOTEAGUE, VIRGINIA

February 11, 2014 - 7:00 P.M. – Council Chambers - Town Hall

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

PUBLIC PARTICIPATION

AGENDA REVIEW/DISCLOSURES

1. Approval of the January 14, 2014 meeting minutes, and January 20, 2014 workshop minutes
2. Comprehensive Plan Update
 - Review Topic 1
 - Review Topic 2
 - Review Chapter 1
 - Review Chapter 6
3. Information/Discussion Items
 - Chincoteague Bay TMDL
 - Floodplain Ordinance
4. Commission Members Announcements or Comments
(Note: Roberts Rules do not allow for discussion under comment period)

ADJOURN

PLANNING COMMISSION MEETING
14 January 2014
MINUTES

Members Present:

Mr. Ray Rosenberger, Chairman
Mrs. Mollie Cherrix, Vice Chairperson
Mr. Tripp Muth, Councilman
Mr. Michael Dendler
Mr. Steve Kasetos
Mr. Jeff Potts
Mr. Spiro Papadopoulos

Members Absent:

William Neville, Planning Director

CALL TO ORDER

Chairman Rosenberger called the meeting to order at 7:00 pm in the Council Chambers

The invocation was provided by Chairman Rosenberger, followed by the Pledge of Allegiance led by Chairman Rosenberger.

Chairman Rosenberger complimented Commissioner Dendler's sons on their 4-H project award.

PUBLIC PARTICIPATION

One (1) member of the public was present. There was no comment.

AGENDA REVIEW/DISCLOSURES

Commissioner Papadopoulos moved approval of the agenda as presented, seconded by Vice Chairperson Cherrix. The agenda was unanimously approved.

1. Approval of the October 8, 2013 meeting minutes

Approval of the November 12, 2013 meeting minutes

Commissioner Papadopoulos moved for approval of the minutes, seconded by Commissioner Potts. The motion passed unanimously.

Approval of the 2013 Annual Report

Commissioner Papadopoulos moved for approval of the 2013 Annual Report, seconded by Commissioner Potts. The motion passed unanimously.

2. Comprehensive Plan 5-year Update

- Review scope and schedule

Commission Papadopoulos began a discussion on the Comprehensive Plan 5-year review process based on his recent experience as a member of the Accomack County Planning Commission. He referred to a list of possible changes that were emailed in advance of the meeting that included:

- A policy on coastal resource management that is required by Virginia Code sections 15.2-2223.2 and 28.2-104.1.
- A list of changes that have occurred in Town over the last 5 years
- A possible section that creates a capital improvement program list for public infrastructure (street renovations, water towers, broadband, etc)

There was a discussion about the responsibility of the Planning Commission to review any issue in terms of how it will help to implement the Comprehensive Plan.

Based on the time required to review each of these items, it was suggested that several work sessions may be scheduled and time should be allowed for public hearing comment before the Plan changes are forwarded to Town Council for approval.

Commissioners discussed a strategy for reviewing sections of the Plan. Chairman Rosenberger led a review of Appendix C to evaluate which goals had been met over the last 5 years, which still needed work, and what new goals/objectives /strategies are needed for the future. Commissioner Dendler asked if Appendix C acts like a checklist.

Commissioner Papadopoulos discussed how Accomack County decided to complete a superficial review of the overall Plan and just focus on Chapter 6 – Land Use. He stated that Chincoteague has been more dynamic over the last 5 years than Accomack County, so a complete review may be needed.

Town Planner Neville presented the suggested review strategies outlined in the Staff Report. He agreed with the Commission's plan to structure future meetings around a chapter by chapter review. It was agreed that a workshop meeting should be held to review Appendix C to identify the most important elements of the Plan that should be updated.

Councilman Muth and Commissioner Dendler discussed implementing goals through clear strategies such as private road maintenance that should be included in an updated Plan to get something done.

Chairman Rosenberger continued with a review of the community vision statements in Appendix C. Commissioners identified several topics that may need additional work:

- a) Incorporate the recommendations of recent wastewater utility reports
- b) Update strategies for economic development and downtown revitalization in Appendix A
- c) Mariners Point and the Fishing Pier will be added

- d) Trail and sidewalk improvements will be added
- e) Access to Assateague Island will be updated for the new CCP
- f) Expand goals/strategies for private road improvements
- g) Update information in Plan about 911 system, medical services, affordable housing policies (look at issue of ‘negative growth’ in resident population)
- h) Describe changes in Seafood/Shellfish industry, projects, legislation, and future issues (working waterfronts, water quality regulations, Baylor Grounds, Ocean spatial planning), add discussion of recreational fishing industry, State regulation versus Town strategy to support private industry by ‘staying out of the way’
- i) Add information about broadband initiative and next steps to expand wireless service to the home/smart phone, how to encourage new business ‘beyond tourism’

Commissioner Papadopoulos summarized the 5 main topics to work on:

- 1) Water and sewer utility systems
- 2) CI small town character/architectural guidelines
- 3) Bike paths and boat slips
- 4) Private Streets
- 5) Broadband/high technology

He suggested that the Plan should get away from any distinction between ‘old town’ versus the annexed areas and stated that tourism should build on the NASA spaceport launches.

Chairman Rosenberger suggested a brief review of Appendix A – Implementation Matrix. Commissioner Dendler commented that this section has recommendations but not the ‘nuts and bolts’ of how and when to get there. There was discussion that new issues were assigned general recommendations for consideration by Town Council, but there were other established goals that needed a more specific approach. Mr. Neville suggested a new column in the Matrix for how to accomplish the goals and strategies of the Plan.

Mr. Neville shared his experience from working with USFWS staff on the CCP that plan recommendations should be “SMART” (Specific, Measurable, Attainable, Realistic and Time-framed). Commissioner Papadopoulos suggested revising the format in Appendix A to follow the Chapter numbering system.

Commissioners concluded that the goals/objectives/recommendations included in Appendix A should be reviewed at the same time as a chapter is reviewed. Mr. Neville identified an example of one recommendation that would lead to adoption of more restrictive standards. This section may need to be evaluated against the current strategy to limit new regulations before the Comprehensive Plan is re-approved and implemented over the next 5 years. Commissioner Papadopoulos expressed concerns that many of the recommendations were too vague and located in the wrong section.

Mr. Neville recommended that the approach to making revisions in the Plan should follow a topic or issue and then list the various pages and sections that need to be updated. This would make presentations easier to the public and the Town Council.

Commissioners added several other areas that may need to be reviewed:

- 6) Rocket launches, impact of NASA activities on tourism (include picture on cover)
- 7) Census data
- 8) Changes with FEMA
- 9) Economic impact study
- 10) Capital Improvement Program

A work session was scheduled for January 20th at 5pm to continue discussion of the scope and schedule for the Comprehensive Plan 5-year review.

3. Information/Discussion Items

Chairman Rosenberger mentioned that VIMS has an online training to implement the new State priority for 'living shorelines'. Mr. Neville commented that this was the preferred solution to solve erosion problems and that there was the possibility of more options where erosion control was not the top priority.

Mr. Neville identified the Comprehensive Plan 5-year review as the main item on the work plan for this year. Several changes to the zoning ordinance are still waiting to be referred up to the Town Council for hearing (parking for wayside stands), and a review of Flood Ordinance changes will be scheduled over the next several months. He informed the Commission of the proposed TMDL nutrient loading standards being proposed by Worcester County, MD for Chincoteague Bay.

4. Commission Members Announcements or Comments

Chairman Rosenberger advised the Commission that election of officers would take place at the February meeting. Commissioner Papadopoulos suggested holding the election at this meeting and moved to nominate Mr. Rosenberger as Chairman. The motion was seconded by Councilman Muth and approved by all present. Commissioner Papadopoulos moved to nominate Ms. Cherrix as Vice Chairperson. The motion was seconded by Councilman Muth and approved by all present. Commissioner Papadopoulos moved to nominate Mr. Neville as Secretary. The motion was seconded by Councilman Muth and approved by all present.

ADJOURN

Commissioner Papadopoulos moved to adjourn the meeting, seconded by Councilman Muth. The motion was unanimously approved.

Mr. Raymond R. Rosenberger Sr., Chairman

A work session was scheduled for January 20, 2014 at 5pm to continue work on the Comprehensive Plan update.

The next regular meeting is scheduled for February 11, 2014.

