TOWN OF CHINCOTEAGUE COMPREHENSIVE PLAN

Chincoteague, Virginia
April 2009

Chincoteague, Virginia
Comprehensive Plan

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Acronym Page

ANPDC- Accomack- Northampton Planning District Commission

BOCA- Building Officials and Code Administrators

CEDS- Community and Economic Development

CERT- Community Emergency Response Team

CLT- Community Land Trust

CRS- Community Rating System

DHCD- (Virginia) Department of Housing & Community Development

DEQ- (Virginia) Department of Environmental Quality

EDA- (Accomack County) Economic Development Authority

ESVBA- Eastern Shore of Virginia Broadband Authority

ESCC- Eastern Shore Community College

ESDA- Eastern Shore Defense Alliance

FEMA- Federal Emergency

F& WS- (United States) Fish & Wildlife Service

IBC- International Building Code

IRC- International Residential Code

ISO- Insurance Services Office

MGD- Million Gallons per Day

NASA- National Aeronautics and Space Administration

NIMS- National Incident Management System

NOAA- National Oceanic and Atmospheric Administration

NPS- National Park Service

PUD- Planned Unit Development

VDOT- Virginia Department of Transportation

VIMS- Virginia Institute of Marine Sciences

VMRC- Virginia Marine Resources Commission

Introduction Background

The widespread and deeply rooted appreciation for the place that is Chincoteague is directly related to the most unique and endearing historic, cultural, and physical features of the Island. These features have long provided the setting for the harmonious community life one finds. In this context, growth pressure and evidence of changing development patterns has heightened the debate about growth and its implications for the future of the Town. These circumstances surround the update of the *Chincoteague Comprehensive Plan* and create a more compelling need for the Town to take stock of its future and articulate a vision and path forward to reach consensus about the future of the Island.

Chincoteague's unique natural beauty is part of an important historic and cultural heritage that makes the Island a desirable place to live and visit.

Introduction

There seems to be an almost universal consensus throughout the population that the growth of the Town should occur in an economically and environmentally sustainable manner. This growth should reflect the site development and existing building traditions of the Town. However, there is less of a consensus on how to achieve this goal. The most contentious topics in the public debate are related to what actions the Town should undertake in order to achieve a sustainable future. Some express concern about public regulation of private property and the implications for economic opportunity. Others insist that the Town must take immediate steps to curtail potential large-scale development that could dramatically alter the existing community character, resident makeup, and quality of life so appreciated by residents and visitors alike.

The Chincoteague planning process provided a framework wherein residents, stakeholders, and public officials were all given an opportunity to collectively consider the most pressing issues facing the community over the next 15 to 20 years. It also provided citizens an opportunity to evaluate alternative plan implementation strategies to capitalize on community strengths and opportunities. In the end, the goals, objectives, and implementation strategies contained in this Plan represent a community consensus on the path forward to achieve the community's vision of the future.

Plan Organization

The Chincoteague Comprehensive includes 7 chapters. Each chapter includes a brief background discussion, an inventory, and recommended implementation strategies. The Plan is organized along topic lines:

Introduction: Background
Chapter 1 Community Profile
Chapter 2 Goals and Objectives
Chapter 3 Land Use Plan
Chapter 4 Economic Development
Chapter 5 Community Facilities
Chapter 6 Transportation
Chapter 7 Housing

Legal Framework

The Code of Virginia, Chapter 22, §15.2-2223 establishes the scope and purpose of community comprehensive plans. As stated, the "comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants."

"The plan, with the accompanying maps, plats, charts, and descriptive matter, shall show the locality's long-range recommendations for the general development of the territory covered by the plan. It may include, but need not be limited to, the following:

1. The designation of areas for various types of public and private development and use, such as different kinds of residential, business, industrial, agricultural, mineral resources, conservation, recreation, public service, flood plain and drainage, and other areas;

2. The designation of a system of community service facilities such as parks, forests, schools, playgrounds, public buildings and institutions, hospitals, community centers, waterworks, sewage disposal or waste disposal areas, and the like;

3. The designation of historical areas and areas for urban renewal or other treatment;

4. The designation of areas for the implementation of reasonable ground water protection measures;

5. An official map, a capital improvements program, a subdivision ordinance, a zoning ordinance and zoning district maps, mineral resource district maps and agricultural and forestal district maps, where applicable;

6. The location of existing or proposed recycling centers; and

7. The location of military bases, military installations, and military airports and their adjacent safety areas."

In addition, Virginia law requires that, "the plan shall include: the designation of areas and implementation of measures for the construction, rehabilitation and maintenance of affordable housing, which is sufficient to meet the current and future needs of residents of all levels of income in the locality. This includes consideration for the current and future needs of the planning district within which the locality is situated."

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 to1970, 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

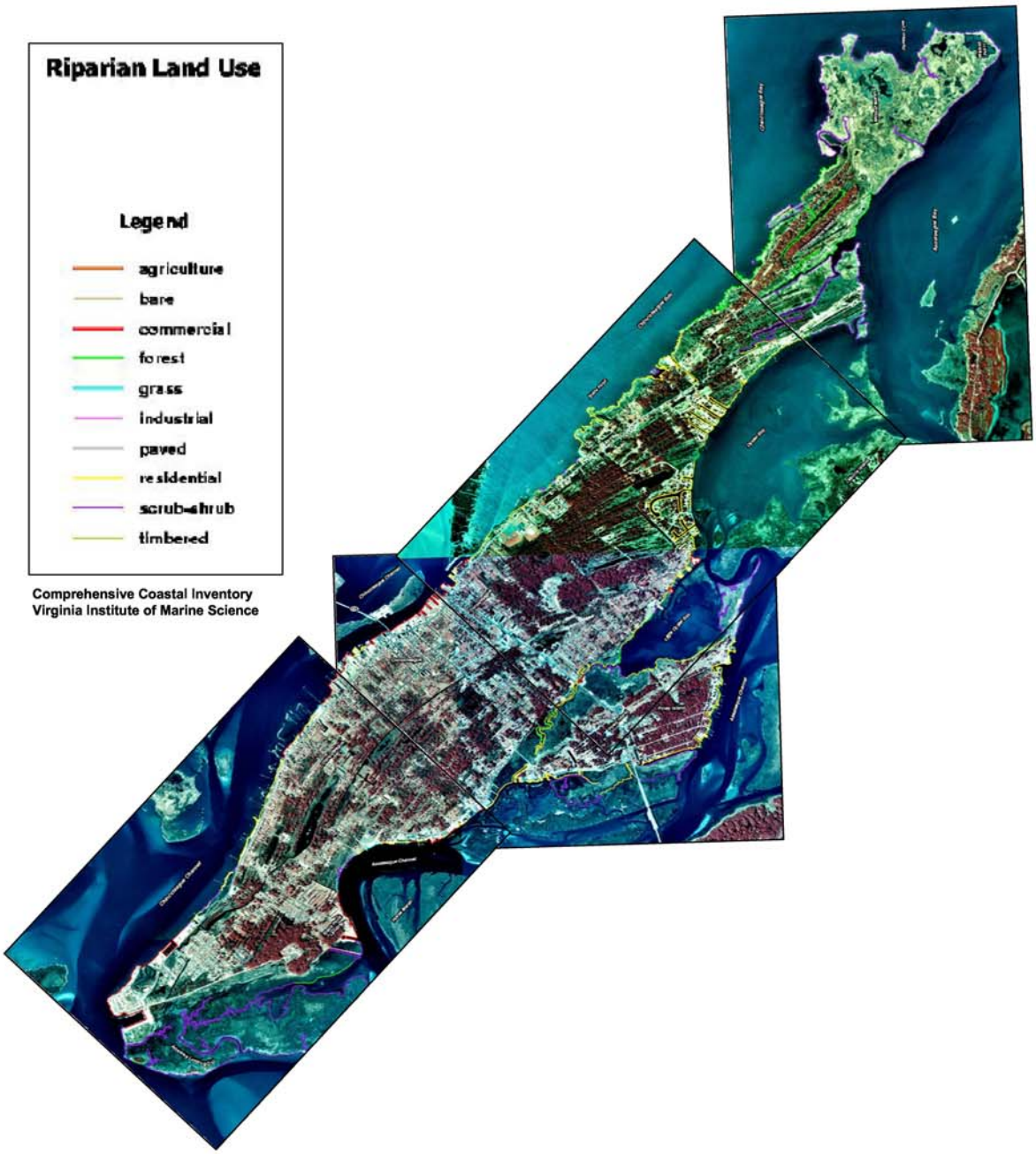
Chincoteague Island residents are totally dependent upon underground wells on the mainland for drinking water. Five miles of transmission lines carry water from these wells across the marshes to the Island.

DRAFT
EXHIBIT 1
COMPREHENSIVE PLAN
CHINCOTEAGUE, VIRGINIA
NONTIDAL WETLAND
LEGEND:
NONTIDAL WETLANDS
CORPORATE BOUNDARY
CHINCOTEAGUE BAY
OYSTER BAY
LITTLE OYSTER BAY
ASSATEAGUE
CHANNEL
CHINCOTEAGUE CHANNEL
ASSATEAGUE
CHANNEL
N
W
E
S
3000
0
3000 Feet
REDMAN/JOHNSTON ASSOCIATES, LTD.
EASTON, MARYLAND
Version 11-03-06

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

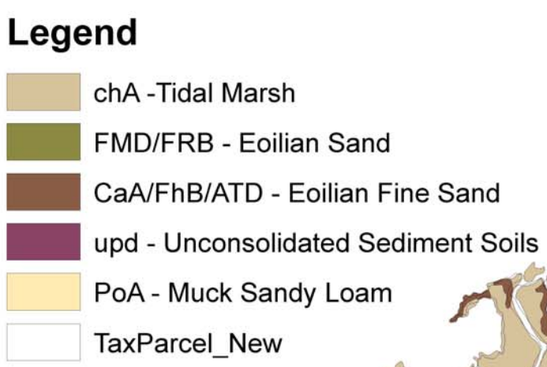
With respect to the original Town's physical development, 1988 land use data indicated that 52% of Chincoteague's total area was devoted to residential development, 13% to commercial enterprise, 8% to industrial activity, 8% to public and semipublic uses, and 19% (97 acres) remained vacant. A large portion 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

COMPRENSIVE PLAN
CHINCOTEAGUE, VIRGINIA

Soils



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.

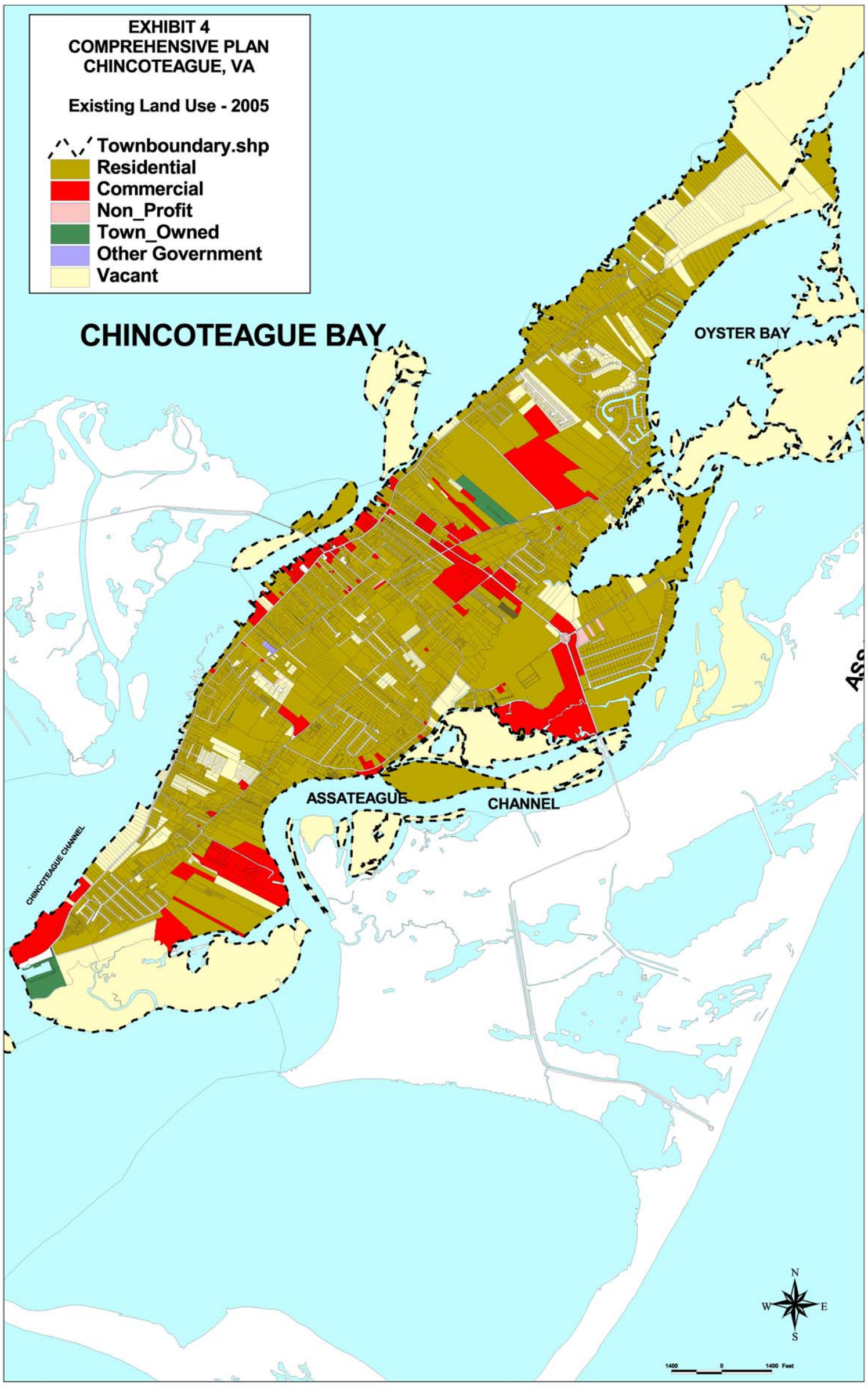


EXHIBIT 4
COMPREHENSIVE PLAN
CHINCOTEAGUE, VA
Existing Land Use - 2005
Townboundary.shp
Residential
Commercial
Non_Profit
Town_Owned
Other Government
Vacant
CHINCOTEAGUE BAY
OYSTER BAY
ASSATEAGUE
CHANNEL
CHINCOTEAGUE CHANNEL
N
W
E
S
1400
0
1400 Feet

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 2 Goals & Objectives

Goals are broad policy statements, describing what the Town of Chincoteague hopes to achieve in the future through its planning program. Goals are statements of direction for objectives, which are clarifications of the specific steps required to achieve the implementation of the *Chincoteague Comprehensive Plan*. Goals, objectives and recommendations (implementation strategies) are outlined in "Appendix A: Implementation Matrix."

Comprehensive Plan Goals

Primary Goal – The Town of Chincoteague seeks to change over time in an economically and environmentally sustainable manner so that it retains the most endearing and unique physical and cultural features of the Town and provides the setting for a harmonious community life.

- **Land Use Goal:** Provide a quality living environment for all residents by ensuring a balanced mix of residential and commercial development, while preserving and improving natural resources and promoting the Town's image as a desirable, visually attractive, safe, and economically stable residential community.

- **Economic Development:** Provide a quality living environment that ensures a balanced mix of seasonal and year-round commercial and employment uses to serve the day to day needs of residents. Promote higher salary jobs throughout town.

- **Community Facilities and Services Goal:** Provide public facilities and services that are adequate to meet the needs of the community and are accessible, attractive, and add to the enjoyment of the physical environment.

- **Transportation Goal:** Provide for the safe and efficient movement of people and goods.

- **Housing Goal:** Preserve and protect the neighborhood character and quality of life in residential neighborhoods; encourage a balanced range of housing type and opportunities; promote opportunities for clean, safe, and affordable housing; and maintain safety, appearance, and harmony within neighborhoods.

Land Use Objectives:

1. Protect the quality of life in existing residential neighborhoods, while permitting appropriate infill and redevelopment.

2. Promote redevelopment and infill of existing underutilized commercial areas.

3. Ensure that all development is compatible with the scale and character of adjacent uses in the area.

4. Ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts.

5. Provide a range of housing options to serve the long term needs of the Town.

6. Encourage preservation of open space and environmentally responsible development.

7. Ensure that new and existing commercial developments are attractive in appearance.

8. Promote small to medium scale commercial and office developments.

9. Maintain and enhance the character of existing commercial areas.

10. Facilitate the revitalization of the central business district and its waterfront as a center for commerce.

11. Create an attractive street environment, which will compliment private and public properties and be comfortable for residents and visitors.

12. Encourage site design, which preserves scenic vistas.

Economic Development Objectives

1. Enhance the image of the community and create a vital and attractive environment for businesses, residents, and visitors that is reasonably balanced with the need for economic development to assure the town's economic prosperity.

2. Promote and support tourism, which is Chincoteague's primary economic engine.

3. Encourage economically viable marine uses to meet the needs of waterborne commerce and recreation tourism.

4. Provide for a broad range of convenient shopping venues.

5. Support the seafood industry and promote aquaculture.

6. Implement the Chincoteague Downtown Revitalization Plan to improve the Island's economic climate for investment and reinvestment.

7. Work to achieve a year-round economy for Chincoteague to ensure economic longevity.

Transportation Objectives

1. Provide a safe and comfortable system of pedestrian and bicycle pathways.

2. Look at the possibility of having a downtown parking garage.

3. Provide safe, efficient, reliable transportation for many modes of transportation.

Community Facilities & Services Objectives

1. Ensure adequate public facilities and services that meet the needs of residents and visitors.

2. Maintain beautiful and comfortable outdoor public places, which provide a shared sense of belonging for Chincoteague residents, business owners, and visitors.

3. Provide opportunities for public access and recreational enjoyment of the shoreline.

Housing Objectives

1. Encourage a variety of home prices in new development or re-development projects in order to provide housing for people of all socioeconomic backgrounds.

2. Encourage programs to pro-actively provide accessible and affordable housing for the regional work force, including working with Accomack County and other regional housing entities.

3. Develop policies that support flexible housing arrangements for extended family living, where appropriate.

4. Create policies that facilitate continued occupancy of personal homes by elderly residents, who may need "in-home" care.

5. Encourage housing rehabilitation, redevelopment, infill, and improvement programs for selected areas or neighborhoods.

6. Continue to improve housing conditions by using all available means to ensure decent, safe, and sanitary housing.

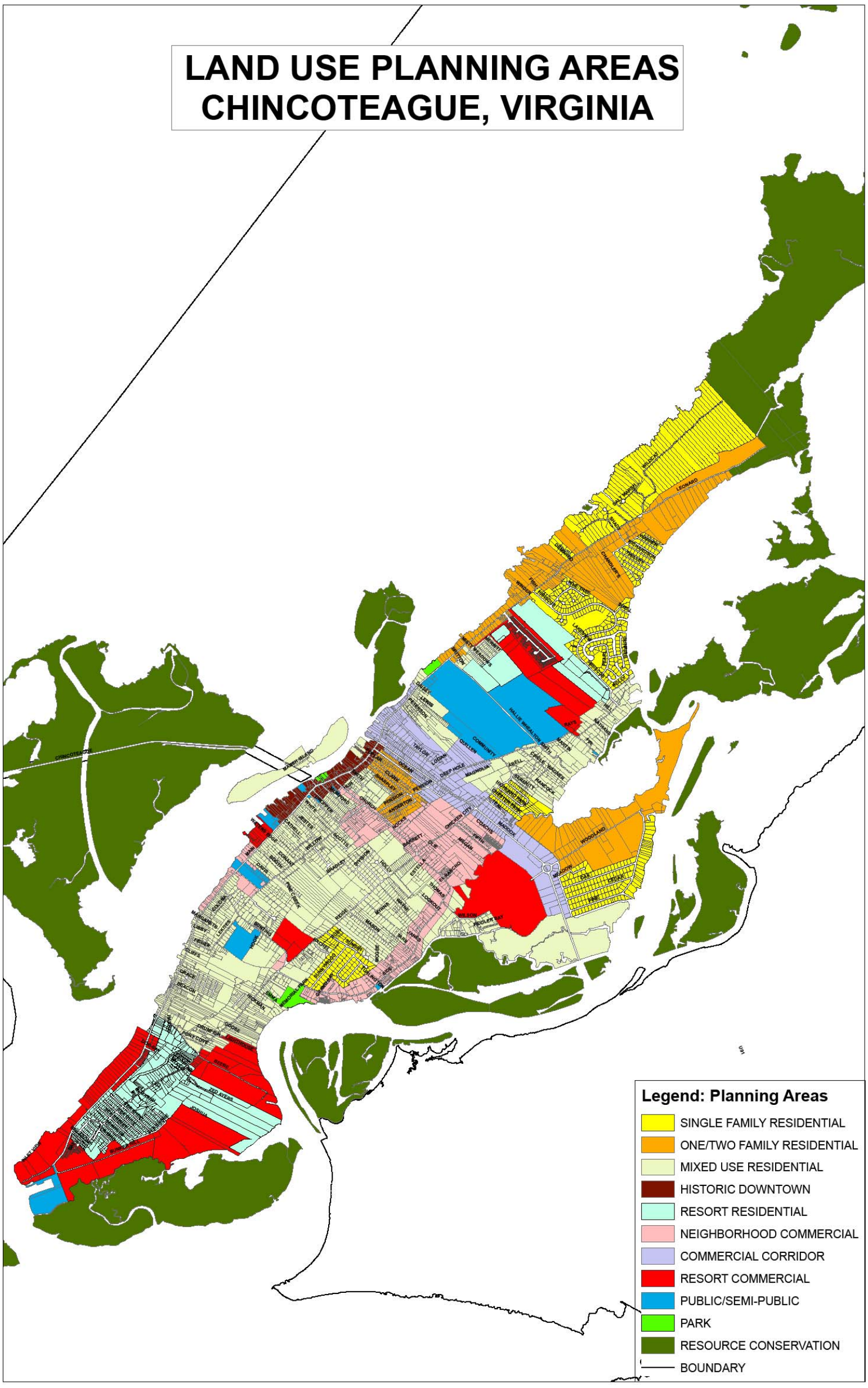
Chapter 3 Land Use Plan

The Land Use Plan provides a policy framework for guiding future growth, development, and re-development in the Town of Chincoteague. The Plan identifies several distinct "Land Use Planning Areas." The location and delineation of each Planning Area considers existing use, established settlement patterns, and opportunities for growth and redevelopment.

"Land Use Planning Areas" include the following:

1. One & Two Family Residential;
2. Single-Family Residential;
3. Mixed Use Residential;
4. Town Center Commercial;
5. Resort Residential;
6. Neighborhood Commercial;
7. Commercial Corridor;
8. Resort Commercial;
9. Public/Semi-Public;
10. Park & Open Space; and
11. Resource Conservation.

TABLE 1: LAND USE PLANNING AREAS - CHINCOTEAGUE		
Land Use Classification	**Acreage**	**% of Total Acreage**
1) Single-Family Residential	4,492	6%
2) One & Two Family Residential	4,109	6%
3) Mixed Use Residential	10,826	15%
4) Town Center Commercial	553	1%
5) Resort Residential	3,327	5%
6) Neighborhood Commercial	4,526	6%
7) Commercial Corridor	2,952	4%
8) Resort Commercial	7,792	11%
9) Public/Semi-Public	2,191	3%
10) Park	115	N/A
11) Resource Conservation	29,637	42%
TOTAL	**70,519**	**100%**
Redman/Johnston Associates, Ltd.		



This Map was last amended May 12, 2009.

Land Use Planning Areas

The Town of Chincoteague is divided into eleven (11) Land Use Planning Areas. These Planning Areas total approximately 70,519 acres, total acreage area of the Town of Chincoteague. The Land Use Plan identifies a broad goal and purpose for each specific Planning Area as well as objectives and implementation strategies to advance the community's goals and objectives.

1) SINGLE FAMILY RESIDENTIAL PLANNING AREA

GOAL: Preserve existing low density residential neighborhoods and ensure that infill and redevelopment are consistent with the existing character of the Planning Area.

The "Single-Family Residential Planning Area" encompasses approximately 4,492 acres or 6% of Chincoteague. Existing residential areas are characterized as primarily detached single-family neighborhoods.

The purpose of the Planning Area is to provide for single-family detached residences and supporting uses. The Planning Area is located in portions of Chincoteague where single-family residential development patterns are generally established and where services and facilities will be adequate for anticipated population.

The Planning Area is intended to provide for the minor infill of existing neighborhoods, consistent with the existing low density residential character of the area. The Planning Area includes some vacant or larger properties that could be candidate sites for infill and/or redevelopment projects. When infill development occurs it should be consistent with prevalent lot development patterns. Zoning for this area should maintain single-family residential and strictly limit non residential uses. Density should be maintained in accordance with historic lotting patterns. Mobile homes and double-wide manufactured housing are not considered appropriate for the Planning Area.

<u>Implementation Strategies</u>

- Continue to apply the existing R-1 Residential zoning to this Planning Area.

- Zoning provisions for this Planning Area should limit each lot to one principal use.

- Improve the quality of local streets and pedestrian systems serving residential neighborhoods, where necessary.
- Limit permitted residential uses to detached single family units.

- Limit new non-residential uses to low intensity home occupations.

2) ONE & TWO FAMILY RESIDENTIAL PLANNING AREA

GOAL: Protect existing low to medium density residential character and ensure infill and redevelopment are consistent with the existing character of the Planning Area.

The "One & Two Family Residential Planning Area" encompasses approximately 4,165 acres or 6% of Chincoteague. This area is a mixture of existing single and multi-family residential uses. Much of this Planning Area is located near Oyster Bay and Little Oyster Bay. A small portion of the area is located adjacent to Maddox Boulevard and the Chincoteague Town Center.

The purpose of the Planning Area is to protect existing neighborhoods primarily consisting of one and two family dwellings. It is the Town's intent to allow infill and redevelopment of a similar scale and intensity consistent with the existing character of the neighborhoods.

The security of these property assets is crucial to homeowners in terms of quality of life and stable property values. The unique features of the Planning Area are essential characteristics of Chincoteague, being attractive to residents and visitors alike. Implementation strategies should include measures to protect the existing low to medium residential character and ensure that new construction, re-development, infill development, and structural additions reflect development patterns already present.

<u>Implementation Strategies</u>

- Apply the existing R-2 Residential zoning to properties in the Planning Area.

- Amend zoning provisions for this Planning Area to limit each lot to one principal use.

- Improve the quality of local streets and pedestrian systems serving residential neighborhoods, where necessary.

- Permit existing non-residential uses to continue but not expand.

- Strictly limit new non-residential uses to low intensity home occupations.

3) MIXED USE RESIDENTIAL PLANNING AREA

GOAL: Protect the existing mixed residential character of the Planning Area and ensure new infill and redevelopment does not adversely impact surrounding areas.

The "Mixed Use Residential Planning Area" encompasses approximately 10,826 acres or 15% of Chincoteague. The area consists of existing single and multi-family residential uses and some neighborhood commercial uses. The objective for this Planning Area is to maintain the positive characteristics of these neighborhoods, while allowing for appropriate infill and redevelopment on vacant and underutilized parcels.

The purpose of the Planning Area is to recognize areas with a mix of existing single and multi-family residential units as well as neighborhood commercial uses. At the same time, the Town will ensure that the location and intensity of uses in the Planning Area are controlled to maintain property values and avoid congestion.

Implementation Strategies

- Apply the current R-3 Residential zoning to the Planning Area.
- Establish appropriate zoning provisions to ensure new multi-family and townhouse residential development is consistent with the surrounding area.
- Limit multi-family development or re-development to duplex, triplex, or quadraplex units to minimize the scale and intensity impacts of greater density.
- Encourage design objectives for infill and redevelopment and multi-family residential uses that are appropriate to the existing character of neighborhoods.
- Encourage development that is consistent and amenable to existing development in surrounding area. This is especially applicable to structures that are required to satisfy 100 year floodplain regulations.
- Ensure that any development or re-development activities minimize impacts to environmental resources and preserve or enhance drainage patterns.
- Assess opportunities to enhance local street and pedestrian system connections as development or redevelopment occurs over time.
- Improve the quality of and connections between local streets serving residential neighborhoods within the Planning Area.
- Establish minimum landscape, buffering, and environmental protection standards.
- Permit existing non-residential uses to continue.

- Limit new non-residential uses to low intensity home occupations and low intensity cottage industries.

- Establish appropriate development standards for new non-residential uses that ensure they are appropriately located and designed to "blend in" with the existing character of the surrounding area.

4) HISTORIC DOWNTOWN PLANNING AREA

GOAL: Protect and ensure the continued viability of the Town Center as a pedestrian-oriented commercial center.

The "Historic Downtown Planning Area" encompasses approximately 553 acres or 1% of Chincoteague. The Town Center is Chincoteague's traditional and historic business district. It defines an area critical to the economic health and prosperity of the Town. In addition, the Town Center is a primary attraction for visitors/tourists, providing an important economic component of the Town's tax base. The objective for this Planning Area is to maintain and enhance the area as a pedestrian oriented shopping district.

The Town Center plays an important role in the community including the following:

- ❖ Provides an employment center;
- ❖ Strongly influences the Town's image and identity;
- ❖ Represents the historic core of the community;
- ❖ Provides key visitor attractions; and
- ❖ Provides public space where residents and visitors can congregate or be part of parades, special events, and celebrations that reinforce a sense of community.

The purpose of the Planning Area is to protect the downtown business district by preserving the historic character and ensuring it continues to function as a center of commerce. This includes actions for the continued viability of the Historic Downtown as a pedestrian-oriented commercial center. Chincoteague intends to fulfill this purpose by maintaining the existing character of the historic shopping district to the maximum extent possible and reinforce its role as a center for community life.
The Historic Downtown has historically been the primary location for commercial uses catering to seasonal and year round populations. Unlike Maddox Boulevard, the Historic Downtown retains a traditional shopping district "look and feel." Encourage development standards and support retention of existing commercial uses and buildings as well as limit conversion of existing commercial structures to non-commercial uses. If residential conversion occurs, it should be relegated to second and third story areas, maintaining the

first floor for commercial use. Design objectives and incentive-based processes can assist to maintain and/or enhance the existing architectural character of the Planning Area.

It is the intent of the Town to work with local merchants and property owners and retain scenic views of Chincoteague Bay from Main Street to the maximum extent possible. This includes the visual character of the waterfront as seen from the mainland approach to the Town. Public investment within the Historic Downtown area will emphasize improvements to address traffic congestion, pedestrian safety and circulation, parking, streetscape improvements, public amenities and public access to the water.

Implementation Strategies

- Create a Historic Downtown zoning classification, similar to the current C-2 zoning district that permits commercial and business uses appropriate to the land use objectives for the Planning Area and allows residential use above the first floor.

- Work with property owners to retain commercial services and retail uses in existing structures, thereby minimizing the conversion of structures to residential uses and enhancing the quality of the resident and tourist experience.

- Encourage economic development.

- Work with the local businesses and community groups in support of business growth and development in the downtown.

- Promote redevelopment or infill development in appropriate locations consistent with the Historic Downtown's unique assets, which include distinctive architecture and a pedestrian friendly environment.

- Broaden the range of uses, attractions, and activities that strengthen the Historic Downtown's identity as a unique visitor destination.