PLANNING COMMISSION WORKSHOP
20 January 2014
MINUTES

Members Present:

Mr. Ray Rosenberger, Chairman
Mrs. Mollie Cherrix, Vice Chairperson
Mr. Tripp Muth, Councilman
Mr. Michael Dendler
Mr. Steve Katasetos
Mr. Jeff Potts
Mr. Spiro Papadopoulos

Members Absent:

William Neville, Planning Director

AGENDA REVIEW/DISCLOSURES

1. Comprehensive Plan 5-year Update

Chairman Rosenberger directed the Commission to consider the most important topics or issues that require review in the Comprehensive Plan and which are the ones to get started on.

Town Planner Neville reviewed several documents that could be used as a reference for ideas in updating the Comprehensive Plan. He suggested that the Maddox Boulevard Corridor may need its own chapter to pull together all of the topics contained in other sections of the Plan.

Chairman Rosenberger suggested that resolving the required change from State Code (coastal resource management guidance) first would be a good start. Mr. Neville thought that it should be added to Chapter 3 – Land Use, possibly under Section 11 – Resource Conservation Planning Area. Commissioner Papadopoulos confirmed that Accomack County added this to their Chapter 6 – Future Land Use. There was discussion about adding a reference to the State working waterfronts project as a complement to the natural shoreline option.

Topic 1 – State Code Compliance

- a) Coastal
- b) Non point source storm water regulations
- c) Optional sustainability statement/coastal resiliency statement

Commissioner Papadopoulos discussed the idea of incorporating a Capital Improvement Plan and set it aside since one does not currently exist. He discussed the solid waste collection fee that was added to the Town water bills in lieu of a tax increase in terms of a mechanism that could allow the Town to charge for maintenance of private streets.

Commissioners considered the fact that 50% of the Town streets are private and 50% are public. Maintenance of private streets is a matter of public safety and access for the entire Town. Commissioner Potts indicated that Accomack County would have to agree if there was a proposal to tax private street right of ways. Chapter 6 – Transportation is the section of the Plan which should address the improvement and maintenance of private streets as a goal.

Discussion continued over whether the intent would be to improve private streets to a public street standard, or whether the Town would accept responsibility for maintaining private streets to a different standard. The varied condition of different neighborhood streets was identified as a problem for finding a single solution. Vice Chairperson Cherrix mentioned that Misty Meadows property owners were taxed to pay for its streets to be improved to State standards.

Topic 2 – Private Roads versus Public Streets

- a) Alternate street standards
- b) Possible tax or fee for maintaining private streets
- c) Sidewalk and trail system

Commissioners confirmed that the preparation of a CIP was outside the scope of the Plan review, however, Staff was requested to provide a list of other studies and plans that relate to Chapter 5 – Community Facilities (stormwater, water, wastewater, broadband, etc.) with the date of the document and a list of any future recommendations so that the Comprehensive Plan can include a cross-reference.

An update to the Land Use Map was identified as another priority that would locate the new Route 175 bridge, Mariners Point, Island Activity Center, the new CVFC site, Nature Trail Park. A recommendation should be added for a Town/County meeting to resolve the former Route 175 right of way across Marsh Island.

Topic 3 – Land Use Map

Commissioner Dendler listed several topic that were agreed as a priority after reviewing Appendix C at the last meeting:

Topic 4 – Public Sewer and Water Utilities

Topic 5 – Small Town Character

Topic 6 – Improved Community Services (24hr emergency medical, broadband, regional 911)

Chairman Rosenberger raised the idea of looking at the capacity of the Town meet the impacts of commercial growth that may be generated by NASA and other Wallops activities. He added that this is an opportunity for the Town to position itself to benefit economically, by coordinating with the Chamber of Commerce. Chapter 4 – Economic Development was identified as a section that should be updated to include new information such as the Chincoteague Bay Field Station (Marine Science

Consortium). The Chairman described the benefits of having corporate partners to help with community projects.

Chairman Rosenberger also suggested revisiting the land use shown on Marsh Island. Resident Laurie Walton added the concern for any commercial use where adequate parking and access are not provided.

Discussion of Chapter 1 – Community Profile identified the need to update basic statistics from the 2010 Census and possibly to evaluate different criteria than Race/Age/Sex which are not typically something for which the Town will develop policies or goals. Commissioner Papadopoulos suggested taking a look at the “North Accomack Study” prepared by the County for socio-economic characteristics. Various census statistics were considered.

Within Chapter 1, under the Natural Features section, Mr. Neville recommended that information about the 100 year floodplain and the new FEMA maps (with image) should be added with a cross connection to the Town’s adopted Hazard Mitigation Plan. He also recommended referring the VIMS shoreline study, and addressing tree coverage/loss from storms. Commissioners agreed that a statement should be added about the benefit of trees for water quality, water table, wind protection, and other purposes.

Ms. Walton addressed the Commission about Economic Development and the need to identify how to accomplish the recommendations. She stated that there is no one to implement all of the good ideas. It was suggested that there should be a connection between the Comprehensive Plan and the Chincoteague Center / Chamber of Commerce for action items. Ms. Walton added that more Spring and Fall events to bring visitors to Chincoteague in the ‘shoulder seasons’ is needed to help businesses survive.

Commissioner Papadopoulos asked if there was any information about how the broadband network is being used by the business community since it was installed. There was a discussion about using the transient, meals and sales tax figures as a measurement of the Town economy.

Mr. Neville recommended selecting ‘the economy’ as the number one topic/issue for consideration in the Comprehensive Plan. He described strategic plan recommendations from the Crisfield MD plan that took steps toward the goal of economic revitalization.

Chairman Rosenberger affirmed that this would be a review with minor changes and not a re-write of the Plan. There was more conversation about planning for community events and advertising/marketing. Ms. Walton encouraged the Commission to add a recommendation for an economic development/event coordinator to pull together the efforts of many organizations which plan events.

“If we bring people here, we need to give them something to do” commented Ms. Walton. Vice Chairperson Cherrix agreed that there are months where there is absolutely nothing going on, including at the Center. Chairman Rosenberger proposed to include the issue of tourism event scheduling in a recommendation to Town Council. Commissioner Papadopoulos disagreed that this was beyond the role of the Planning Commission.

Commissioners requested that Staff prepare for revisions under Topics 1 and 2, in addition to Chapters 1 and 6 for the next meeting. Mr. Neville asked for direction about recommending the preparation of architectural guidelines under Topic 5. Future growth along the commercial corridors was discussed.

ADJOURN

Chairman Rosenberger adjourned the workshop.

Mr. Raymond R. Rosenberger Sr., Chairman

The next regular meeting is scheduled for February 11, 2014.



STAFF REPORT

To: Planning Commission
From: William Neville, Director of Planning
Date: February 11, 2014
Subject: 5-year Comprehensive Plan Review

The Town of Chincoteague adopted a fully revised Comprehensive Plan on January 4, 2010. The comprehensive plan is designed to be a general guide for growth and future development for the next 20 years. The Code of Virginia (§ 15.2-2230) requires that at least once every five years the comprehensive plan shall be reviewed by the local planning commission to determine whether it is advisable to amend the plan.

To allow adequate time for review of the plan, the implementation steps, and new legislative requirements, the Planning Commission identified a strategy and schedule to provide Town Council with a recommendation for any changes prior to October 1, 2014.

The next several regular meetings will include the overall review of specific chapters of the Comprehensive Plan, beginning with Chapters 1 and 6, as well as separate topics that were identified as a priority over the next 5 years. Topics 1 and 2 will be presented for further consideration.

- Topic 1 – State Code Compliance**
- Topic 2 – Private Roads vs. Public Roads**
- Topic 3 – Public Sewer and Water Utilities
- Topic 4 – Small Town Character
- Topic 5 – Improved Community Services
- Topic 6 – Land Use Plan

Commissioners are encouraged to edit the attached sections of the Comprehensive Plan, or proposed alternate revisions that may be approved at the meeting. As we work through the ‘chapter by chapter’ review, the approved changes will be assembled into a complete draft document for public review.

Town of Chincoteague Comprehensive Plan Update 2015

Topic 1 – State Code Conformance

Several amendments to the Virginia State Code have occurred since the Comprehensive Plan was adopted in 2010. The only required change is found in Section 15.2-2223.2 as follows:

Comprehensive plan to include coastal resource management guidance.

Beginning in 2013, any locality in Tidewater Virginia, as defined in Sec. 10.1-2101, shall incorporate the guidance developed by the Virginia Institute of Marine Science pursuant to subdivision 9 of Sec. 28.2-1100 into the next scheduled review of its comprehensive plan. The Department of Conservation and Recreation, Virginia Marine Resources Commission, and the Virginia Institute of Marine Science shall provide technical assistance to any such locality upon request.

The following statement, policy, and recommendations were prepared by Accomack County and VIMS. This guidance should be incorporated into the Town of Chincoteague Comprehensive Plan in Chapter 3 – Land Use Plan with revised headings for Goal, and Implementation Strategies to match the chapter format.

14) Coastal Resource Management:

GOAL: ~~The following~~ Incorporate State guidance ~~is offered~~ relative to Coastal Resource Management:

Issue Statement

Coastal ecosystems reside at the interface between the land and water, and are naturally very complex. They perform a vast array of functions by way of shoreline stabilization, improved water quality, and habitat for fishes; from which humans derive direct and indirect benefits.

The science behind coastal ecosystem resource management has revealed that traditional resource management practices limit the ability of the coastal ecosystem to perform many of these essential functions. The loss of these services has already been noted throughout coastal communities in Virginia as a result of development in coastal zone areas coupled with common erosion control practices. Beaches and dunes are diminishing due to a reduction in a natural sediment supply. Wetlands are drowning in place as sea level rises and barriers to inland migration have been created by construction of bulkheads and revetments. There is great concern on the part of the Commonwealth that the continued armoring of shorelines and construction within the coastal area will threaten the long-term sustainability of coastal ecosystems under current and projected sea level rise.

In the 1980s, interest arose in the use of planted wetlands to provide natural shoreline erosion control. Today, a full spectrum of living shoreline design options is available to address the various energy settings and erosion problems found. Depending on the site characteristics, they range from marsh plantings to the use of rock sills in combination with beach nourishment.

Research continues to support that these approaches combat shoreline erosion, minimize impacts to the natural coastal ecosystem and reinforce the principle that an integrated approach for managing tidal shorelines enhances the probability that the resources will be sustained. Therefore, adoption of new guidance and shoreline best management practices for coastal communities is now necessary to insure

that functions performed by coastal ecosystems will be preserved and the benefits derived by humans from coastal ecosystems will be maintained into the future.

Policy Statement

In 2011, the Virginia Assembly passed legislation to amend §28.2-1100 and §28.2-104.1 of the Code of Virginia and added section §15.2-2223.2, to codify a new directive for shoreline management in Tidewater Virginia. In accordance with section §15.2-2223.2, all local governments shall include in the next revision of their comprehensive plan beginning in 2013, guidance prepared by the Virginia Institute of Marine Science (VIMS) regarding coastal resource management and, more specifically, guidance for the appropriate selection of living shoreline management practices. The legislation establishes the policy that living shorelines are the preferred alternative for stabilizing eroding shorelines.

This guidance, known as Comprehensive Coastal Resource Management Plan, is being prepared by VIMS for localities within the Tidewater region of Virginia. It explicitly outlines where and what new shoreline best management practices should be considered where coastal modifications are necessary to reduce shoreline erosion and protect our fragile coastal ecosystems. This guidance will include a full spectrum of appropriate management options which can be used by local governments for site-specific application and consideration of cumulative shoreline impacts. The guidance applies a decision-tree method using a based resource mapping database that will be updated from time to time, and a digital geographic information system model created by VIMS.

Recommendations: Implementation Strategies

- Refer to the guidance presented in the locality's Comprehensive Coastal Resource Management Plan (CCRMP) prepared by VIMS to guide regulation and policy decisions regarding shoreline erosion control.
- Utilize VIMS Decision Trees for onsite review and subsequent selection of appropriate erosion control/shoreline best management practices:
<http://ccrm.vims.edu/decisiontree/index.html>.
- Utilize VIMS' CCRMP Shoreline Best Management Practices for management recommendation for all tidal shorelines in the jurisdiction.
- Consider a policy where the above Shoreline Best Management Practices become the recommended adaptation strategy for erosion control, and where a departure from these recommendations by an applicant wishing to alter the shoreline must be justified at a hearing of the board(s).
- Encourage staff training on decision making tools developed by the Center for Coastal Resources Management at VIMS.
- Follow the development of the state-wide General Permit being developed by VMRC.
- Ensure that local policies are consistent with the provisions of the permit.
- Evaluate and consider a city-wide permit to expedite shoreline applications that request actions consistent with the VIMS recommendation.
- Seek public outreach opportunities to educate citizens and stakeholders on new shoreline management strategies including Living Shorelines.

- Follow the development of integrated shoreline guidance under development by VMRC.
- Evaluate and consider a locality-wide regulatory structure that encourages a more integrated approach to shoreline management.
- Consider preserving available open spaces adjacent to marsh lands to allow for inland retreat of the marshes under rising sea level.
- Evaluate and consider cost-share opportunities for construction of living shorelines.

Insert Shoreline assessment map

Town of Chincoteague Comprehensive Plan Update 2015

Topic 2 – Private Roads vs. Public Streets

Chincoteague Island property owners are currently served by a well maintained network of paved public streets that includes approximately 21 miles of roadway. In addition to this transportation network, there is another 21 miles of private roadway and access easements which are currently in various states of private owner maintenance. The Planning Commission identified the topic of private roads as a significant issue that is not currently addressed in the Comprehensive Plan.

Draft text has been prepared by Town Staff that could be added to Chapter 6 - Transportation

Private Roads

Approximately one half of the roadways providing access to property on Chincoteague Island are privately owned without the benefit of regular maintenance normally provided through the Virginia Department of Transportation for publicly owned streets. This reflects the land use growth that occurred outside of the former Town limits prior to the 1989 annexation of land from Accomack County, as well as the option for private street subdivisions currently allowed by the Town Subdivision Ordinance.

While it is not reasonable to plan for all private roads to eventually be improved to public street standards, there is a public purpose and need for minimum standards of maintenance. Certain critical sections of private road (such as Seaweed Drive between Ridge Road and South Main Street) should be considered for improvement to public street standards.

Implementation Strategies

- Amend Town Code, Appendix B – Land Subdivision and Development to include multiple standards for private streets that represent the range of conditions, property access and lot sizes found across the Island. Identify which private road categories are eligible for improvement to a public street standard and define the necessary steps to achieve the higher standard.
- Work with VDOT to adopt a modified subdivision street standard serving a limited number of small lots so that more private streets may be eligible for public street maintenance.
- Study and develop strategies for funding and constructing improvements to private streets so that they may be eligible for acceptance into the public street system.
- Use public resources to acquire and improve private right of way where limited segments of the private road network provide a critical through public street function for access of emergency, utility and Town service vehicles.



Town of Chincoteague Comprehensive Plan Update 2015

Chapter 1 – Community Profile

Demographic information from the 2010 Census provides up to date Community Profile measures that can be compared to previous decades for a generalized view of growth and change in the community. The new Census also includes greater detail of social and economic characteristics, however, it is important to recognize the data was captured in April 2010 in our ‘hard to count’ location.

By way of example, the total resident population was estimated by the Census at 2,941 which was later estimated by Accomack County to be 3,666 for use in redistricting. In either case, the finite detail presented on the American Fact Finder website does not adequately represent the whole community which also includes our seasonal residents, and regular tourist population.

Corrections to Chapter 1 have been prepared by Town Staff. The Commission also discussed the addition of two new sections on Floodplain and Tree Cover.

Socio-Economic Characteristics

Today, at the beginning of the 21st century, Chincoteague is home to ~~4,300~~approximately 4,000 people and tourism is its primary industry. Seasonal residents and visitors swell this number to over 15,000 during the summer months.

Population

Between ~~1990 and 2000~~ and 2010 Census counts, the population of Chincoteague ~~grew 21%~~declined 32% from ~~3,5724,324~~ to 4,3172,941 people. Chincoteague declined in population from 1950 to 1970, and increased by only 17 people (0.004%) between 1970 and 1980. The Island experienced its first significant population gain in the 30 years between 1980 and 1990, when it grew by 5% as a result of the 1989 annexation of the entire Island.— This period of growth was continued between 1990 and 2000 with a 21% increase in population. The recent decline is attributed to the conversion of permanent residences to investment properties and seasonal rentals.