- Strengthen the identity, role, and marketing of the Historic Downtown (downtown business district) as a viable year-round shopping area that provides a broad array of goods and services that cater to visitors and residents.

- Consider preparing building appearance and architectural design objectives and incentive-based processes to ensure that new construction, reconstruction, or infill development are appropriate to existing architectural patterns.

- Where possible, require sites that are redeveloped to provide a shoreline buffer and/or pedestrian promenade, when adjacent to Chincoteague Channel or Chincoteague Bay.

- Enhance tourist information and management by local organizations in the downtown.

- As appropriate, continue to improve the "Robert N. Reed Downtown Waterfront Park" facility and fishing pier to enhance downtown's relationship to Chincoteague Bay and promote downtown visitation.

- Promote the Historic Downtown as an arts district for theatre, music, and additional forms of outdoor entertainment.

- Explore opportunities to feature the works of both local and out-of-town performing and visual artists through use of a downtown building or structure to house a fine arts center.

- Explore needs for additional public restroom facilities in the downtown and identify appropriate locations for the construction and maintenance of such facilities to enhance the visitor experience.

- Improve the quality of local streets, public parking, and pedestrian systems, where possible.

5) RESORT RESIDENTIAL PLANNING AREA

GOAL: Maintain and create desirable residential environments.

The "Resort Residential Planning Area" encompasses approximately 3,327 acres or 5% of Chincoteague. The Planning Area is located at the southern and northern ends of Chincoteague off North and South Main Street.

The purpose of the Planning Area is to set aside areas for the development of master planned mixed-use residential communities, while at the same time, allowing the continuation, expansion, and redevelopment of existing resort uses. Implementing provisions should encourage well-planned mixed-use neighborhoods that complement and enhance the quality of life for all residents in the Town. The location of planned mixed-use developments should be adjacent to and extended from the fabric of the existing community. These areas should be linked to become integral parts of Chincoteague. This includes reflecting the scale and character of the existing community in any new development.

Implementation Strategies

- Create a new mixed use development zoning district that permits a mix of uses including residential, commercial, employment office, civic, and open space in master planned developments.

- Continue to permit resort recreation including, but not limited to, campgrounds, rental cottages, bed and breakfast, and tourist homes.

- Ensure interconnected streets that are designed to balance the needs of all users with sidewalks and on-street parking.

- Encourage open spaces that are integral to the community.

6) NEIGHBORHOOD COMMERCIAL PLANNING AREA

GOAL: Maintain and enhance the commercial character of the Planning Area.

The "Neighborhood Commercial Planning Area" totals 4,526 acres or 6% of Chincoteague. The area is located adjacent to Maddox Boulevard, the Maddox Family Campground, and near the Assateague Channel.

The purpose of the Planning Area is to provide appropriate areas for retail commercial and service uses catering to year-around residents, while minimizing impacts to existing adjacent residential areas. The Planning Area is intended as the location for basic neighborhood, commercial, service, and business uses. The area also allows one and two family residential uses.

Implementation Strategies

- Create a new zoning district to implement the objectives for this Planning Area (similar to the existing C-1zoning district).

- Consider adding small well screened contractor yards, storage facilities and the like at appropriate locations as special use processes in the Planning Area.

7) COMMERCIAL CORRIDOR PLANNING AREA

GOAL: Enhance the Commercial Corridor of Maddox Boulevard.

The "Commercial Corridor Planning Area" encompasses approximately 2,952 acres or 4% of Chincoteague. The Planning Area begins at the causeway and extends along Maddox Boulevard, the only route to Assateague Island.

The Commercial Corridor Planning Area is where visitors get their first impressions of Chincoteague. Making a positive first impression will help local businesses capture the interest of the million-plus tourists, who visit the area each year. Ensuring that the corridor presents an appropriate appearance is basic to protecting the collective business investment. For these reasons, the purpose of the Planning Area is to accommodate commercial uses that serve visitor and year round populations at appropriate locations, while ensuring streets, buildings, structures, and sites present a positive visual image of the community.

The purpose of the Planning Area is to concentrate highway oriented commercial uses along the Maddox Boulevard corridor, enhance the visual image of this gateway corridor, and ensure safe movement of vehicles and people.

The anticipated conversion of existing residential structures to commercial uses will present challenges for parking and traffic safety. Within this Planning Area, re-development, infill development, and structural additions will be permitted but should be sensitively designed to reflect a positive image of the community.

Implementation Strategies

- Consider establishing building appearance and architectural design objectives for new construction, reconstruction, or infill development. Zoning may include "special infill and re-development" provisions that offer flexibility and enhance opportunities to secure improvements in the form of landscaping, sidewalk enhancements, public parking facilities, or other proffers that provide public benefit as a trade-off for approval.

- Encourage landscaping for commercial and residential uses in the Town zoning code.

- Provide street furniture, trash cans, and seating areas in limited locations along the corridor to enhance pedestrian use.

- Work with the Virginia Department of Transportation to enhance vehicular and pedestrian safety in the Maddox Boulevard corridor and seek State assistance to develop a "Corridor Management Plan" to identify opportunities to enhance access controls and assure the corridor can sustain adequate levels of service to accommodate projected future traffic volumes.

- Facilitate transit service in the corridor. Consider more off-street parking options especially for the businesses.

- Implement the Town's bike plan.

8) RESORT COMMERCIAL PLANNING AREA

GOAL: Maintain and create desirable commercial environments.

The "Resort Commercial Planning Area" encompasses approximately 7,792 acres or 11% of Chincoteague. The area defines portions of the community, where the character of development is presently dominated by concentrations of seasonally occupied homes, commercial uses, and campgrounds. These uses support Chincoteague's role as a visitor destination. The Planning Area includes land located on the southern end of Chincoteague Island (Tom's Cove and adjacent to the Curtis Merritt Harbor of Refuge), land north of Hallie-Whealton Smith Road between North Main Street and Deep Hole Road, and land adjacent to Maddox Boulevard (Maddox Family Campground).

The purpose of the Planning Area is to encourage the continuation of seasonally occupied homes, campground facilities, and resort commercial uses. These uses play an important role in the local economy by catering to the visitor population. The Town recognizes the potential for these properties to redevelop, especially if public sewer is added in the future. Collectively, these sites represent land-holdings that could be assembled and converted to larger planned mixed-use developments. Chincoteague should encourage well-planned mixed-use commercial developments that complement and enhance the quality of life for all Town residents.

This Planning Area recognizes the redevelopment potential of these sites and establishes appropriate development standards and procedures to ensure adequate public facilities and services are provided. This will ensure that the character and quality of development is consistent with established community development patterns. It also will ensure that important public objectives are addressed such as waterfront access, open space, and economic development.

The collective ability of this Planning Area to significantly impact the future economy and quality of life in Chincoteague cannot be overstated. Property owners in this area, as well as the general public, stand to benefit tremendously from thoughtful development. It is essential that the design of commercial centers be planned and executed as an integral part of a master development plan for the entire project.

Although, serving an important function in the local economy, commercial uses also can create numerous problems. In order to avoid some of these problems in the future, the following policies are recommended regarding commercial development:

- If at all possible commercial centers should be designed as compact clusters, as opposed to long strips, to encourage shared parking and walking between stores.
- Commercial centers should unify the streetscape with continuous street trees, high-quality parking, lot landscaping, and, where possible, planted medians in the main roadways to prevent unlimited left-hand turns.
- Sidewalks and crosswalks should be built throughout the area to encourage shared parking, public transportation, and walking between stores and to nearby homes and offices.
- The design of commercial centers should reinforce street frontage by filling in the front of large parking lots with small, closely spaced store fronts with parking behind the building or on the side of the building.
- Buildings should reflect attractive “place responsive” architecture, smaller signs, and include multi-stories.
- Commercial centers should include a mix of other uses, including nearby housing to build a “walkable” neighborhood rather than an automobile-only strip commercial district.
- The impact of commercial development on adjacent existing and future residential neighborhoods should be minimized.

Implementation Strategies

- Create a new zoning district to implement the objectives for this Planning Area (e.g., Resort Commercial C-4).

- Continue to permit recreational campgrounds and other facilities to support seasonally occupied cabins, mobile homes, and recreational vehicle use.

- Maximize opportunities for the public to access the water.

- Adopt appropriate standards to ensure that any development or re-development activities minimize impacts to environmental resources and preserve or enhance drainage patterns.

- Establish Master Plan Community or Planned Unit Development (PUD) provisions that permit redevelopment of larger sites within this Planning Area. Other provisions of a zoning district should include standards for planned mixed-use developments as well as requirements for appropriate proffers.

- Consider the merits of a mixed-use conditional zoning classification applicable to the Maddox Family Campgrounds property. The zoning district may be written to permit a small business park or off-corridor commercial business/service uses in a "campus like" setting.

9) PUBLIC/SEMI-PUBLIC PLANNING AREA

GOAL: Provide for an appropriate array of public facilities and services.

"Public and Semi-Public" land uses total 2,191 acres or 3% of Chincoteague. Public land uses are defined as those uses, which are owned and controlled by a public body for use as a service to the general public. Public land uses comprise a variety of uses for the health, education, safety, and general well-being of the public such as Town offices, post offices, or other government service buildings.

Semi-Public Land Uses are uses owned and controlled by a private or civic group for the purpose of aiding in the health, education, safety, or well-being of the general public or a specific segment of the public. Small-scale semi-public uses may be located in residential neighborhoods. Large-scale semi-public uses should be located in commercial districts.

Chincoteague should ensure that public facilities and services are available to all portions of the Town. However, public services can only be provided according to the community's ability to support the service through funding and staffing. In this respect, the Town will need to be mindful of the cost of providing services juxtaposed to the revenues that the Town can reasonably expect to derive from existing sources (e.g. property taxes etc.). Where it is determined that expenditures for new or expanded public

services and/or facilities will exceed projected revenues, the Town may want to consider implementing alternative techniques to offset revenue shortfalls.

The Town's objective is to provide an appropriate array of public facilities and services to meet the basic needs of the community. This includes public facilities and services that are available to all portions of the Town and that the cost of providing expanded basic public services is affordable (i.e. funding, staffing, etc.).

Implementation Strategies

- Require adequate public facilities be made available as a condition of approval for any proposed development.

- Set development review fees at a level that covers the actual cost of development review and approval processes.

10) PARK & OPEN SPACE PLANNING AREA

GOAL: Provide parks, recreation facilities, and open space for Town residents.

Parks and open spaces total 115 acres and serve a multitude of functions in a community. They provide a source of recreation as a focal point in neighborhoods. Recreation and open space areas help define neighborhoods, serve as natural drainage-ways, and satisfy the aesthetic needs of residents. Assateague Island Park satisfies the need for large natural park. Veterans Park and the Down Town Park serve the community and visitors alike with more active forms of recreation.

11) RESOURCE CONSERVATION PLANNING AREA

GOAL: Conserve important natural and sensitive environmental resource areas.

The "Resource Conservation Planning Area" is the largest land use category with approximately 29,637 acres or 42% of Chincoteague. This area includes extensive wetlands, off-shore islands, indigenous vegetation, and wildlife habitat. It also includes the primary drainage system for Chincoteague. Two of the Island's most renowned and renewable economic resources are supported by the Planning Area: 1) scenic beauty; and 2) seafood. Protecting these resources and the environments that enable them is a critical public purpose.

The preservation and protection of natural drainage-ways on Chincoteague Island are critical for quality of life because they filter harmful pollutants.

The Town's intent is to conserve these areas and protect the island's environmental quality by minimizing impacts from adjacent development.

The purpose of this Planning Area is delineate sensitive environmental areas, where the Town will regulate land uses to protect water quality in surrounding waters. Development standards should ensure development disturbances, which might adversely impact sensitive environmental features including both tidal and non-tidal wetlands and habitats of rare, threatened, or endangered species, are minimized to the maximum extent possible. The Planning Area is established to complement the purpose and objectives established by the National Park Service and the U.S. Fish and Wildlife Service for the Assateague Island National Seashore and the Chincoteague Wildlife Refuge. This includes maintaining the protections afforded by barrier islands from storm events and protecting the diverse and unique ecology that serves as the basis for the Town's economy and visitation to the area.

Implementation Strategies

- Continue to protect these areas for the enjoyment of current and future generations

Annexation Areas

GOAL: Improve the Town's economic base.

The Town of Chincoteague should consider the possibility of annexing nearby lands that the Town and its governing body deem necessary and expedient for the continued well-being of the community and its citizens.

Chapter 4 Economic Development

Chincoteague owes its economic fortune to its serene and fertile coastal landscape. Windswept beaches, quiet village life, and thriving waterways have made it one of Virginia's premiere resort islands, world famous for its oyster beds and clam shoals. Its quaint setting has made it a favorite destination for two centuries of vacationing families. Today, it is the gateway to Assateague Island National Seashore and the Chincoteague Wildlife Refuge, welcoming over 1 million people a year to two national landmarks.

Background

The famous "Chincoteague Oyster" is an important economic legacy of the Town.

The Island's earliest settlers subsisted mostly by farming and raising cattle and sheep. Land was used for crops and grazing. This was the case until the early 1800s when oysters, which had always been a popular, if not elegant, seafood, became fashionable as a gourmet delicacy and were increasingly sought by the large populations of the East Coast's metropolitan areas. By the late-1800s seafood was the Island's main source of income. The Chincoteague oyster was famous up and down the Atlantic seaboard. By the early 1900s, watermen were also catching clams, crabs and fish, expanding the local industry and the Island's reputation as a seafood capital.

Decades of abundant oysters provided a steady economic base that enabled the Town to grow and prosper. The first efforts to restore depleted oyster bars by seeding them with young oysters began in 1922. While these efforts met with some success, oyster harvests continued to diminish through successive decades and Chincoteague's economic base began to change, moving away from seafood.

Tourism & Recreation

When the causeway to the Island opened in 1922 (around the same time the Town began to feel the economic effects of the declining oyster harvests), Chincoteague's major source of income began to shift from harvesting seafood to attracting visitors. The Island had long been popular for hunting, fishing, and vacationing but until 1922, access to was only by boat.
Steamers and passenger boats carried people to and from Chincoteague and Franklin City. The causeway gave travelers convenient automobile access to Chincoteague and city dwellers came in greater numbers from nearby urban centers to enjoy the beauty and charm of the small, island town. Ice cream parlors, hotels, boarding houses, beach

cottages, and seafood restaurants dotted the Island, providing goods and service services to tourists and income to residents.

In 1924, the second of two major fires in four years spurred the Women's Auxiliary members of Chincoteague's fire department to create an annual summer event to raise money to improve the equipment and capabilities of the "all-volunteer" department. The fund-raising affair, a carnival during the annual pony penning, was held in 1925. It quickly became a nationally-recognized heritage event that drew thousands of people from across the country annually. By 1937, the Town was hosting an estimated 25,000 people for "Chincoteague Pony Penning Day". In 1947, Marguerite Henry published "Misty of Chincoteague," and the annual pony round-up became internationally famous. The round-up is still held in July during the Chincoteague Volunteer Firemen's Carnival and recent attendance estimates range from 35,000 to 50,000 people.

The Chincoteague Wildlife Refuge

In 1943, the Chincoteague National Wildlife Refuge was created on Assateague Island. The Refuge is located primarily on the Virginia side of Assateague Island. It consists of more than 14,000 acres of beach, dunes, marsh, and maritime forest. The opening of a bridge linking Assateague and Chincoteague Islands in 1962 fueled the growth in Chincoteague's tourism economy. The establishment of the Assateague Island National Seashore in 1965 increased the area's popularity as a destination.

The Chincoteague National Wildlife Refuge and the Assateague Island National Seashore are primary recreation destinations throughout the country. The Wildlife Refuge is one of the top 5 shorebird staging areas in the U.S.

The Chincoteague Wildlife Refuge is now one of the top five shorebird migratory staging areas in the United States, east of the Rocky Mountains. The United States Department of the Interior has designated the area a National Natural Landmark in recognition of its outstanding natural values. Additionally, the Refuge has been designated a Globally Important Bird Area and is part of the Western Hemisphere Shorebird Reserve Network, which is designated as one of the top ten birding "Hotspots" by the National Audubon Society.

With approximately 1.2 million visits a year, Chincoteague National Wildlife Refuge is one of the most visited refuges in the nation. The Refuge's new Herbert H. Bateman Educational and Administrative Center, a state-of-the-art "green architecture" facility opened in 2003, offers 5,000 square feet of exhibits, a 125 seat auditorium, and a classroom/wet lab. This is in addition to the many outdoor recreational opportunities available throughout the Refuge.

Goddard Space Flight Center - Wallops Flight Facility

The National Aeronautics and Space Administration Goddard Space Flight Center's Wallops Flight Facility adds another tourism asset to the region and is a major employment center. Within a short driving distance from Chincoteague, the facility employs 750 full time workers. It shares space with the United States Navy's Surface Combat Systems Center, which employs 300 people and the National Oceanic and Atmospheric Administration Command and Data Acquisition Station, which employs 100 people.

The facility is also home to the newly developed Virginia Space Flight Center, a commercial space port. The National Aeronautics and Space Administration Wallops Island Visitors Center hosts weekly programs, hands-on exhibits, and education activities. The Center estimates that they receive an average of 50,000-60,000 visitors per year. The National Aeronautics and Space Administration plans to expand the Visitors Center to double its present exhibit space and to include the range of activities undertaken by all federal entities located on Wallops Island.[1]

Sport-fishing Recreation

Chincoteague benefits from its location alongside some of the most fertile sport-fishing grounds on the Mid-Atlantic coast. In the 1980s, Chincoteague successfully applied for a State grant for the construction of the Curtis Merritt Harbor of Refuge at the south end of the Island. Today the harbor offers 30', 40', and 50' length slips to a total of 72 vessels. The harbor is one of the two major ocean fishing ports on the Delmarva Peninsula (Ocean City is the other).

Sport-fishing is an important economic industry for Chincoteague.

[1] *Town of Chincoteague Downtown Revitalization Plan Downtown Market Study, 2001*

Charter boats, party (or "head") boats, tour boats, and scenic cruises are offered by dozens of locally-owned small companies for inshore and offshore fishing and fly fishing, as well as cruising and sightseeing. The fishing season starts in the spring with the arrival of flounder. Coastal fishing is possible almost year-round, as autumn brings large numbers of species such as bluefish, sea bass, tautog and rockfish (striped bass).

The economic impact of sportfishing is felt far beyond the charter boat companies. Fishermen (and women) come with "money to be spent" on food, lodging, fuel, bait and tackle as well as hotels, motels, bed and breakfasts, restaurants, hardware stores, gas stations, and grocery stores, which all provide services to anglers from out of town. Weigh-ins, fishing tournaments, and the daily action in an active marina are tourist attractions in their own right, as well, and add to the array of sightseeing opportunities available on the Island.

In 1998 the National Marine Fisheries Service published the "Marine Angler Expenditure Survey in the Northeast Region," a report which showed that fishing activity has risen 57% since 1994. A 1998 National Marine Fisheries Service survey estimates that $547 million was spent by sport fishermen in Virginia, which includes the Eastern Shore.

Continual dredging of the Chincoteague Channel by the Army Corps of Engineers is required for easy access to both the harbor and the numerous docks surrounding the Island. Dredging occurs on an ongoing basis and more frequently as needed in order to keep the Island's waterways navigable.

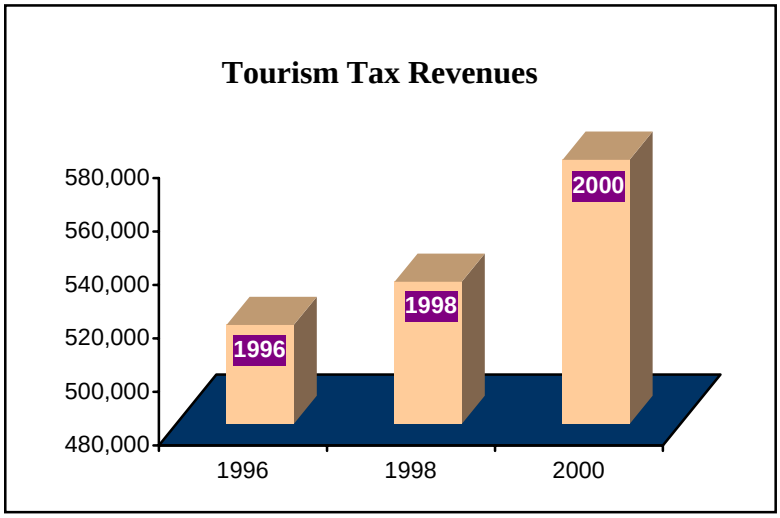
Island Tourism

Today the Island's economy is dependent upon tourism. At the 2002 World Ecotourism Summit, the United States State Department reported that in 1995, the Wildlife Refuge alone generated $21 million from non-resident visitors, supporting 545 local jobs. In its summary of labor force statistics for Chincoteague, the 2000 United States Census recorded that the largest percentage (20%) of the Island's workers are employed in tourism and tourism-related industries such as arts, entertainment, recreation, accommodation and food services. Another 16% of the Island's workforce is employed in the Town's retail industry, which is dominated by tourist-oriented gift boutiques, apparel, and souvenir shops.

Festivals and special events are held all year long to help promote the Island as a year-round tourist destination, including:

- Easter Decoy and Art Festival and Auction – April;
- Annual International Migratory Bird Celebration – May;
- Blessing of the Fleet – May;
- Seafood Festival – May;
- Chincoteague Volunteer Fireman's Carnival – June and July;

- Annual Blueberry Festival – July;
- Annual Pony Swim and Auction – July;
- Chincoteague Decoy Carvers Association Decoy Show – September;
- Chincoteague Oyster Festival – October;
- Chili Chowder Cook Off- October;
- Assateague Island Waterfowl Week – November;
- Deborah Waterfowl Show and Auction – November; and
- Old Fashioned Christmas Parade – December.



The Chincoteague Cultural Alliance, a non-profit arts organization, hosts regularly scheduled events year-round that attract residents and visitors of all ages. On every second Saturday between April and December, the Alliance hosts "Second Saturdays", when participating Chincoteague Island galleries and shops remain open from 6:00 p.m. to 10:00 p.m., offering special events including arts and crafts demonstrations and exhibits, readings and book signings, live music, and wine tastings. The Alliance also sponsors an annual "House Concert" series, held at different locations around the Island and featuring contemporary, traditional, and original music performed by nationally-known artists.

Accommodations in Chincoteague include over 20 hotels or motels, about a dozen bed and breakfast establishments, and dozens of rental homes, cottages, efficiencies, and apartments. High peak season occupancy rates indicate that additional overnight accommodations of this type will be necessary, if the number of overnight visitors to the Island increases. [2] There are four campgrounds on Chincoteague: 1) Maddox, which has 339 hook-ups and 250 tent sites; 2) Tom's Cove, which has 914 camp sites and 24 mobile home sites; 3) Inlet View, which has 300 sites, 4 cottages and 5 mobile homes; and 4) Pine Grove, which has 150 campsites. Each of these sites report they are about 70% to 80% full from June through Labor Day.[3]

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[2] *Source: Chesapeake Bay Bridge-Tunnel Toll Impact Study, October 2001.*
[3] *Source: Ibid*

In 2000, about 83% of Accomack County's tourist-related tax revenue was generated by Chincoteague. Proportions were higher in 1998 and 1996. About 87% of tourism tax revenue was generated by Chincoteague in 1998 and approximately 85% in 1996. Chincoteague also charges its own 3% occupancy tax (in addition to the 2% occupancy tax charged by the County) as well as a 2% meal tax. The tax revenues generated decreased slightly in Accomack County between 1998 and 2000, while the tax revenue generated in Chincoteague increased.[4]

Seafood & Aquaculture

While the harvesting of seafood played a significant historical role in the economic development of Chincoteague, its gradual diminishment from a once-thriving industry continued through the mid 1900s until the 1980s and 1990s, when disease destroyed much of what was left of the oyster stock. The end of the 1990s brought a downward spiral of the oyster industry and lingering economic effects on Chincoteague.

Some watermen switched to clamming in an effort to maintain their livelihoods. Clam aqua farming had been in practice to a limited extent but in the 1990s, it began to increase. Since then, it has become increasingly important to the Island's economy. Virginia has offered leases to watermen to plant and harvest shellfish on the bottom of bays and rivers since the 1800s. The practice was increased in the early 1900s to try to boost dwindling oyster harvests by cultivating and planting oyster 'seeds' or spat on depleted beds. By the end of the 1980s, as disease destroyed even the new oysters, watermen with leased oyster beds sought new sources of income from the once fertile beds. Clams were chosen because of their resistance to disease and their ability to thrive in the same high-salinity waters that once nurtured oysters.

The Virginia clam aqua farming industry has shown tremendous growth since the 1990s. Aqua farming produced close to $30 million for Virginia clam farmers between September 2005 and 2006 alone. The 2002 Accomack-North Hampton Planning District Commission's Regional Housing Assessment cited that recent growth in aqua farming for clams has resulted in the creation of jobs that pay better than the poultry industry and other jobs in the area.

The Virginia Institute of Marine Science reported in 2006 that clam growers increased seed plantings by 39% between 2004 and 2005. [5] While reporting from 2006 is not yet complete, data indicates a further increase in seed planting of 20% to 25% during 2006. A recent crop reporting survey indicates an estimated 19% increase in market clams sold

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[4] *Source: Accomack County and Northampton County Commissioners of Revenue and Chincoteague Chamber of Commerce*

[5] *Source: Virginia Institute of Marine Science Results of Virginia Shellfish Aquaculture Crop Reporting Survey 2004-2006*

during 2005. In 2005, as in 2004, 90% of the market clams grown in Virginia were shipped to out-of-state markets.

The Virginia Institute of Marine Science reports that growth in production of seed has accompanied the expansion of the industry, with an estimated 95% of seed produced being planted in Virginia. Aqua farms have expanded to accommodate the increase in demand, and report an increase in employment of both full time (+9 percent) and part time (+22 percent) personnel; an overall growth in employment of 13%.[6]

Areas of Chincoteague Bay, which has good soil and high salinity content, are currently being leased by aqua farmers, who have met with some success in growing clams. Based on the success of the aqua farming efforts in other areas of coastal Virginia, The State of Maryland, Ocean Trust and the National Oceanic and Atmospheric Administration Fisheries are working with local aqua farmers in Chincoteague Bay and providing financial and technical assistance to help revive the region's once-thriving seafood industry.

Wallops Island Area

The Wallops Island Area is a major employment center for the region. More than 1,000 people work within the cluster of engineering, aerospace, and naval operations that include National Oceanic and Atmospheric Administration, National Aeronautics and Space Administration, the United States Navy, and the Mid-Atlantic Regional Spaceport. The National Aeronautics and Space Administration Wallops Flight Facility and the Mid-Atlantic Regional Spaceport, both located on Wallops Island, provide the only licensed rocket launch facility on the Atlantic Coast other than Cape Canaveral.

Wallops Island provides the only licensed rocket launch facility on the Atlantic Coast other than Cape Canaveral in Florida.

The United States Navy Surface Combat Systems Center is comprised of over 400 military, civilian, and contractor personnel who provide engineering, training, and base operations support to the United States Fleet. Not only are there a relatively large number of jobs, they are also relatively high-skill and high-wage jobs.

[6] *Source: Ibid.*

The Eastern Shore Defense Alliance was established to support the missions of the Center by providing mutual support among contractors and serving as a resource of area employment. The Alliance has recently expanded the membership to include key economic development government representatives from Virginia as members, including the Accomack-Northampton Planning District Commission's Economic Development Director. The Alliance's new focus is on creating new jobs for the region through the growth of United States Navy operations at Wallops. Three project areas have been identified that have significant growth potential for the base: 1) development and testing of unmanned aerial vehicles; 2) joint activities with the United States Navy aviation facility at Pautuxent River; and 3) a new building to support the development of the upcoming DD(X) ship defense system.

The National Aeronautics and Space Administration's Management Education Center is also located on Wallops Island. Attendees at seminars and training held at the Education Center and other visitors stay at motels on Chincoteague, generating millions of dollars in food, beverage and lodging sales in the Town often during non-peak season months.[7] Chincoteague's service industries also benefit substantially from the proximity of the Goddard Space Flight Center's Wallops Flight Facility on Wallops Island. More than 1000 people are employed at the facility and reside in or near the town of Chincoteague. This creates a significant demand for services, including electrical, plumbing and automobile repair, cleaning, carpentry, and health and child care.

Economic Development Opportunities

Chincoteague's proximity to Assateague Island National Seashore and the Chincoteague Wildlife Refuge continues to be its largest economic development opportunity. Over one million people a year come through the Town on their way to these two national landmarks. The Town's dining establishments and accommodations, including small seafood restaurants, pizza and sub shops, rustic campgrounds and cottages, and small motels, have adequately served the visitors who have traditionally come to the area for decades. However, tourist needs have changed and the Town's tourism offerings may need to change with them. Both Heritage and eco tourism have become very popular in the United States. The Town needs to continue to be sensitive to these types of tourists and promote the Town as a destination for eco and heritage tourists.

Numerous possibilities exist to add arts and cultural venues to enhance Chincoteague's already appealing attributes. During its 2006 session, at the request of the Town, the Virginia Legislature granted Chincoteague the authority by Ordinance to establish a "Virginia Arts and Cultural District" within its boundaries. Chincoteague is one of only six municipalities in the state that have been recognized with this distinction.

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[7] *Town of Chincoteague Downtown Revitalization Plan Downtown Market Study, 2001*

The intent of an Arts and Cultural District is to provide incentives for the support and creation of arts and cultural organizations and businesses located within district boundaries. Chincoteague may grant tax incentives in the district, including reduction of permit fees, reduction of user fees; and reduction of any type of gross receipts tax. The Town may also provide incentives in the form of regulatory flexibility in the district, including special zoning, permit process reform, and exemption from ordinances. Any incentives adopted by the Town are binding for a period of up to 10 years. In May 2006, the Town Council voted unanimously to create an Arts Sub-committee to advise the Town Council and the Planning Commission on the newly designated Arts and Cultural District.

The Arts Sub-committee also will work with the Planning Commission on relevant design and preservation issues in the Town. This includes the review and/or creation of ordinances and to assist with the review of project proposals submitted to the Commission regarding architectural and landscape design and impact on historic resources. The sub-committee will research grants and other sources of funding for additional revenues to support arts and cultural programs in the Town. The sub-committee also will establish partnerships with the Virginia Main Street Program, the Chincoteague Main Street Merchant Association, the Chincoteague Cultural Alliance, and other Island organizations. Chincoteague has taken several significant steps to revitalize its downtown and improve its streetscape, but more remains to be done.

Downtown Revitalization Program

First and foremost, Chincoteague completed a Downtown Revitalization Plan in 2001. The initiatives and recommendations made in that document were well planned and prioritized on a comprehensive scale. These recommendations should continue to be implemented

In addition to conducting its own downtown revitalization study in 2001, Chincoteague is one of five towns who have joined together to support a regional downtown revitalization program staffed by the regional Planning District Commission. The regional program works with merchant associations in providing planning and implementation assistance to create and sustain successful revitalization programs.

The program follows the four points of the National Trust for Historic Preservation's Main Street program (promotion, design, economic restructuring and organization). Projects that have been undertaken as part of the program include Chincoteague's newly completed waterfront park and Exmore's installation of a downtown wastewater treatment system. Small revolving loan funds are in place in each town and have been used to help finance four new businesses. Merchants in each town organize to promote special events, design streetscape and building facade improvements, and existing businesses expand.