Race

The Island’s predominant race is Caucasian, comprising ~~97~~8% of the population. The remaining ~~32%~~ is predominantly represents a mix of African American, Asian, and American Indian heritage. A very few residents are Asian or American Indian/Alaska Natives. The distribution of races in the population has not changed only slightly since 1990/2000., however, it is interesting to note that the rate of growth in the Asian and American Indian/Alaskan Native populations between 1990 and 2000 was double the rate

of growth of the white population, and exponentially higher than the rate of growth in the Black/African American population (each experienced a 33% increase).

Age and Sex

Data from the 2010 United States Census indicates ~~t~~The median age of the total population ~~is~~ has increased from 46 years to 52 years. Chincoteague's median age is significantly older than the median age of Accomack County's population (45.39 years) and ~~almost 10~~15 years older than the median age of the State's population (37.5 years). ~~Data from the 1990 United States Census indicates the same comparison, an older population in Chincoteague than in the County and Virginia.~~

The percentage of females (52.50.6%) in Chincoteague continues to outnumber the percentage of males (48.49.4%). ~~However, from 1990 to 2000 the male population grew at a slightly greater rate than the female population, thus somewhat closing the gap between the populations of the sexes.~~ The median age of females is slightly older (47.53.5 years) than the median age of the population and the average median age of males is slightly younger (45.50.1 years).

Households

Data on household characteristics in 2000-2010 show that virtually all (99.65%) of the Island's population lives in households. Chincoteague's average household size is 2.08.06 persons. The average household size in 1990-2000 was 2.10.08 persons, indicating a slight decrease in household size between 1990 and 2000 and 2010. There are 2,0681,417 households on the Island; 60.61% of them are family households, ~~Of the remaining 40% are non-family households,~~ 38.8% are householders living alone. ~~Between 1990 and 2000, the percent increase in the number of non-family households (36%) was nearly three times the increase in family households (13%).~~ Average family size ~~increased only~~decreased slightly between 1990 and 2000 and 2010 from 2.62 persons to 2.63 persons to 2.58.

Floodplain

Chincoteague Island is subject to periodic flooding and storm water drainage limitations due to its unique location and topography. The entire Town has been mapped within a special flood hazard district based on the National Flood Insurance Program that estimates the extent of a 100 year storm event and a base flood elevation. A new coastal flood hazard study has been prepared by FEMA Region 3 that will update flood map information in 2014.

Tree Cover

Natural area tree cover, in particular the stands of mature Loblolly Pine, has become an important part of the community image and identity. Many of the forested areas of the Island have grown up since the 1962 storm and are experiencing stress from age, saltwater, pine bark beetle and wind damage. The loss of over 500 mature trees during Hurricane Sandy highlighted the need to plan for trees that help to stabilize the soil, balance the water table, improve air and water quality, and provide shade and shelter for our residents.

Town of Chincoteague Comprehensive Plan Update 2015

Chapter 6 – Transportation

Significant changes and completed projects have occurred within the last 5 years including:

- Route 175 re-alignment and bridge connection to Maddox Boulevard creating an entry corridor to the National Seashore park and refuge destinations
- Main Street revitalization project through downtown with narrow lanes to ‘calm traffic’ and widen pedestrian sidewalks
- Church Street/Chicken City Road intersection realignment
- Multi-use trail access to the Wildlife Refuge, Ocean Boulevard Extended Trail

Chapter 6 should be revised to reflect current priorities including the VDOT 6-year plan project for the Maddox Boulevard corridor, flood protection of the Main Street/Maddox Blvd intersection, and new strategies for private streets.

Photograph – Replace photo on Page 6-2 with current image of Main Street improvements.

Improvement Projects

New bridges connecting Chincoteague Island to the mainland include the 3/4 mile-long Chincoteague Bridge built over Black Narrows and Lewis Creek Channel and a 729-foot long, low profile Connector Bridge to Marsh Island that were completed by VDOT in December 2010 at a cost of \$68.7 million. The award winning design of the bridges helps to provide better traffic flow and access into the Town of Chincoteague and was recognized for balancing the needs of the public with environmental sustainability.

The Chincoteague Main Street Corridor Project continues to implement a master plan of the downtown core area of Chincoteague from roughly Cropper Street to Maddox Boulevard. The Master Plan will include the Main Street Corridor, the property between Main Street and the Chincoteague channel and commercial areas east of Main Street.

The Main Street corridor improvements are rebuilding the roadway and streetscape elements including walkways, streetlights, street furniture and other design elements including review of the water distribution system, investigate the potential for sanitary sewer extension, improvements to the storm drainage, and relocation of the existing overhead utility systems to underground as required. Completion of the final phase including Bridge Street access to a new fishing pier is expected in 2015.

US Fish and Wildlife Service completed a new 1 mile elevated boardwalk along Beach Road in 2013 improving the connection between Town and Wildlife Refuge for pedestrians and bicyclists. Long range plans for the Refuge have proposed various alternative transportation proposals that could provide remote access to the Seashore following major storm events.

Private Streets

Insert approved text from Topic 2

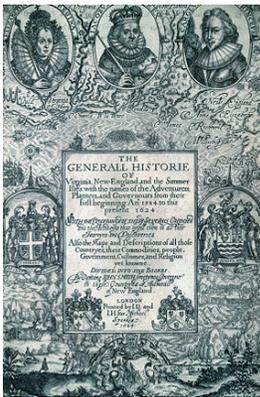
Chapter 1 Community Profile

Discovered by Captain John Smith in 1608 for English settlement, the Delmarva Peninsula is situated between the Atlantic Ocean on the east and the Chesapeake Bay on the west. In Virginia, the peninsula was divided into two counties in 1663, Accomack and Northampton. Chincoteague's first European settlers arrived on April 1st, 1671. Prior to that date, the earliest inhabitants were the Gingo-Teague Tribe of Indians, who were eventually dispersed by colonial settlement. Indian influences are present today in the names of Eastern Shore towns such as Chincoteague, Assateague, Onancock, and Chesapeake.



Chincoteague's first settlers arrived in 1671, as the Colony of Virginia witnessed more immigrants from England. The early economy of the region was based on seafood and agriculture.

History of Chincoteague



Agriculture was the primary Colonial economy. This included tobacco, livestock, and later grain. Located in Accomack County, Chincoteague agriculture produced crops of potatoes, strawberries, and corn. Local watermen have been harvesting a seafood bounty for generations including oysters, blue crabs, clams, and scallops. Chincoteague and other waterfront villages and towns on Virginia's Eastern Shore, were important centers of seafood trade. This would be the beginning of the Town's lifelong connection to the Atlantic Ocean and bay that borders its shores. As evidenced by the fact that a post office was not established on the Island until 1854 when access remained by boat only.

Chincoteague is famous for its ponies, a particular breed only found on Chincoteague and Assateague Islands. There are two predominant theories as to how the ponies arrived on the Islands. The first theory is that the ponies came to the islands by way of a shipwrecked Spanish Galleon, probably in the 1700s; they came ashore and began to thrive. The second theory is that the ponies are descendants of herds turned loose by early settlers. The island provided a perfect grazing land with naturally "fenced" boundaries. "Pony Penning," or round-ups, began as a way for livestock owners to claim, brand, break, and harness their loose herds. By the 1700s it had become an annual event, complete with drinking, eating and plenty of revelry by the entire community. The

earliest known description of pony penning was published in 1835, and is believed to have been begun by two islanders who owned large herds that grazed on Chincoteague.

The penning continued on Chincoteague and Assateague Islands for years. In 1923, the event was moved to Chincoteague with one penning for both islands. In 1925, the practice of transferring the herds by boat was discontinued and ponies were swum across the channel between the two islands, a practice that continues today. Marguerite Henry's book "Misty of Chincoteague" helped make the area nationally famous. Thousands of visitors come each year to see the "Pony Penning."