To date, Chincoteague and the town of Exmore have received funding from the Virginia Department of Community Development, the Department of Transportation, and United States Department of Agriculture Rural Development program for construction of streetscape improvements and the establishment of loan-pools for business expansion and facade improvements.[8]

"Green" Hotel/Conference Center and Resort

Chincoteague lies directly in the path of hundreds of thousands of eco-tourists, who travel each year to Assateague Island and the Chincoteague National Wildlife Refuge. Additionally, the Island is in close proximity to the National Aeronautics and Space Administration Management Education Center, the National Oceanic and Atmospheric Administration, and other facilities in the Wallops Island Area, which host conferences and workshops. A hotel/conference center on Chincoteague Island with a mission of conservation, that embraces green architecture and sustainable design would have significant appeal to the thousands of naturalists who come to Chincoteague for work or for a vacation.

A "Green" resort complex would be ideally suited to the natural unspoiled beauty of Chincoteague and at the same time, fulfill the Island's need for modern all-inclusive facilities that are capable of accommodating an ample number of visitors year-round. Such a complex could be designed using much of the low impact techniques and systems found in the Wildlife Refuge's new Bateman Educational and Administrative Center, including geothermal energy to heat and cool buildings; low-flow and waterless restroom fixtures coupled with a constructed wetlands system to recycle wastewater; recycled products and renewable natural resources such as recycled rubber tires, cork and bamboo flooring; ceiling beams made from wood byproducts, and recycled carpet that contains no petroleum products. Plantings and landscaping could include native species to provide important food and shelter to wildlife. By allotting 90% fenestration of all building exteriors, the hotel/resort complex could maximize the use of natural light and offer daylight and scenic views throughout each building. The complex could minimize impact on fish and wildlife resources by being located in an area already disturbed or impacted by development, such as a campground or a residential area.

Year-Round Economic Activity

As the 2002 Comprehensive Plan stated, a stable year-round economy will ensure the longevity of Chincoteague as a hometown and as a resort. With the planned expansion of facilities and employment on Wallops Island, as well as the likely increase in year-round housing units on Chincoteague Island in the event of installation of a sewer system, the mostly tourist and seasonal resident customer base of many Island businesses will likely expand to include a larger number of full-time year-round clientele. This bodes well for local businesses of all types, but particularly for service industries such as home

[8] Source: 2004 Eastern Shore of Virginia Comprehensive Economic Development Strategy (CEDS).

improvement and repair, health and medical care, child care, and financial and investment services.

While state, national and regional trends indicate an increasingly larger proportion of senior citizens in future populations, Chincoteague and the areas around it could experience a fairly even increase in all age groups over the next five to ten years, given the prospective increase in employees coming to Wallops Island, most of whom will presumably be younger and have families.

It is unlikely that Chincoteague will experience a major surge in new businesses because there is only a limited amount of land on the Island available for commercial development. Rather, the economic opportunities will lie in the year-round growth in local business activity and the possible expansion of existing businesses to fulfill the needs of a growing population. New business development can be expected to some extent, as voids are discovered and filled, but the real promise will lie in the ability of seasonally-operated businesses to extend operations beyond summer months and capably support the local workforce year-round.

Mid-Atlantic Regional Spaceport

The Mid-Atlantic Regional Spaceport is located at the Virginia Space Flight Center on Wallops Island. The center was created by the Virginia Commercial Space Flight Authority. It will operate in partnership with the National Aeronautics and Space Administration and Dyn-Space, a private commercial space industry partner in the project to provide timely low-cost access to space. The launch pad has been constructed, in part with funding from the United States Economic Development Administration. The Center for Excellence, a consortium of industry, government, and academia, will provide technical/vocational, secondary, and higher education opportunities relating to the technology and processes involved in aerospace activities. It is envisioned that the National Aeronautics and Space Administration Wallops Flight Facility and the Virginia Space Flight Center spaceport activities will provide a “hands-on” laboratory to support the learning process.

The Flight Center also will provide space launch facilities and support services to commercial, government and scientific customers on a fee basis. It will offer a full complement of launch-range services including safety monitoring, telemetry, radar tracking, command, control and communications, and data retrieval and processing. The addition of payload processing and integration facilities will add offices, a lab, and test and evaluation areas to support operations. Eventually, the center will be able to provide a wide array of additional services related to satellite design, assembly and launch.

The Virginia Space Flight Center’s key competitive advantage is that the cost of launching from its facility will be an estimated 65% cheaper than what is now available at sites in California and Florida. Second to cost is the advantage of no scheduling

interferences with military or space shuttle missions. As the development of the Virginia Space Flight Center spaceport continues, the potential exists for significant positive economic impacts to Chincoteague.

Wallops Research Park

The presence of an aerospace industry cluster on nearby Wallops Island provides Chincoteague with a major advantage over many rural Eastern Shore communities. The potential for skilled career opportunities and an above-average income level being the most prominent. The facilities on Wallops Island already offer careers for hundreds of engineers and technicians. The development of the Virginia Space Flight Center commercial rocket launch has the potential to attract hundreds of new jobs in the aerospace industry.

Companies that have shown an interest in the Space Flight Center all require a location in very close proximity to the Center to facilitate transporting finished rockets and pay-loads. However, the closest existing site suitable for industrial development is the Accomack Airport Industrial Park, located thirty miles away. To solve this problem, Accomack County created a task force to spearhead the development of a business park and learning center near the National Aeronautics and Space Administration Wallops Island Facility. Members include representatives from the National Aeronautics and Space Administration and the Virginia Space Flight Center as well as the Accomack County Administrator and County staff. The task force identified a potential site just outside the National Aeronautics and Space Administration Wallops Facility main gate. The site, to be named Wallops Research Park, is owned by four entities: 1) Accomack County; 2) the National Aeronautics and Space Administration; 3) the Marine Science Consortium; and 4) the United States Navy. A preliminary engineering report, phase one environmental review, and development plan have been completed for the site.

Eastern Shore Defense Alliance

The Eastern Shore Defense Alliance is working to preserve and grow the operations of the United States Navy at Wallops Island. The Alliance includes contractors, local government representatives from Maryland and Virginia, and other community representatives. Current operations in combat systems development and training may expand to include the development of unmanned aerial vehicles and other advanced systems. The Surface Combat Systems Center at Wallops Island creates engineering and technical jobs that are higher-skilled and pay well above the average wage rate in the region. By building on this existing asset the Alliance hopes to add more of these high quality jobs.

Eastern Shore of Virginia Heritage Trail & Seaside Water Trail

Chincoteague is a site on the Eastern Shore of Virginia Heritage Trail, a driving tour of the historic, scenic, birding, and natural sites in Accomack and Northampton Counties. The Trail was developed with "Transportation Enhancement Funds" from the Virginia Department of Transportation. This effort was in response to the growing trend in heritage tourism around the country and the success heritage tourism programs have had in the Mid-Atlantic region.

The Seaside Water Trail was developed by the Accomack-Northampton Planning District Commission in cooperation with Accomack County, Northampton County, the Town of Chincoteague, the Town of Wachapreague, and the Virginia Coastal Zone Management Program. Two new floating docks have been installed in the Towns of Chincoteague and Wachapreague to provide improved canoe, kayak and public access to the Seaside Water Trail. This trail connects the Chincoteague National Wildlife Refuge with the Virginia National Wildlife Refuge. The entire trail is over 70 miles long. The Chincoteague floating dock is located at the Town's Eastside Landing Dock off Eastside Landing Road. A new "Seaside Water Trail Brochure" will guide kayakers along the length of the trail and will be printed and made available on the web at www.a-npdc.org.

Regional Partners

The Eastern Shore of Virginia Regional Partnership is a group of more than 30 local business, government, civic and educational leaders. The Partnership is pursuing seven economic development projects considered to be of great importance to the region.

The Accomack-Northampton Planning District Commission focuses on regional planning, housing, and community development issues, and provides staff for the Economic Development Commission. The Virginia Eastern Shore Economic Empowerment and Housing Corporation is the lead entity for the federally designated Enterprise Community. The Corporation operates a microenterprise revolving loan fund along with other community development programs.

The Accomack-Northampton Regional Housing Authority (A-NRHA), which is housed under the auspices of the A-NPDC works on housing issues on the Eastern Shore of Virginia. The A-NRHA primarily works to provide housing solutions for workforce families, low-income families and the elderly. The Housing Choice Voucher Program is the A-NRHA's largest.

Enterprise Zone Projects

Part of the Town of Chincoteague is in a State-designated Enterprise Zone. Virginia Enterprise Zones provide grants for qualifying companies that create new full-time jobs or improve commercial real estate. Two substantial financial incentives are available to encourage business locations and expansions within the Zone:

Real Property Improvement Grants: Commercial real estate construction or improvement projects that meet minimum thresholds are eligible for a grant of up to 30% of the total cost of qualified improvements (maximum amount not to exceed $125,000 in a 5-year period). The grants are made after the project is complete. New construction projects must cost at least $250,000. Rehabilitated or expanded real property requires a minimum investment of at least $50,000. The purchase price of the real estate is not included in the investment calculation. Residential projects are not eligible. Mixed-use projects that are at least 30% business use can qualify for a grant.

Job Grants: Businesses that create at least 4 new full-time jobs may be eligible to receive job creation grants, for a maximum of 350 eligible jobs per year. Jobs paying 200% of the federal minimum wage and providing health benefits will be eligible for a grant of $800 per year for five years. Jobs paying less than 200% of minimum wage, but at least 175% (and providing health benefits) will be eligible for a grant of $500 per year for five years. Jobs paying less than 175% of minimum wage will not be eligible for job grants. Job grants are not available to retail, local service or food/beverage service businesses.

Implementation Strategies

Main Street Revitalization

The relocation of the bridge presents both opportunities and challenges for the economic development of the town center. The challenge is ensuring that the historic town shopping area continues to attract shoppers and businesses and continues to thrive. The Town believes that it is imperative to retain the existing cluster of businesses located in the Town Center and to encourage new business start-ups. The Town also believes that the best means of achieving this end is to retain the unique pedestrian scale oriented characteristics of the area and maintain its strong linkage to the waterfront. To this end, the following strategies are recommended:

- Ensure the public, property owners, and merchants are included in the development of overall plans and policies as key stakeholders.

- Seek out state funding from the Virginia Department of Transportation, Community Development Block Grants, and other programs to assist economic efforts.

- Apply for state grants from the Virginia Department of Transportation to repair or replace bulkheads and piers for overnight dockage, charter, and tour boats.

- Build a boardwalk along the waterfront of Main Street and pedestrian walkways from the waterfront to Main Street.

- Determine placement for bike paths in this area and connect to other bike paths identified in the Town's bike plan.

- Lease transient boat slips to offset costs and upkeep.

- Obtain easements from adjoining property owners for a waterfront boardwalk.

- Create tax incentives, for example, a tax credit equal to a percentage of construction expenses for property owners to make appropriate façade improvements on buildings fronting on Main Street.

- Create low-interest loan pools for property owners to make appropriate façade improvements on buildings fronting on Main Street.

- Apply for state grants from the Virginia Department of Transportation to bury utility lines and install new lighting from Cropper Street to Maddox Boulevard with new sidewalks, lighting, landscaping, and a new gateway treatment to the island.

- Promote the establishment residential over commercial.

- Actively seek alternative parking strategies downtown.

Balanced Year-Round Economy

Increasing year-round economic activity is "good for business." It also benefits the Town and its residents through increased local revenue and business opportunities. The following strategies are intended to help achieve this end:

- Promote more year-round economic activity that takes advantage of the unique historic and cultural character of the Town.

- Promote sound local economies by conserving the Island's unique values and providing protections from developments that may cause irreversible damage. The Island's natural attributes and its heritage are its most valuable economic resources.

- Encourage development that enhances the environmental, historic, and scenic qualities of the Island to promote a healthy coastal environment to foster economic vitality.

- Encourage efforts to diversify the Island economy consistent with the quality and character of the existing Chincoteague Island.

- Give top priority to year-round job opportunities for permanent Island residents and increase the Island's self-sufficiency to diversify the economic base so that the Island will be less reliant on the tourist trade.

- Private initiatives will influence the future of the Island at least as much as government regulations. Encourage creative and environmentally sound economic initiatives, ensure that regulations affecting small businesses do not cause unnecessary burdens and review regulations that might discourage new small business start-ups.

- Where appropriate, encourage water-dependent maritime uses of coastal land.

- Promote necessary economic support for sport and commercial fishing.

- Promote and encourage enhanced relationships between the Town and the National Aeronautics and Space Administration.

Tourism, Real Estate, & Seasonal Businesses

Chincoteague Island is a nature resort, where attraction is based on its environmental quality and natural beauty. Investment in these resources is essential to a healthy economy.

Both sport and commercial fishing are part of the essence of the tourist experience of Chincoteague Island and generate a substantial local economy, compatible with the protection of Island resources. Opportunities for direct participation in the Island's natural environment through activities such as fishing, boating, swimming, beachcombing, hiking, biking, horseback riding and shopping for local products make Chincoteague Island a unique place to visit.

The following strategies are intended to ensure that this component of the Island's economic engine continues:

- The island's qualities should be preserved for summer residents, visitors, and taxpayers as well as for those who live on Chincoteague Island year-round.

- Foster a more welcoming attitude towards visitors by developing information and welcoming facilities both on- and off- Island.

- Recognize the importance of the summer economy as a base for the year-round economy and manage it through public and private actions including infrastructure and capital planning.

- Educate the public about the tourist economy on Chincoteague.

Economic Impact Study

- Encourage the commission of an economic impact study to include the following:

1. Economic Baseline Study Update – Document levels of economic activity in Island business. Look for measures of growth such as sales tax figures, bank and insurance activity, employment and unemployment, commercial utilities accounts, licenses granted. Plot trends in economic activity annually and project future areas of growth. Find stable and sustainable levels of economic activity based on long-term trends rather than boom-and-bust cycles. Study the income generated by different Island industries and identify industries that recycle their income back into the Island economy.

2. Year-Round Employment – Document year-round employment including numbers of jobs by industry.

3. Alternative Trades – Research other examples of resort and rural communities for possible new industries and types of employment.

4. Crafts Cooperatives – Encourage local outlets for Island crafts, especially where opportunities for Island artisans can be encouraged.

5. Commercial Rents – Study the range of rents paid and develop measures to offset costs for year-round businesses.

6. Local Investment – Encourage businesses to invest through local institutions to use local labor and materials and to patronize Island businesses. Identify purchasing and contracting that uses off-Island vendors and encourage the development of local sources for local vendors.

7. Manage Resources With Economic Value – Natural, historical, cultural, scenic, and recreational resources are the prime Island "export." Maximize the potential of a clean environment, restore and protect historic buildings and areas, and manage and expand recreational uses.

8. Develop Education Programs to Strengthen Local Economy – Teach subjects that focus on Island heritage: history, environment, marine-biology, and link these programs with opportunities for hands-on experience and job awareness.

9. Monitor Consumer Prices – Survey Island prices for consumer goods at regular intervals and inform the public so that businesses can monitor themselves in terms of prices.

10. Waterfront Resources – Encourage the development of waterfront zoning bylaws that are protective of coastal environments and their traditional Island uses.

11. Local Management of Tourism – The Town should continue to take some responsibility for the ongoing planning of tourist facilities including restrooms and for educational programs to better manage tourism.

12. Cost Benefit Analysis of Tourist Economy – Study the impacts of each segment of the tourist economy and identify costs and benefits. Identify portions of the summer economy that should be encouraged.

13. Educate – Educate the public about the tourist economy through school programs community workshops and literature at arrival points.

14. Make the Island More User-Friendly – Design specific features to orient and educate visitors including brochures, historic plaques and markers, transportation symbols, guidebooks. The Town should encourage active website design and maintenance, for the Town itself and for businesses.

15. Marketing the Island to Specific Clientele – Pool resources to advertise with campaigns specifically designed to boost the desired parts of the economy (i.e. Birders/Nature Enthusiasts).

16. Higher Education as an Industry – Explore the potential for high school and college level research and credit programs to attract off-season economic activity.

Fishing & Island Seafood Industries

- Promote policies on protecting the Island Seafood Industry. Seafood harvesting is an ancient determinant of the Island's character and land use. Ensure that it remains a visible part of the landscape.

- Protect the seafood industry from changes in attitudes and ensure sufficient land is zoned for this activity. Prevent conflicts with residential land uses.

- Encourage and foster the local seafood and aquaculture economies for the benefit of the whole island economy and character. The availability of local seafood, as well as the opportunity to "catch" local seafood, is essential features for the Island experience.

- Encourage economic activities, which are positive additions to the rural Island environment.

- Encourage boating and fishing activities for the well being of the Island economy, particularly tourism. Recognize the importance of commercial and sport fisheries to the local economy.

- Create jobs for the skills and working habits of the year-round labor force, in industries, which will prudently utilize the Island's natural resources.

- Encourage the development of small-scale industries to enhance the year-round economy.

Planning for Commercial Growth

- Keep existing business districts vital and workable.

- Restore and renovate historic buildings as an alternative to new construction, wherever possible.

- Support planned economic growth.

- Encourage commercial development to match the scale and density of Island neighborhoods. Limit overall square footage, massing of individual buildings, and expanses of paved areas to blend with the rural scale of the Island. Provide an appropriate rhythm of buildings along streetscapes with view corridors to the coast, wherever possible. Prevent strong shadowing effects from buildings near public coastlines and parks.

- Town Centers – Maintain services and year-round uses in existing Town commercial centers for pedestrian access and community identity. Address parking and traffic issues and sewage and septic needs.

- Positive Incentives – Develop incentives to direct commercial growth to desired locations.

- Home Businesses – Continually update and develop standards for home businesses to avoid conflicts with residential uses.

Chapter 5 Community Facilities & Services

As shown on Map 3, community facilities and services provided by the Town and other government agencies, to ensure the public's health, safety and welfare, must be monitored continually. This ensures that they are able to meet current and projected demand. The Town must have the ability to anticipate when and where expanded capacity will be needed for basic infrastructure such as roads, streets and sidewalks, sewer and water services, and storm drainage systems. Public facilities and services such as schools, parks, libraries, health care, and police and fire protection, also should be monitored to ensure availability when needed.

Education

Two public schools are located in the Town of Chincoteague. Chincoteague Elementary School, located on Hallie Whealton Smith Drive, serves pre-kindergarteners through fifth graders and enrolled approximately 265 students in 2008. Chincoteague Middle School, located on Main Street, shares buildings with Chincoteague High School. This complex serves students in sixth grade through 12th grade and in 2008 had an enrollment of approximately 330.

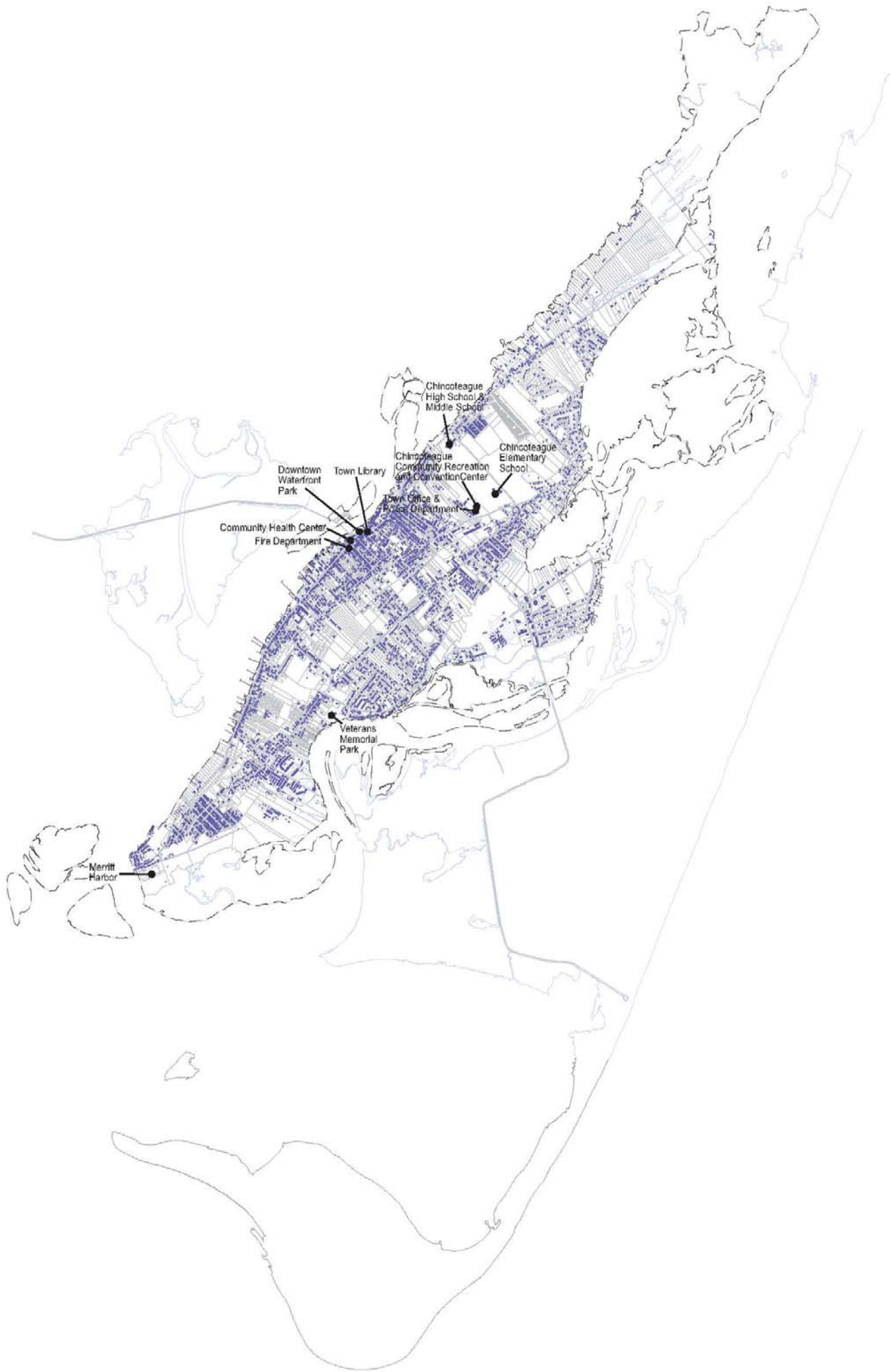
Chincoteague has three public school facilities: the Chincoteague Elementary School; Chincoteague Middle School; and the Chincoteague High School.

The 2002 Comprehensive Plan noted that the elementary school's gymnasium was inadequate for serving the needs of the school and that gym programs were being conducted in the old elementary school gymnasium located across the street. The Plan also noted that onsite parking facilities at the elementary school were insufficient. The elementary school has since partitioned off a lunch/gym room for physical education programs and is no longer using the old elementary school facility. A $10.4 million renovation project to the Chincoteague Middle/High School complex, including a new gymnasium, began in March 2005 and was completed in 2006.

The Eastern Shore Community College (ESCC) serves the residents of Accomack and Northampton Counties as a two-year institution of higher learning. The College is less than an hour's drive from Chincoteague. It is accredited by the "Commission on Colleges of the Southern Association of Colleges and Schools" to award associate degrees in arts and sciences. ESCC occupies a 115-acre site on U.S. Route 13 and includes classrooms, laboratories, a bookstore, a lecture hall, administrative offices, and a Library-Learning Resources Center. The College is open during the entire year on a semester system.

MAP 3
COMPREHENSIVE PLAN
CHINCOTEAGUE, VIRGINIA

COMMUNITY FACILITIES



In addition to open enrollment continuing education classes, the College also hosts a Workforce Development Program that offers broad range of cost-effective education and training services to individuals, businesses, industries, and government and professional organizations in support of economic development and community enrichment. The Workforce Development staff offers customized programs to meet specific workforce training needs and can schedule training on-site at a business to save time and travel costs.

Library

A citizens group restored the Wallace Jester Barber Shop, one of the oldest frame commercial buildings in Town. It opened in 1995 as the Chincoteague Island Library. The Island Library, located on Main Street, is affiliated with the Eastern Shore Public Library system but is not owned or managed by the County. It is operated by volunteers and funded by contributions. The Town supports the library's planned expansion in the downtown and has donated land for the project. A building design has been prepared for the expanded facility that reflects the architectural character of the Island circa 1900. Fund raising to complete the project is completed. In December 2006, the Library was awarded a $50,000 grant from the Argyll Fund of the Norfolk Foundation to help fund the expansion.

In 2004 and 2005, the Library received grants from the Virginia Foundation for the Humanities to support the first phase of a long-term effort to document the disappearing cultural tradition of Chincoteague Island. The Chincoteague Island Community Heritage Project will result in the creation of a permanent photo and oral history archive at the Library.

The Library is open to the public year-round, Monday through Saturday, except Thursday, from 1:00 p.m. to 5:00 p.m. Library hours on Thursdays are 4:00 p.m. to 8:00 p.m.

Fire & Emergency Services

Fire and emergency services on the Island are provided by the Chincoteague Volunteer Fire Company, a combination paid/volunteer department jointly supported by the Town and Accomack County. Located on Main Street, the Company operates out of one station and is comprised of 25 active volunteer members and 85 life members. Paid staff includes five paramedics, who are on duty 24 hours a day, all year around. The Department owns four pumper/engines, a 75-foot ladder truck, a rescue squad, and two Advanced Life Support (ALS) ambulances. The Company provides firefighting, hazardous material (HAZMAT) response, ALS emergency medical, and vehicle rescue (extrication) services.

The Chincoteague Volunteer Fire Department is an important part of the community, responsible for the Island's herd of wild ponies and the annual Pony Swim and Auction.

The Town makes a direct annual appropriation to the Chincoteague Volunteer Fire Company for equipment and the operation of the rescue squad. Accomack County appropriates funds annually to the Company with a large portion of that designated for the rescue squad. Additional financial support is provided through private donations and fundraising events. The Department maintains ownership of a herd of approximately 150 wild ponies, rounded up each year for its Pony Swim and Auction. An annual fundraising event is held at the end of the Fireman's Carnival in July.

The Insurance Services Office (ISO) of Virginia classifies water distribution and fire suppression capabilities on a scale of "1" to "10," 10 being "no" or "minimal" protection. Properties within the corporate limits of Chincoteague are rated "6/9" by the ISO in terms of their exposure to fire loss. This rating means that properties located 5 road miles from the fire station and within 1,000 feet of a hydrant are rated "6." Properties located within five road miles from the station and more than 1,000 feet from a hydrant are rated "9". Approximately, 95% of the Island is rated "6" and five percent of the Island is rated "9."

The 2002 Comprehensive Plan noted several improvements to the municipal water system and recommended applying for an improved ISO classification for all properties affected by the improvements. Since the 2002 Plan, the Town has made additional upgrades to its water system and the Town should apply for an improved ISO classification at the earliest opportunity.

Police Protection

The Chincoteague Police Department, the Island's primary law enforcement agency, employs eleven officers to enforce criminal and traffic laws protecting the Island's 4,000 residents and over 1 million annual visitors. The Department employs 10 full time officers of which include one seasonal bicycle officer, and four Department of Criminal Justice Services Instructors, and an RADAR Instructor and Firearms Instructor. The Town's law enforcement efforts are assisted by Accomack County's provision of jail facilities, as well as by the activities of the County's Sheriff Department.
The Department has four full-time telecommunications positions, augmented by four or five part-time positions. The telecommunications department provides service to the citizens of the Island on a 24-hour basis in its Communication Center, which operates the Chincoteague 911 Center and provides services to the citizens, police, fire and rescue. The Communication Center, in an agreement made between the Town and the Federal

Government, also provides dispatch services for the United States Fish and Wildlife and the National Park Service on Assateague Island. The Department is also a member of the Hampton Roads Regional Academy of Criminal Justice in Newport News.
The 2002 Comprehensive Plan recommended that the Chincoteague Police Department pursue professional accreditation as per the Commission on Accreditation for Law Enforcement Agencies, Inc. Standards for Law Enforcement Agencies, citing the rewards of "peer recognition, liability insurance rates reductions, and political status within the community."

The Town should make achieving the goal of accreditation a top priority for the Police Department.

Public Works

The Public Works Department manages the daily operations related to the Town's water, drainage and roads systems, parks, and boating facilities. Routine installations, maintenance, repairs, and replacements required by any of these systems or facilities can in most cases be accomplished utilizing Public Works employees, equipment, and funding. The department procures materials and other services through requests for quotes, bid contracts, and applications.

Water

The original water works system for the Town was constructed in 1927. In 1973, the Town added approximately 70,000 feet of additional distribution lines to the system. Of the approximately 70 miles of Town-owned and maintained water mains on the Island, 70% are located in the annexed area. In the mid-1980's, the Town upgraded the transmission line bringing water from the mainland from an 8" pipe to a 16" pipe. The 8" line initially enabled the Town to supply water to all residents without the need for rationing during the summer tourist season. Subsequent to the installation of the 16" supply line, the older 8" supply line has had work done on it and is available for use during peak demand periods or when the 16" main is shut down for maintenance or repair.

The source of the Town's water is a series of wells on the mainland approximately 5 miles from Town. There are currently 4 deep wells and 5 shallow wells for public water supply. The Town is currently making application to install one additional deep well. Additionally, the Town has considered installing an additional 1,000,000-gallon tank or two high-rise tanks to meet demand.

The total capacity of the working wells is approximately 1.5 million gallons per day (MGD). As of mid September 1991, the one-day maximum draw was 1.45 MGD, which occurred when the Town experienced a leak in the large transmission line. The one-day maximum draw under ordinary circumstances was 1.1 MGD, which occurred during the summer of 1988.

Pumped water is chlorinated at the well site and then pumped 5 miles to the Island via either the recently installed 16" transmission line or through the older 8" transmission line. The water reaches the Town's water works, where it is filtered for iron, then enters a one million gallon ground storage tank. The iron content of the unfiltered water is still below the maximums set by the state.

From the ground storage tank, water is pumped to a 200,000 gallon elevated storage tank for distribution to the Town's 3,200 water customers. During the peak of the Island's tourist season the Town's storage capacity is sufficient to meet one day's demand. This is, perhaps, the one weak point in the system, the storage capacity. The Town's Planning Commission suggests that the Town review options regarding the construction of additional storage capacity for the water system.

Chincoteague is permitted by the Virginia Department of Health to withdraw up to 1.34 MGD of groundwater from its existing wells. This cap was placed due to concerns that any increase in this volume could result in the depletion of the underground water table and the intrusion of saltwater into the aquifer. Such withdrawal operations are monitored on a monthly basis by the Department of Health and the Department of Environmental Quality to ensure that groundwater sources are not being depleted. The Town can exceed its permitted withdrawal volume on an infrequent basis to meet peak water demands. The town estimates that during the tourist season the average daily population in its water service area is approximately 15,000 persons. In addition Department of Health and Department of Environmental Quality officials have stated that there have been no incidents of saltwater intrusion into the mainland aquifer serving Chincoteague as a result of the operation of the Town wells.

A recent groundwater study has estimated that while licenses have been issued for a total withdrawal amount of 14.9 MGD the recharge rate or water replacement of the aquifer averages only 11 MGD. Permitted withdrawals are more than three times the current withdrawal rates.