By the latter half of the 1800's, the number of people living on Chincoteague had grown substantially, overtaking agricultural land and uprooting early settlers, who could no longer make a living by farming. At about this time a steamboat named "Chincoteague" was put in service to carry passengers and freight to and from the Island, departing from the mainland at Franklin City and arriving at Chincoteague during the busy crop production season of the summer. Stores, hotels, and wealthy business owners began to appear in Chincoteague and several churches were organized. The Island's fame for its seafood began in the early to mid-1800s, when oysters became hugely popular and were much sought after, particularly in the large, northern cities. In 1861, when Union forces (including many from Chincoteague) won a significant battle in the early part of the Civil War, a celebratory banquet was held for the victory. An estimated 4,000 people were served Chincoteague oysters and from this point forward the Island became known for its succulent oysters. Chincoteague's seafood industry grew to include consumers in New York and Philadelphia.

Chincoteague continued to prosper through the turn of the century, incorporating as a Town in 1908. In 1919 a causeway connecting the Island to the mainland was proposed to eliminate the need for steamers and passenger boats to carry people to and from Chincoteague and Franklin City. Construction was started, but while it was underway, in 1920, a major fire burned much of downtown Main Street to the ground. With the causeway under construction, fire companies on the mainland were not able to assist the newly-formed local volunteer fire company of Chincoteague. The extensive destruction caused by the fire threatened to destroy the economy of the Island, but in 1922 the causeway was opened and traffic and access to the Island increased. The 4.5 mile-long road that entered Chincoteague began as a toll road, but in 1930 the Commonwealth of Virginia took over ownership and made it free to the public.

Another major fire in 1924 nearly destroyed the Town a second time, and efforts to raise money to improve the equipment and capabilities of the fire department resulted in the organization of the annual pony penning event that continues today as the Town's major

tourist attraction. In 1943 the Chincoteague National Wildlife Refuge (NWR) was created on Assateague Island, and in 1965 Assateague was designated as a National Seashore. Through the end of the 20th century, the peaceful seclusion of the Island, its famous seafood, abundant wildlife, proximity to two national landmarks, and preserved coastal setting all contributed to a steadily growing tourism industry.



Today, at the beginning of the 21st century, Chincoteague is home to 4,300 people and tourism is its primary industry. Seasonal residents and visitors swell this number to over 15,000 during the summer months. Over the years the Town has seen three annexations, with the most recent being in 1989. The 1989 annexation made the entire Island part of the Town of Chincoteague. While annexation provided the Town with additional revenues, it also presented the municipality with expanded public service

responsibilities. The Town is required to provide general governmental services to the residents of the areas annexed at the same level as was provided to the original Town's residents.

The annexation enabled the energies of the enlarged municipality to address more effectively the significant environmental and public service concerns confronting the Island. The future well-being of all residents will be determined by a proper resolution of the same public service issues and environmental concerns.

Socio-Economic Characteristics

Population

Between 1990 and 2000, the population of Chincoteague grew 21% from 3,572 to 4,317 people. Chincoteague declined in population from 1950 to 1970, and increased by only 17 people (0.004%) between 1970 and 1980. The Island experienced its first significant population gain in the 30 years between 1980 and 1990, when it grew by 5%.

Race

The Island's predominant race is Caucasian, comprising 98% of the population. The remaining 2% is predominantly African American. A very few residents are Asian or American Indian/Alaska Natives. The distribution of races in the population has changed only slightly since 1990, however, it is interesting to note that the rate of growth in the Asian and American Indian/Alaskan Native populations between 1990 and 2000 was double the rate of growth of the white population, and exponentially higher than the rate of growth in the Black/African American population (each experienced a 33% increase).

Age and Sex

The median age of the total population is 46 years. Chincoteague's median age is significantly older than the median age of Accomack County's population (39 years) and almost 10 years older than the median age of the State's population (37 years). Data from the 1990 United States Census indicates the same comparison, an older population in Chincoteague than in the County and Virginia.

The percentage of females (52%) in Chincoteague continues to outnumber the percentage of males (48%). However, from 1990 to 2000 the male population grew at a slightly greater rate than the female population, thus somewhat closing the gap between the populations of the sexes. The median age of females is slightly older (47 years) than the median age of the population and the average age of males is slightly younger (45 years).

Households

Data on household characteristics in 2000 show that virtually all (99.6%) of the Island's population lives in households. Chincoteague's average household size is 2.08 persons. The average household size in 1990 was 2.10 persons, indicating a slight decrease in household size between 1990 and 2000. There are 2,068 households on the Island; 60% of them are family households, the remaining 40% are non-family households. Between 1990 and 2000, the percent increase in the number of non-family households (36%) was nearly three times the increase in family households (13%). Average family size increased only slightly between 1990 and 2000 from 2.62 persons to 2.63 persons.

Natural Features

Climate

Chincoteague Island has a humid climate with no distinct dry season. The relative humidity (measured at nearby Wallops Flight Facility) averages 76%. Spring is least humid, with an average of 78% to 79% humidity from August through September. Daily averages of humidity vary from 83% in early morning to 66% in the afternoon.

Surface winds are highly variable and frequent. Winds are predominately from the south or southeast in the summer, and westerly or northwesterly in the winter. The average wind velocity is 9 to 10 mph in the summer and 11 to 13 mph in winter. Average precipitation for Chincoteague is 45-46 inches per year.

At Norfolk, the nearest source of such information, the annual mean number of clear days averages 109, with 103 partially cloudy days, and 153 cloudy days. The average percent of possible sunshine is 63%.

Two general types of storms affect the area: hurricanes and northeasters. On average, once a year, a tropical storm of hurricane force passes within 250 miles of Chincoteague. Hurricanes are a threat from May through November. Nearly 80% occur in the months of

August, September, and October. About 40% occur in September alone. Hurricanes cause damage from winds and tidal surge. If the storm hits during high tide, a higher surge will occur. If the tide is ebbing, however, flooding will be less. This vertical range of tidal change represents a storage pool.

Northeasters are storms with strong on-shore winds from a northeast direction. The winds are persistent, causing above normal tides for long periods of time. The March 1962 northeaster caused 10 to 15 foot waves, persisted for five tide cycles, and caused inundation and wave damage for 60 hours.

Geology

Chincoteague Island is commonly believed to be an ancient barrier island. It was formed some 4,000 years ago, as the forces of wind, waves, and ocean deposited sand parallel to the Eastern Shore mainland. Erosion formed breaks in these barrier Islands and allowed the still rising sea to flood the flatlands behind the Island. These flats are now the marshes, channels and bays between Chincoteague and the mainland.

Between 2,000 and 4,000 years ago, scientists believe Assateague Island joined the north end of Chincoteague Island. An Inlet formed, separating the two islands, and continued sand deposits caused a spit to build southward from the Assateague side of the Chincoteague-Assateague Inlet. This spit grew and eventually formed a south neck. This neck grew between Chincoteague Island and the sea, located around today's Assateague Channel. Its successor, Tom's Cove Hook, is following a much similar pattern as the one that formed Chincoteague Island.

Physiography

Most of Chincoteague Island's shoreline consists of tidal and nontidal wetlands (see Exhibit 1). Numerically, nearly 85% of the Island's 31.6 miles of shoreline is marshlands with another 11% consisting of artificially stabilized shoreline made up of bulk heading and riprap along commercial waterfronts and privately owned areas. In many of these places the shoreline has been built out or filled in, and many piers extend out into the water (see Exhibit 2).

The fast-land of the Island, above the shoreline, is typically flat. In fact, elevations on the Island rarely exceed 10 feet. The higher ridges on the Island run northeast to southwest along the length of the Island, again giving evidence to the barrier island origin of the Island. As remnant sand dunes, these upland ridges are composed of well-sorted sand particles - and as a result are high in strength, low in compressibility, and highly permeable and porous. In layman's terms, if these areas are protected from winds and waves, they can bear heavy loads and will drain water quickly.

Off shore, the bottom of the bays surrounding the Island also have mild slope. Except where dredged, Chincoteague Bay is shallow with four feet or less of water and a soft bottom. Muddy, and in some places, marshy tidal flats extend from the shore into the

bays. Only in Chincoteague Channel and Assateague Channel does the bottom drop off quickly. Chincoteague Channel, a dredged channel paralleling the western edge of the Island, averages 13 feet in depth with 6 inch to 4 foot shoals. Assateague Channel, on the eastern edge of the Island, has a maximum depth of 21 feet. This channel is narrow, bordered by mud flats and oyster rocks. Between Piney Island and Janeys Marsh Creek It is only four feet in depth.