In terms of the interests of the residents of the annexed area, it should be noted that their incorporation into the Town had the effect of reducing their cost for water service. Further, during annexation proceedings the Town indicated its desire to improve and extend its water distribution system in the area proposed for annexation by installing an additional 8,300 feet of water main and 16 fire hydrants.

It should be pointed out that the water pressure in the system is sufficient to meet nationally recognized standards for municipal water service.

Sewage Disposal

Presently there is no central sewerage collection and treatment system serving the Island. Wastewater on Chincoteague is disposed of primarily by discharge directly into seepage pits, cesspools, or by the use of holding tanks or septic tanks and drain fields. The maintenance of these individually owned sewerage systems on the Island, is provided by the periodic pumping of facilities by private firms. Recently a few packaged sewerage systems have been installed by residents of the Island and are in use.

Sewerage disposal is probably the most controversial subject on the Island. At the one extreme are those who feel that there are no sewerage problems on the Island. On the other extreme are those who believe that every cesspool and septic system on the Island has either failed or is about to fail. In addition, different state and federal agencies have confused the issue by referencing the "sewerage problems" on Chincoteague in numerous reports and documents, without apparent substantial supporting evidence. For example the state Department of Health, Division of Shellfish Sanitation has "restricted" approximately 30% of the waters surrounding Chincoteague (mostly on the west side of the Island) because the "potential for contaminating" shellfish growing areas is present. Whether the potential pollution is fossil (fuel, as many suspect) or fecal is not spelled out.

The closure term itself (restricted) causes concern until one discovers that with proper permits and procedures, shellfish in most of these areas can be removed and sold. In defense of the Division of Shellfish Sanitation, they are currently trying to get more definitive language approved by the State. It also should be noted that those shellfish beds currently being utilized in surrounding waters have, to the best of knowledge, never been closed by any State or Federal agency. In fact, the Division of Shellfish Sanitation has categorically stated that "the water quality is excellent" in those areas.

Drainage

Often water must wait for lower tides to flow from the drainage ditches on the Island into the surrounding waters. Much work has been accomplished in improving the drainage situation for Chincoteague, however, the following recommendations still apply:

- New development should not encroach on existing ditches needed for drainage. Rather, such development should enhance existing drainage facilities.

- Where feasible, open ditches are favored over underground pipes. Initial costs and maintenance costs are lower. Well-maintained ditches may help low-lying soils to drain better.

- As mentioned before, an ordinance should be written and adopted to control the filling in of remaining drainage channels.

Flood Insurance

Chincoteague participates in the Community Rating System (CRS) of the Federal Emergency Management Agency's National Flood Insurance Program. The Flood Insurance Program provides participants protection against catastrophic damage of loss from flooding. Communities participate in the Program by adopting and enforcing local ordinances that reduce future flood losses by regulating new construction. These measures include the adoption of floodplain zoning provisions, designed to limit damage to structures in flood hazard areas. Measures also include the adoption of special building codes for affected areas. Homeowners, renters, and business owners living in communities that participate in the Program are eligible for federally backed flood insurance.

The Community Rating System rewards communities that voluntarily take steps beyond the minimum requirements of the Flood Insurance Program with discounts on flood insurance premiums. Eligible activities fall under one or more of the following categories: flood preparedness; flood damage reduction; mapping and regulations; and public awareness.

In 2003, Chincoteague improved its rating to Class 8, entitling the community to a 10% discount on flood insurance premiums. Chincoteague's 2006 rating is Class 8.

The Mayor and Town Council should take the necessary actions to improve the Town's CRS rating.

Harbor

The Curtis Merritt Harbor of Refuge offers boat launching facilities and 25', 30', 40', and 50' slips for an annual lease fee. The Harbor is used by local and off-Island boaters for both working and recreational craft. There is currently a waiting list for annually leased slips, indicating the need to create more slips to accommodate the number of boaters who want to keep their boats at the facility.

The Harbor Committee has an aggressive plan to set aside $0.55 of every dollar collected as slip rent for the long term replacement of the facility with a long term replacement

goal of one million dollars. A recent opinion from a Certified Public Accountant stated that such a facility should be depreciated over a 20-year period at which time the replacement fund should be adequate to rebuild the Harbor. Such a depreciation timetable would require the Committee set aside of $50,000 per year for twenty years to meet the one million dollar goal.

The best-case appraisal of a 20-year lifetime for the original harbor is currently under discussion. It has been pointed out by Harbor Committee members that both sides of the bulkheads at the facility now have worms.

There also have been a growing number of voices raised, which point out that the Harbor has the opportunity and the obligation to take corrective financial actions now. In addition, the Harbor Committee should not expect taxpayers to replace the harbor at the end of its current lifetime.

The Town Council believes that both the expected 20-year life of the facility and one million projected replacement costs are unrealistic, and has encouraged the Harbor Committee to review their current financial health and make some tough, drastic changes. It would be very unfortunate if the Island were to lose the Harbor.

Health Care

A community health center which is part of the Eastern Shore Rural Health System, and a medical center affiliated with Peninsula Regional Medical Center currently provide primary health care to Town residents. The Chincoteague Community Health Center, located on Main Street, is operated by the Eastern Shore Rural Health System, which is a non-profit community and migrant health center organization. The Center offers full laboratory services, immunization services for children and adults, preventive health education, outreach services, case management, and other health counseling. While the Center provides health care to people of all ages, it specializes in adult and geriatric primary care and preventative services. Island Family Medical which is owned by PRMC is a nonprofit health care facility which provides well checkups, x-ray capabilities, and some lab work.

Public health services for Chincoteague residents also are available through the Accomack County Department of Health, located in the Town of Accomac. Services are provided free or on a sliding fee scale, and include programs on family planning and support, immunization, communicable diseases, Women, Infants and Children, and maternity clinics.

The Town should consider an active program to recruit, support, and retain physicians.

Recreation Facilities

Boat Landings

Town residents can find access to many marshes, beaches, bays and the ocean through a number of public boat landings. The Town maintains ramps for launching boats at the Town Dock, Fir Landing, Eastside, Curtis Merritt Harbor of Refuge, and Chincoteague Veterans Memorial Park. The Town Dock is located on Main Street across from the firehouse behind the American legion building. The Eastside Boat Ramp is located on Eastside Road, and Fir Landing is located on Fir Landing Road off of Deep Hole Road.

Robert N. Reed Downtown Waterfront Park

The Town's new waterfront park, the Robert N. Reed Downtown Waterfront Park, located on Main Street near the Chincoteague Channel, offers a waterfront venue for residents to enjoy picnicking, recreation, and beautiful views of the water. In addition to recreational opportunities, the park will serve as a site for community festivals and events such as the "Weekend of the Islands" and the "Chili Chowder Cook-off" and other arts & cultural events which have already begun drawing as many as 1,500 visitors annually. The park currently has 10 boat slips available for rent to transient boats 26' to 50' in length; additional slips and a fishing pier are planned.

Chincoteague Veteran's Memorial Park

Chincoteague Veteran's Memorial Park, another waterfront park, is located on Eastside Road. Park facilities include tennis courts, basketball courts, playground equipment, a fishing-crabbing pier, ball field, boat ramp, skate park, pavilion and restrooms. New playground equipment was installed in the Park in 2002 through volunteer efforts and donations. The Park pavilion may be reserved for group events through a permit issued by the Town. The Town of Chincoteague purchases a fishing license from the Commonwealth of Virginia for the Park's fishing pier, so an individual license is not required.

Donald J. Leonard Park

This park located across from the Chincoteague Combined School was created in 2009. Over one acre of waterfront land has been left in its natural state for the enjoyment of the citizens and visitors alike.

Island Nature Trail

The Island Nature Trail is a .7 mile long loop off of Hallie Whealton Smith Drive. It is an accessible path complete with benches, and trash cans. Phase II of the Island Nature Trail is in the process of being completed and will add significant length to the current trail system. The trail is located on land that was purchased by the Town from Accomack County School Board to help fund the remodeling and expansion of the Chincoteague Combined School.

The Chincoteague Recreation Convention Center

The Chincoteague Recreation/Convention Center Authority completed the construction of a recreation and convention center in 1996. Local schools and agencies have used this structure for graduations and special events, and the facility meets the needs of most of the Island's civic and volunteer organizations.

Monies raised to build the Center came from County and Town transient occupancy taxes. The 2002 Comprehensive Plan proposed that future operating costs which may exceed revenues be distributed to the Center from the same Town transient taxes, which could result in a facility that would operated at no expense to the residents of Chincoteague.

The 2002 Comprehensive Plan also made reference to the Center Authority's plan to raise funds for construction of a community pool at the Center. If this type of expansion is not feasible, the Town would willingly support the addition of a YMCA to the Island to accommodate the recreational needs not currently being fulfilled by the Recreation/Convention Center.

Other Possible Facilities

The Town should pursue the possibility of turning other public lands into recreational areas such as the Lekites property located on Lekites Drive for a walking trail or the Curtis Merritt Harbor of Refuge property on the south end of the Island for a fishing recreation pier. It is noted that the local little league origination has leased the school property behind the Community Center to construct two little league fields.

Museums

Heritage resources located within Chincoteague also serve the recreational needs of the community. These include two museums, the Oyster and Maritime Museum and the Refuge Waterfowl Museum. The Oyster and Maritime Museum, a non-profit educational institution, is located on Maddox Boulevard just before the entrance to the Chincoteague National Wildlife Refuge. Founded in 1965 by a group of Island women, the museum opened in 1972 and was recently expanded in 1996. The museum tells the story of Island

history and of the oystering and seafood business which was the major industry of the Island.

The Refuge Waterfowl Museum is located on Maddox Boulevard and features over 8,000 square feet of Atlantic flyway waterfowling history. Exhibits include antique boats, guns, traps, art and decoys by various craftsmen. An extensive collection of the resident carver-Delbert "Cigar" Daisey's work can be seen throughout the museum. Additional exhibits include a restored hunting buggy, a carver's shop replica and a new wing opened in May of 2002 which features a realistic ‘by the seashore experience’ for visitors.

Implementation Strategies

Police Protection

- Pursue professional accreditation for the Chincoteague Police Department as per the Virginia Law Enforcement Accreditation

Fire & Emergency Services

- Apply for an improved “ISO” classification for the Town from the Virginia Insurance Services Office.
- NIMS Certified

Sewerage

- Continue studying the feasibility of developing public sewer collection and treatment facilities.

Drainage

- Limit the encroachment of new development on existing ditches, which are critical for drainage.

- Enhance existing drainage facilities.

- Favor open ditches over underground pipes where feasible because the initial costs and maintenance costs over time are lower.

- Enforce a municipal ordinance to control the filling of remaining drainage channels.

Flood Insurance

- Improve the Town's rating status under the Community Rating System (CRS) of the Federal Emergency Management Agency's National Flood Insurance Program to lower community-wide insurance rates.

Harbor

- Ensure the harbor remains as an economically valuable Island asset.

- Encourage the Harbor Committee to review current financial health and make necessary adjustments to ensure that future costs are not born by Island taxpayers.

Recreation

- Pursue the possibility of turning other public lands into recreational areas such as the Lekites property located on Lekites Drive for a walking trail or the Curtis Merritt Harbor of Refuge property on the south end of the Island for a fishing recreation pier.

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.

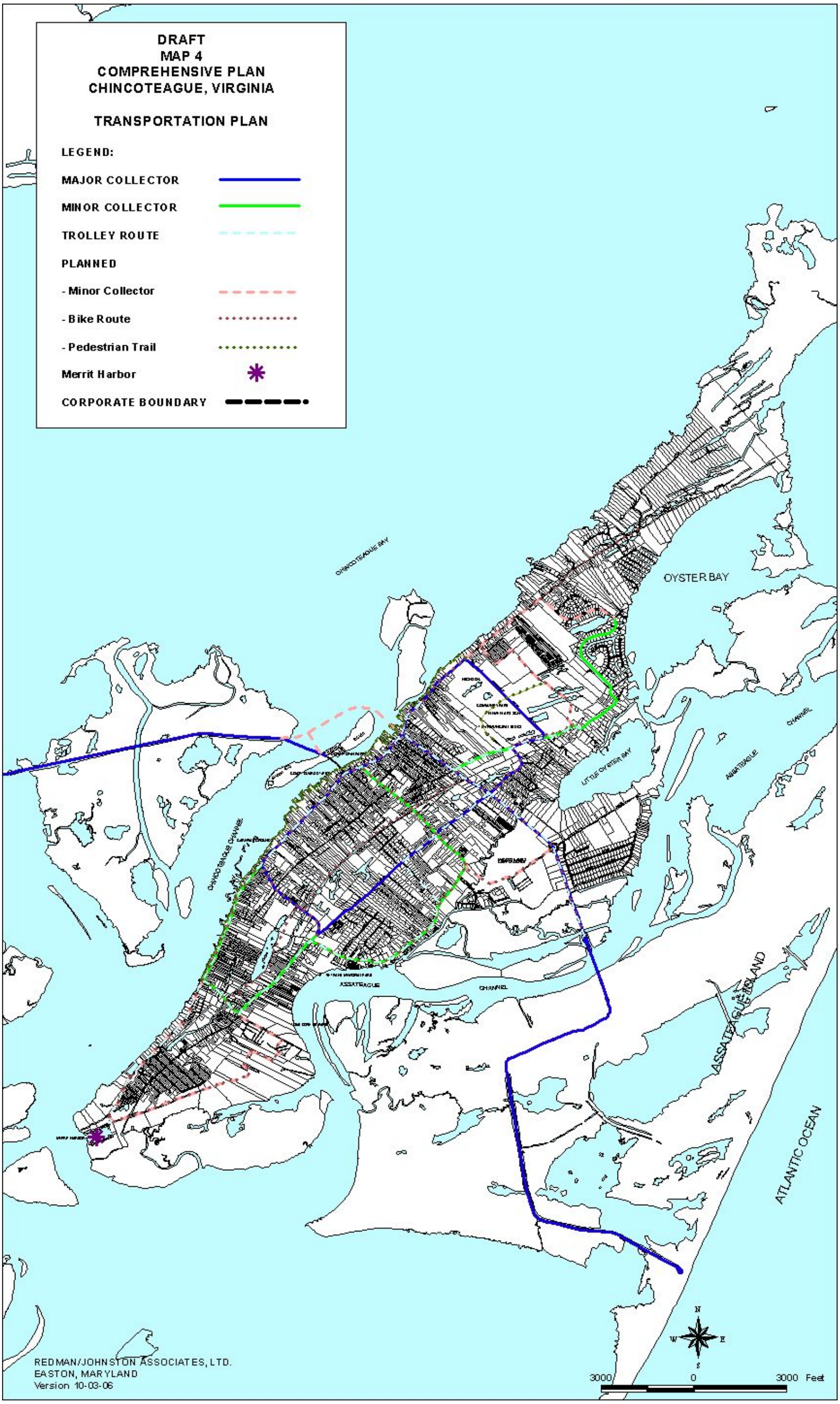
- Create bike paths in areas susceptible to heavy bike traffic.

- 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.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CHINCOTEAGUE, VIRGINIA
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LEGEND:
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- Minor Collector
- Bike Route
- Pedestrian Trail
Merrit Harbor
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OYSTER BAY
ATLANTIC OCEAN
REDMAN/JOHNSTON ASSOCIATES, LTD.
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Chapter 7 Housing

The price of homes in Chincoteague has risen dramatically over the past several years and is generally higher than in most other Eastern Shore towns in Virginia. One frequently expressed concern among current residents is that many young people cannot afford to live in the Town. In recent years, a growing concern by community business interests is the provision of housing at costs that satisfy the needs of residents that earn their living as part of the community work force.

Introduction

The possible loss of residents that are native to Chincoteague or have worked and lived in the community as year round residents for a number of years, due to lack of affordable work force housing, will continue to be a concern in the community given present trends and the growing interest in Chincoteague as a second home or vacation home location for seasonal residents. Many existing homeowners, who have benefited from equity gains from sharp increases in home values, are concerned that such gains are an illusion, when they consider the likely replacement cost should they sell their homes yet wish to remain in Chincoteague.