Fortunately, most of Chincoteague Island is not experiencing shoreline erosion. However some locations around Chincoteague are experiencing severe rates of erosion (greater than 3 feet per year). Moderate erosion (1 to 3 foot per year) is occurring above Black Point Landing in Assateague Channel. No structures are in immediate danger in either location.

Fast-land Soils

Exhibit 3 identifies five basic soil complexes on Chincoteague Island. As can be seen from Exhibit 3, very poorly drained Bohicket tidal marsh soils surround much of the upland and extend inland in the drainage ways between the upland areas. These soils characteristically are very compressible, consolidate under a load, have high water content, and are poorly drained. As a result, these areas are unsuited for development.

The higher Duckston sand soils represent somewhat better conditions for development. These soils cover the central portion of Piney Island, areas along the waterfront in the center of the Town, and inland from Assateague Channel. Even though these land areas are considered upland, and have been developed in many areas, they are still poorly drained soils subject to flooding, wetness, and seepage.

The best soils on the Island in terms of development are called Pactolus soils. These soils are the best drained, although problems of flooding and wetness occur. These soils extend along Rt. 175 (Main Street) and Willow Street, along Chicken City Road, between Deep Hole Road and Oyster Bay, and are also found around the harbor near Chincoteague Point.

Ground Water

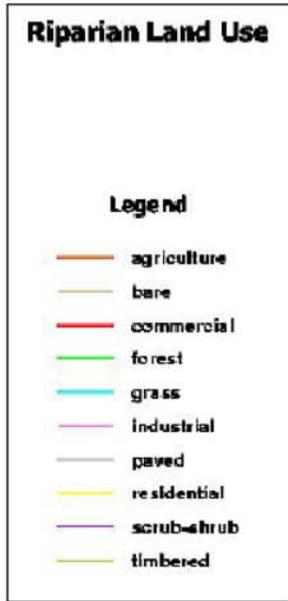
Chincoteague Island residents are totally dependent upon underground wells on the mainland for drinking water. Five miles of transmission lines carry water from these wells across the marshes to the Island.



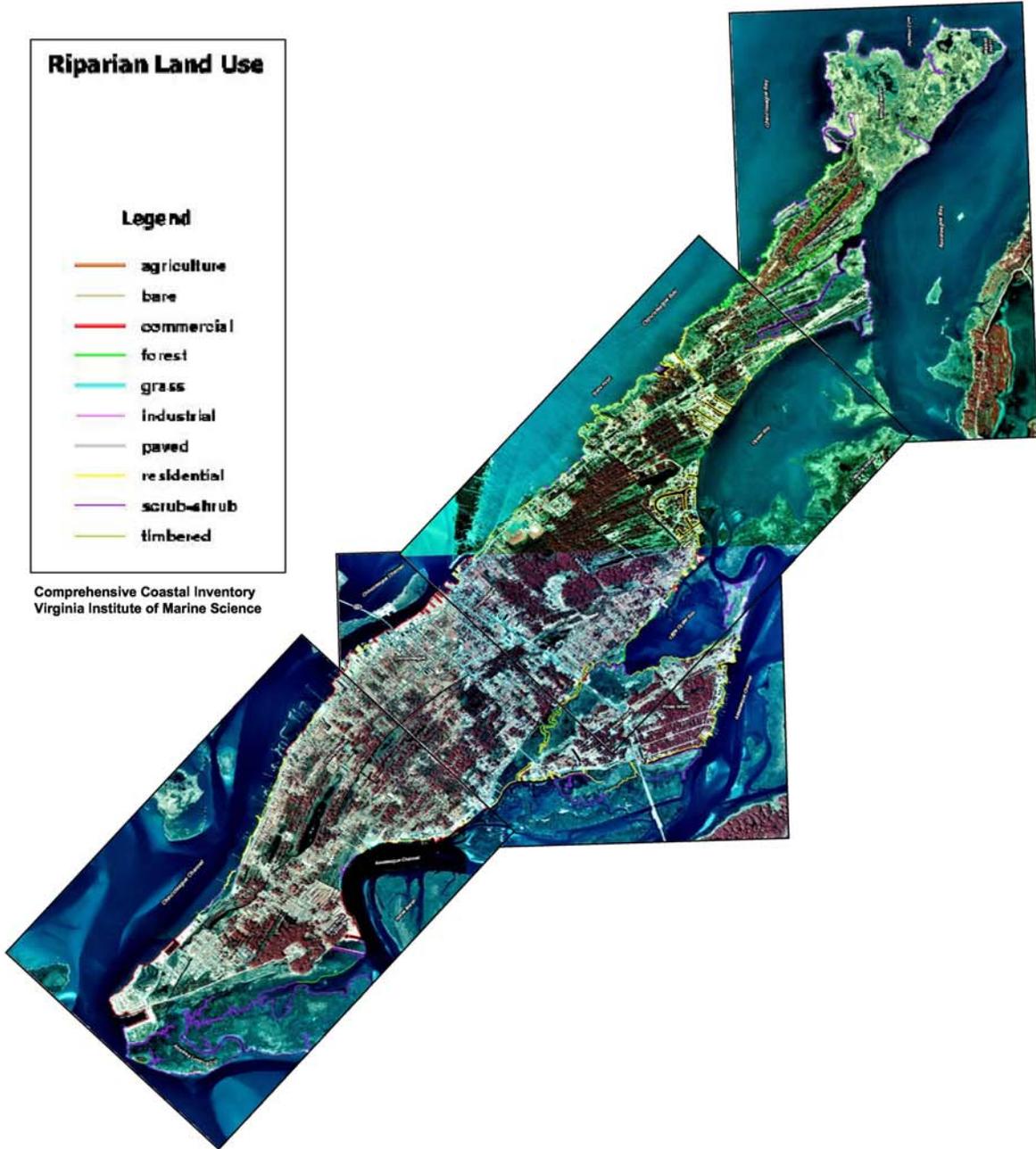
EXHIBIT 2

**DRAFT
COMPREHENSIVE PLAN
CHINCOTEAGUE, VIRGINIA**

SHORELINE CONDITIONS



Comprehensive Coastal Inventory
Virginia Institute of Marine Science



Eight separate well fields serve the pumping station. Depths vary from 63 to 256 feet. While the danger of contamination of these wells is considered minimal, vigilant monitoring of activities on land near the wells is critical. The Town also must ensure that future activities, on or around the Wallops Flight Facility's property, do not pose a danger to the wells.

Surface Water

Freshwater from rain falling on Chincoteague generally drains in a north-south direction over the low glades between the higher sand dune ridges. Since the Island is so flat, open and clear drainage ways are critical. Filling of ditches, important to the Island's drainage, should not occur and, in fact, it is recommended that this kind of activity be controlled by an ordinance or some other developmental/maintenance tool.

The saltwater bays surrounding the Island support a wide variety of marine and animal life. Shellfish such as oysters and clams are important to the livelihood of many local residents. These areas should be preserved in a natural and healthy state.

Marshlands

Exhibit 1 displays the major marsh areas that surround Chincoteague Island. All the marshes have high value for wildlife and wildfowl and are closely associated with fish spawning and nursery areas. They also help to prevent erosion, are important to the shellfish industry, and help keep the shoreline stable.

Drainage

Due to the low elevation of the Island, proper drainage requires constant attention. Storm water drainage is always a problem, especially during periods of heavy rainfall. Most of the uplands soils on the Island are sandy and tend to absorb water quickly. However, the Island is within 5-10 feet of sea level and the soil becomes easily saturated. As a result, ponding occurs in low-lying areas. Often water must await lower tides to flow from the drainage ditches on the Island into the surrounding water.

Current Land Use

With respect to the original Town's physical development, 1988 land use data indicated that 52% of Chincoteague's total area was devoted to residential development, 13% to commercial enterprise, 8% to industrial activity, 8% to public and semipublic uses, and 19% (97 acres) remained vacant. A large portion of the vacant land was situated on tracts, which had questionable development potential with the result that the Town had an extremely limited amount of vacant land suitable for future development.

Recent land use data for the area of the Island incorporated in 1989 reveals that exclusive of tidal waters (33.2 square miles), 14% of the area is devoted to residential development,

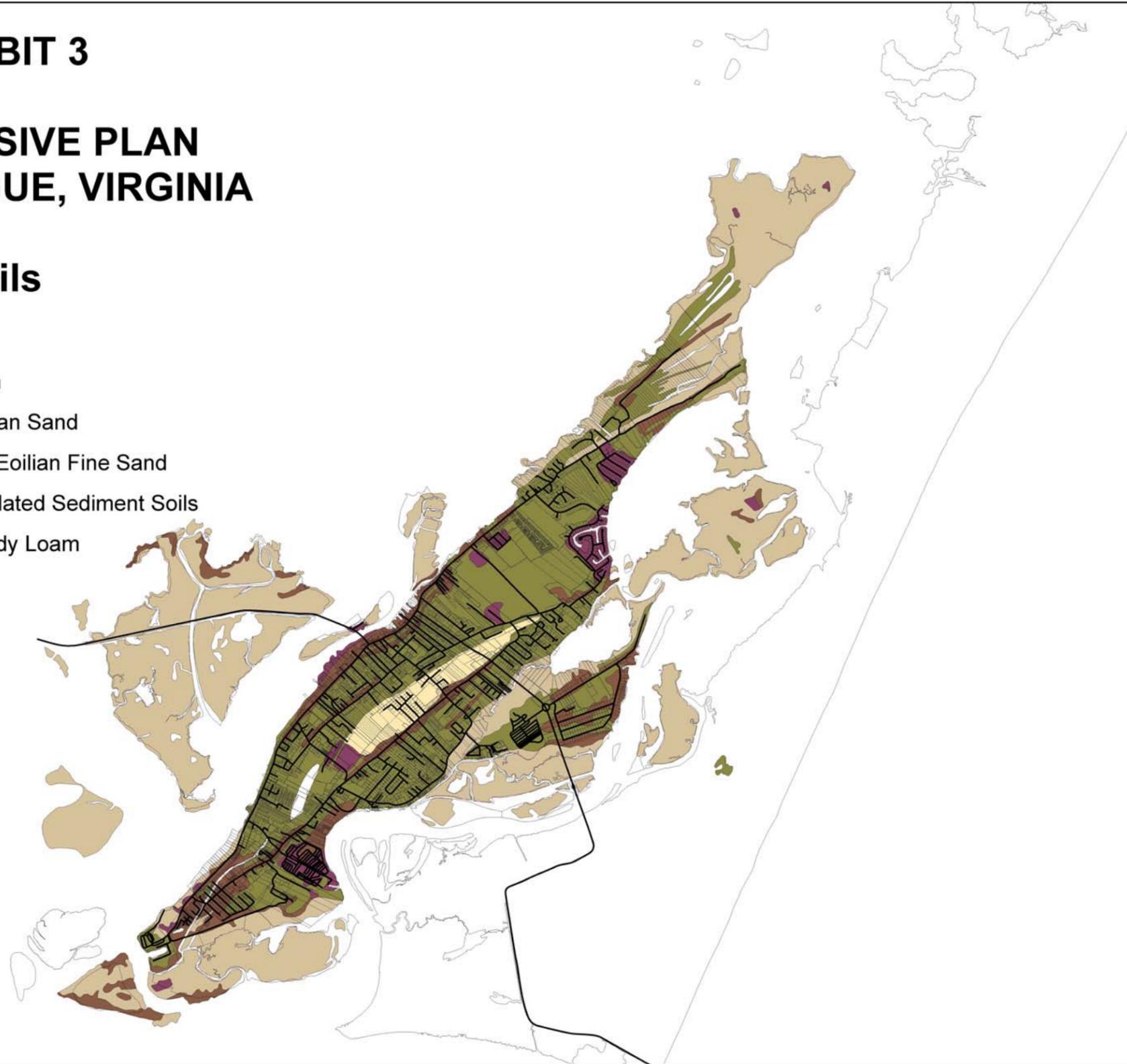
EXHIBIT 3

COMPREHENSIVE PLAN CHINCOTEAGUE, VIRGINIA

Soils

Legend

- chA - Tidal Marsh
- FMD/FRB - Eoilian Sand
- CaA/FhB/ATD - Eoilian Fine Sand
- upd - Unconsolidated Sediment Soils
- PoA - Muck Sandy Loam
- TaxParcel_New



4% to commercial enterprises, 1% to industrial activity, 35% to public and semi-public uses, with 47% remaining vacant.

The intensity of development of the area is indicated by the fact that based on its 1988 population estimate and its land area of 8.8 square miles, the area has an overall population density of 263 persons per square mile, or nearly five times the density of the county generally (53.7 persons per square mile).

Exhibit 4 shows current land use on the entire Island. As the map shows, what little industrial activity there remains in Town is on the waterfront side of North and South Main Street within 5 or 6 blocks from Bridge Street.

A large number of commercial businesses, many of them tourist related, are also located along the waterfront side of Main Street. The commercial businesses on the fast-land side of Main Street within 3-4 blocks of the causeway combine with the stores, shops, and seafood businesses on the waterfront to create Chincoteague's unique downtown area. This downtown area provides goods and services to local residents and tourists alike. It is also an important center for social and civic life in Town.

A second commercial area is located on Maddox Boulevard, on the road to Assateague. Unlike the older Main Street shopping area, this shopping district is oriented more towards the automobile than the pedestrian and more toward the tourist than the year-round resident. Nearby motels and campgrounds strengthen the role of this area as an auto-oriented, seasonal tourist center.

Much of the remaining land on the Island is either in residential use or is vacant. Businesses and tourist facilities are scattered among some areas designated as "Residential" and many residents pursue secondary and even primary vocations out of their homes (home occupations). In addition many residential structures are located in areas zoned "Commercial." Several distinct residential neighborhoods have evolved in Town. For example, three of the Town's seven churches are located among the homes around Church Street.

Prior planning projections now appear to have been overly optimistic. At one time as many as 375 new residents housed in 250 new dwellings were projected through the end of the 20th Century. With the increasing importance of tourism, any population increase will more likely be temporary; seasonal residents attracted to the Island's summer job market, weather, or cultural atmosphere. Further, new dwellings may take the form of manufactured homes, may be conversions of existing homes to apartments, or may be new apartments or townhouse type structures of higher density than existing homes on the Island. The 1980-1990 decade saw a dramatic increase of new homes in Town.

Given continued economic growth on the Island, hopefully, both the old downtown commercial area and the newer Maddox Boulevard area can continue to grow in future years, even though at a much slower rate than earlier projected. The Town of Chincoteague has a unique opportunity to both encourage and direct future growth to the long term good and betterment of all local residents.

Vacant Land

As seen in Exhibit 4, a large expanse of vacant land exists in the northern part of Town, adjacent to the School Board property. A few lots are scattered throughout the existing residential neighborhoods in Town. Large blocks of land exist in the southern part of Town, on lots east of Main Street. Much of the waterfront is occupied; however, a large open area exists along the southern portion of Main Street.

At present, some of the vacant land in Town serves to drain storm water. Current "wetlands" are regulated by various government agencies. Where large tracts of vacant land remain, the Town may consider Innovative-zoning techniques that encourage development designed in response to storm water drainage, "wetlands", or other local environmental factors. In December of 1999, there were 1,734 vacant lots within the Town. Currently the Town, the School Board and several local residents own large tracts of land. It is critical that future development criteria, particularly in the larger tracts or where higher than normal density is proposed, adequately address the issue of wastewater and drainage.

Chapter 6 Transportation

Streets are the most visible and most important public spaces in the Town of Chincoteague. Given the natural constraints that exist on the Island, the ability of the Town to substantially increase capacity in the local transportation system are limited. In keeping with the goal of promoting an economically and environmentally sustainable future and the Town's heavy reliance on tourism as a source of economic activity, the transportation plan focuses on creating a multi-modal system.

Multi-modal components work together to enable residents and visitors to access the Island's residential areas, public facilities, and commerce and recreation uses and activities. It is based on a policy that streets should be designed to encourage and support use of non-motorized modes for travel to local destinations.

Introduction

The street network and individual streets are considered to be shared spaces in which the needs of pedestrians and bicyclists are given equal or greater priority than those of auto drivers. The street layout should provide many alternative paths from origin to destination. Street design should require slow auto speeds and to give clear notice to drivers that these are places where slower speeds are required. Streets should promote connectivity and small-blocks appropriate to the natural conditions. They should serve the most frequent users pedestrians, bikes and local traffic. Necessary, but infrequent users (e.g. moving vans, emergency vehicles), should be accommodated but their requirements should not control the street design.

The use of alleys for access to parking and as utility corridors is permitted and encouraged, where possible. On-street parking as a buffer between pedestrians on adequate sidewalks, and moving traffic also will be encouraged and permitted where appropriate and feasible.

The intentions underlying the recommendations in the transportation element are to:

1. Improve vehicular circulation by upgrading streets where feasible, requiring connectivity between adjacent properties and requiring new development to make improvements to the existing street system;
2. Continue to provide and enhance local transit service; and
3. Improve safety and convenience for pedestrians and bicyclists by planning and developing a community wide system of bike routes and pedestrian trails.

While continuous walkways are the goal, retrofitting areas without them will usually occur in phases. Lack of a seamless system is no excuse not to provide parts of the system. In retrofitting streets that do not have a continuous or accessible system, locations near transit stops, schools, parks, public buildings, and other areas with high concentrations of pedestrians should be the highest priority.

Transportation Analysis

The Town transportation system includes streets, sidewalks, and support elements for waterborne transport (See Map 4)



One-way streets have been discussed as a means of

diverting heavier traffic flows onto parallel routes. Further encroachment of non-local traffic in the quieter residential areas should be discouraged. Luckily, many of the streets in the residential areas of Town are dead ends or are narrow and do not encourage through traffic use.

Currently, parking in the downtown area is limited. The area between Mumford and Church Streets allows some storefront parking on the east side of Main Street. Additionally, the Town owns and maintains a parking lot off of Post Office Street which is located behind current businesses located between Mumford and Church Streets. The Town also provides off street parking in the boat ramp area located across from the Chincoteague Volunteer Fire Company's main station. It is recommended that the Town look into future parking areas for easy access.

Another municipal service provided by the Town is the installation, operation, and maintenance of street lights. Currently there are approximately 635 publicly funded streetlights within the Town's corporate limits. The Town has a policy of accepting requests for additional streetlights from its citizens, and where such are deemed appropriate and necessary for public safety and welfare, new lights are installed and

operated at public expense.

Approximately 80% of the public roads serving residential and commercial areas in the original Town have sidewalks. The Town has a policy of installing sidewalks upon citizen request and upon their agreement to bear half of the construction cost. The Town annually allocates public funds for the maintenance and extension of these facilities to meet such citizen requests or municipal needs.

Sidewalks are virtually nonexistent in the annexed area. The application of the sidewalk policy should benefit this area. Compared with other towns on the Eastern Shore of Virginia, lot sizes in Chincoteague are small and population density is high. These facts make sidewalks important, particularly in the centers of activity in Town. As population density and traffic continue to increase on Chincoteague, good sidewalks throughout the Town will become a necessity in order to promote safety, access and circulation in the residential and commercial neighborhoods.

Implementation Strategies

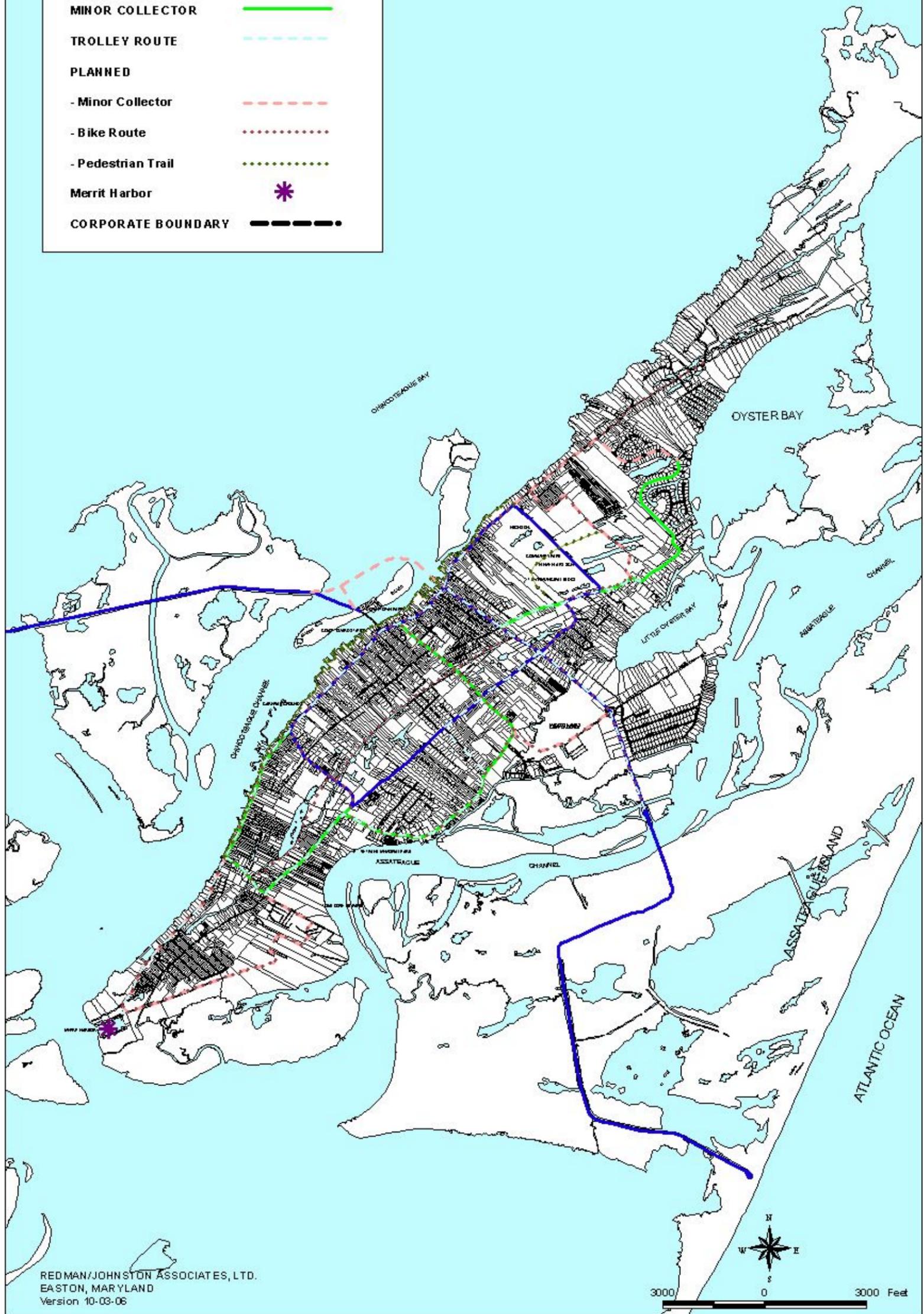
- Where possible, require construction of planned vehicle (e.g., planned collector routes) and pedestrian system (e.g., sidewalks, waterfront trail) components as part of proposed development projects.
- Monitor the volume of traffic on secondary roads to ensure safe passage.
- Pursue the development of a plan to provide transient airport services at the nearby NASA base.
- Promote the development of a permanent hard surface lighted helicopter landing area for use in day or night for emergencies.
- Promote and encourage continued maintenance dredging of the Chincoteague Inlet, Chincoteague Channel, and Inland Waterway.
- Promote efficient and safe waterfront areas for docking both large deep-draft vessels and smaller boats.
- Seek to ensure that handicapped and disabled residents and visitors are provided adequate means of access to all buildings and places.
- Promote the continued open flow of pedestrian and vehicular traffic to existing facilities on Assateague Island.
- Create bike paths in areas susceptible to heavy bike traffic.

- Improve the existing right-of-ways by widening the roads providing greater shoulder access and installing sidewalks, where appropriate.
- Sidewalks along the entirety of Maddox Boulevard.
- Pursue plan to ensure private roads are safe and can be traversed by first responder vehicles.
- Pursue and collect information to inventory all roads on the Island.

**DRAFT
MAP 4
COMPREHENSIVE PLAN
CHINCOTEAGUE, VIRGINIA
TRANSPORTATION PLAN**

LEGEND:

- MAJOR COLLECTOR** ———
- MINOR COLLECTOR** ———
- TROLLEY ROUTE** - - - - -
- PLANNED**
- Minor Collector - - - - -
- Bike Route · · · · ·
- Pedestrian Trail · · · · ·
- Merrit Harbor** *
- CORPORATE BOUNDARY** - · - · -



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