Chincoteague is becoming a popular resort area, where second-home buyers and retirees are locating. This phenomenon is creating higher land and home values on the Island, attributing to affordable housing issues.

There is also a concern regarding the loss of age diversity that includes young families and their children, which is homogenizing the composition of the population base as the Town becomes a community of seasonal and older adults. One result of that change is a change in community character from its present mix to one that becomes stratified toward an older population. This creates community concerns that it will become more and more difficult to ensure a wide cross-section of interests and people to participate in community activities.

Building Codes

As of the adoption date the Town enforces, through a Building Administrator, the 2006 International Residential Code (IRC) and 2006 International Building Code (IBC) as the

standards for new construction in Town. These standards were enforced beginning in May 2008, after the State phased out the BOCA (Building Officials and Code Administrators – Building Codes) and CABO (Council of American Building Officials – Building Code) codes and adopted the IRC and IBC. In addition, because the Town is in the 110 mph wind zone, all structures must conform to either the 2001 Wood Frame Construction Manual, 1999 Standard for Hurricane Resistant Residential Construction, or 7-05 Minimum Design Loads for Building and Other Structures.

Implementation Strategies

The primary need, with respect to housing on Chincoteague, is the provision of affordable housing. The increase in real estate and housing values in recent years will challenge the community in its efforts to address affordable housing, more so than in the past.

With median housing value outpacing median income by a wide margin, affordable housing on Chincoteague will likely become a serious issue in the future. A lack of affordable housing for new families, teachers, police, etc. could impact the quality of life on the Island and create inflationary trends for land, homes, and services.

Meeting those challenges will require use of more than one approach to providing affordable housing and will require greater private sector involvement.

As a general note, most of the housing strategies discussed below are hypothetical, being dependent on development of public sewer service that, in turn, will enable higher densities and more intense use of existing developed properties through infill and redevelopment.

Affordable Housing Program - Zoning

Virginia law permits the Town to create zoning ordinance provisions that implement an affordable housing dwelling unit program. The enabling legislation states:

> "Such program shall address housing needs, promote a full range of housing choices, and encourage the construction and continued existence of moderately priced housing by providing for optional increases in density in order to reduce land costs for such moderately priced housing. …Any local ordinance may authorize the governing body to (i) establish qualifying jurisdiction-wide affordable dwelling unit sales prices based on local market conditions, (ii) establish jurisdiction-wide affordable dwelling unit qualifying income guidelines, and (iii) offer incentives other than density increases, such as reductions or waiver of permit, development, and

infrastructure fees, as the governing body deems appropriate to encourage the provision of affordable housing."

One way that Chincoteague can boost the available stock of affordable housing is by requiring developers to provide and construct a given share of moderately priced dwelling units as a condition for approval of construction. In order to compensate for building lower-priced units or lower profits, the Town can consider granting the developer "density bonuses" (allowing them to build more units per acre).

Many communities have developed programs that offer developers "density bonuses" in exchange for the inclusion of affordable units within a proposed residential project. A density bonus allows a developer to build more units within a project than would otherwise be permitted under normal density limits. Both zoning and subdivision regulations can be modified to allow density bonuses.

By increasing the overall value of a project, density bonuses make the provision of affordable housing units more economical. Density bonus programs allow for the provision of affordable housing that in many cases would not be economically feasible for either the developer or the municipality.

Town officials can consider what level of additional density would be allowed in exchange for a specified number of affordable units. Density bonuses are usually expressed as a percentage of the density allowed under normal zoning regulations.

Second and Third Floor Apartments

The Town may increase the available rental housing stock by encouraging mixed-use rehabilitation or re-development of sites and structures in the Town Center with structures that provide second and third floor residential/apartment use.

An added benefit to this strategy is that increased residential use in the Town Center will increase evening activity, provide greater security through surveillance in the downtown and increase the stock of affordable housing options in proximity to shops and services, modestly reducing demand for vehicle use. Given the seasonal variation in market conditions and high commercial rental rates that presently make doing business in Chincoteague downtown difficult, the addition of rental income from ancillary residential use may support greater business investment in the downtown area.

Accessory Dwelling Units

The Town may consider permitting accessory apartments as another strategy to increase the supply of low and modest- cost rental housing. Accessory apartments, in-law apartments or "Granny Flats" offer Chincoteague an opportunity to make adaptations to some single-family neighborhoods to accommodate the ever-changing housing needs.

With the trend toward larger numbers of one- and two-family households, accessory apartments provide opportunities for Town residents to make their housing available to the community at-large, including young unmarried, divorced, or widowed individuals. Although likely dependent on the availability of public wastewater treatment facilities, this particular housing option offers a number of benefits including the following:

- Provides older homeowners with an opportunity to generate some additional income.
- Increases the supply of low- and modest-cost rental housing.
- Provides young singles, couples, and single parents with another source of income. This option may allow them to buy into the housing market; maintain ownership of their present home; or make available modest-priced rental housing in neighborhoods, which provide a wholesome environment for children.
- Modestly increases economic activity in the private sector, which benefits commercial lenders, real estate agents, builders, and retail businesses.
- Results in small increases in property assessments, which generate modest amounts of additional tax revenues.
- Creates an opportunity to continue to live in one's own home and maintain contact with the neighborhood.
- Tenants may add a measure of security and alleviate the fear of break-ins.
- Tenants may provide companionship.
- Tenants may be willing to provide personal services in lieu of rent. This could include the performance of routine maintenance work around the house; maintaining the yard; shoveling snow; performing light housekeeping tasks; providing modest, personal in-home health services; and providing occasional transportation.

In spite of these many prospective benefits, the Town will need to consider how best to craft provisions to support accessory apartments in the face of likely concerns. Many people feel that accessory apartments run contrary to traditional values, which dictate that single family neighborhoods should be inhabited exclusively by married couples with children, thereby accessory apartments have the potential for introducing new disruptive elements that may:

1. Visually alter the surroundings (alterations to the exterior of houses and the increased presence of automobiles in new off-street parking spaces or on the streets);
2. Bring in people with alternative social values and living styles;

3. Attract absentee landlords, who will exploit the housing resources; or

4. Put additional strain on the neighborhood infrastructure through increased usage of the streets, utilities and public services including school systems.

All of these negative reactions create an illusion of concern that accessory apartments will result in a general deterioration of the neighborhood, adversely affecting the quality of life in the community. The Town will therefore need to consider incorporating refinements and safeguards into any code provisions permitting conversion to accessory apartments. Such refinements may include any of the following:

- Restricting the conversion option to senior citizens over a specified age.

- Requiring the homeowner to reside in one of the living units within the house.

- Restricting the conversion to homes which were constructed prior to a given date.

- Requiring a minimum square footage as a prerequisite for a house to be considered eligible for a conversion.

- Specifying the particular zoning classifications where conversions may be considered eligible.

- Permitting conversions only by homeowners who have resided in the home for a designated number of years prior to making an application for a conversion.

- Prohibiting exterior modifications to the house.

- Specifying minimum or maximum floor sizes for accessory apartments requiring that a conversion not exceed a designated percentage of the total floor space of the house. Typically such floor areas required in ordinances establish a minimum of 400 to 500 square feet in size to a maximum of 900 to 1,100 square feet.

- Placing a limit on the number of people who can occupy the accessory apartment or designating the aggregate number of people who can occupy the entire house.

- Encouraging barrier-free design considerations for persons with handicaps or limited mobility.

From a public policy perspective, accessory apartments provide an alternative to the popular "add-on" strategy of continually relying upon new construction (houses, streets, sewers, utilities and public services) to satisfy the needs of a growing community. They concentrate on preserving, refurbishing and making more efficient use of existing housing and the expensive community infrastructure, which is not maximized. Accessory apartments allow a community to:

- Create new living units without the expense of new infrastructure;

- Upgrade the energy standards of existing houses that will reduce the overall consumption of gas and electricity;

- Generate a flow of new dollars within the community from home equity;

- Avoid the "empty school syndrome" where large amounts of funds are invested in new additions to the infrastructure. These temporarily satisfy the needs of a large group of people who may be gone in one or two generations leaving unused facilities; and

- Reduce the costs of medical care for the elderly, who can receive less-expensive, in-home care services while living in an accessory apartment rather than being forced to move to a more costly nursing home or long-term health care facility.

Community Land Trust

Community land trusts (CLTs) are created to acquire and hold land for a community's benefit. They typically maintain the long-term affordability of housing by separating the ownership of the land from ownership of the home that is built on it. Homebuyers purchase homes at affordable prices and enter into long-term leases of the land with the CLT, which retains ultimate ownership of the land. Approximately 120 community land trusts already exist or are under development across the country.

Typically, CLTs are administered by private non-profit corporations that can operate in a variety of settings. For example, CLTs may develop new housing themselves through a community development corporation or may simply hold the land beneath housing produced by other developers. In order to guarantee that CLT homes are sold at affordable levels, community land trusts design resale formulas contained in the ground lease. The resale formulas set maximum prices to ensure the homes remain at an affordable level. CLTs also typically retain an option to repurchase any residential structure located on their land if the owners choose to sell.

In recent years, an increasing number of municipal officials have recognized that CLTs can play an important role as stewards of housing resources and have played leading roles in facilitating their creation.

Adaptive Re-Use

Adaptive re-use results from the conversion of surplus and/or outmoded buildings including old school buildings, warehouses, factories, etc., to economically viable new uses in many communities every day. In its broadest application, adaptive reuse projects are aimed at conserving, preserving, and recycling surplus property by adapting older buildings to current market needs. Many such projects have involved the conversion of old structures into new office and retail space, markets, restaurants, and other similar

commercial applications. Adaptive reuse projects can also be used for the production of new housing through conversion of old buildings to new apartments or studio units.

Adaptive reuse is another method to introduce housing particularly in areas in proximity to the downtown. The Chincoteague Island Library, which used to be a barber shop, is a good example of a successful adaptive re-use project. The Town can facilitate adaptive reuse projects by adopting flexible zoning policies that permit mixed-use zoning or by allowing residences in existing non-residential structures as a conditional use in portions of the downtown and surrounding “old town” residential neighborhoods.

Renovation and reuse of previously vacated or deteriorated buildings can be less expensive than new construction when infrastructure and other site improvements are already in place and are adequate for the proposed re-use. In addition, the basic structure, although it may need renovation, is already there. With the lower construction costs associated with renovation, developers can produce affordable living units. Projects which involve historically or architecturally significant buildings may qualify for preservation tax credits for private investors if used for low-income housing.

Utilizing this technique may involve various steps, including making inventories of potential adaptive reuse sites, amending local zoning regulations, and identifying sources of assistance in obtaining funding such as loans, grants and rent subsidies.

Increased Density

Allowing a reduction in minimum lot sizes for single-family detached or attached housing is a basic technique for reducing residential development costs. Small lot developments, whether in a cluster or traditional "grid pattern" subdivision, increase density and the opportunity to create affordable housing. It also provides more opportunity for development to avoid sensitive environmental areas.

Small lots (which may range from 2,500 to 6,000 sq. ft.) and small lot districts can be utilized more fully by: (1) reducing minimum lot size requirements to allow building on lots that are currently below the specified minimum size in the town; and (2) dividing large lots that currently have excess space. Although, there may be no existing “in-town” locations, where such a district may be feasible, zoning for a small lot district may be appropriate in some locations at such future time as public wastewater treatment facilities are available to support small lot development.

Many communities have designated special small lot zoning districts, which permit development on small lots within an entire district and encourage the use of innovative site design techniques. The lower land and development costs associated with higher densities in small lot developments can result in significant savings, and therefore, lower cost housing. With a higher density, land and infrastructure costs of multiple unit developments can be spread over a large number of units, resulting in reduced per-unit costs.

As in cluster development and planned unit developments, the reduced frontage and front-yard setbacks characteristic of small lots, allow for less pavement, sidewalk, and gutters per unit, shorter utility runs, and reduced material costs. Reduced lot size requirements allow the development of smaller houses, which may be more desirable and affordable for many of today's smaller households.

Small lot developments require greater attention to site design -- the layout of streets, lots, mixing of lot and house sizes, variation in building setbacks and elevations, variation in exterior designs, and landscaping -- to enhance aesthetic appeal and to blend well with surrounding developments. Requirements for two side-yard setbacks are often relaxed in small lot developments, allowing for "zero lot line" development and other similar design innovations which can enhance the appearance and liveability of higher density developments.

Special consideration should be given to parking in small lot developments to avoid the problem of cars dominating the streetscape (the visual quality of the development as seen from the street). Consideration may be given to staggering front-yard setbacks or allowing parking access through alleys running along rear yards. The maintenance of privacy will also require some attention in small lot developments. Use of landscaping, fences, walls, staggered setbacks, and windowless side walls, are common techniques used to enhance privacy in small lot and other higher-density single-family developments.

Some small lot development ordinances require the use of buffers at the perimeter of small lot projects to lessen the visual impact from near-by larger-lot developments and to help in achieving neighborhood acceptance.

APPENDIX A: IMPLEMENTATION MATRIX

CHAPTER 3: LAND USE PLAN

LAND USE GOALS	LAND USE OBJECTIVES	LAND USE RECOMMENDATIONS
PRIMARY GOAL: The Town of Chincoteague seeks to change over time in an economically and environmentally sustainable manner so that it retains it's most endearing and unique physical and cultural features and provides the setting for harmonious community life.	**OBJECTIVE #1:** Protect the quality of life in existing residential neighborhoods, while permitting appropriate infill and redevelopment.	**Single Family Residential Planning Area** Continue to apply the existing R-1 Residential zoning to this Planning Area. Zoning provisions for this Planning Area should limit each lot to one principal use. Improve the quality of local streets and pedestrian systems serving residential neighborhoods, where necessary. Limit permitted residential uses to detached single family units. Limit new non-residential uses to low intensity home occupations.
GOAL: *Provide a quality living environment for all residents by ensuring a balanced mix of residential and commercial development, while preserving and improving natural resources and promoting the Town's image as a desirable, visually attractive, safe, and economically stable residential community.*	**OBJECTIVE #2:** Promote redevelopment and infill of existing underutilized commercial areas.	**One & Two Family Residential Planning Area** Apply the existing R-2 Residential zoning to properties in the Planning Area. Amend zoning provisions for this Planning Area to limit each lot to one principal use. Improve the quality of local streets and pedestrian systems serving residential neighborhoods, where necessary. Permit existing non-residential uses to continue but not expand.

CHAPTER 3: LAND USE PLAN		
LAND USE GOALS	**LAND USE OBJECTIVES**	**LAND USE RECOMMENDATIONS**
		Strictly limit new non-residential uses to low intensity home occupations and low-intensity cottage industries. Establish appropriate development standards for new non-residential uses that ensure they are appropriately located and designed to "blend in" with the existing character of the surrounding area.
	OBJECTIVE #3: Ensure that all development is compatible with the scale and character of adjacent uses in the area.	**Mixed-Use Residential Planning Area** Apply the current R-3 Residential zoning to the Planning Area. Establish appropriate zoning provisions to ensure new multi-family and townhouse residential development is consistent with the surrounding area (e.g., conditional use). Limit multi-family development or re-development to duplex, triplex, or quadraplex units to minimize the scale and intensity impacts of greater density. Establish voluntary and incentive-based design objectives for infill and redevelopment and multi-family residential uses that are appropriate to the existing character of neighborhoods. Minimize negative architectural appearances of structures that are required to satisfy 100 year floodplain regulations. Ensure that any development or re-development activities minimize impacts to environmental resources and preserve or enhance drainage patterns.

CHAPTER 3: LAND USE PLAN

LAND USE GOALS	LAND USE OBJECTIVES	LAND USE RECOMMENDATIONS
		Assess opportunities to enhance local street and pedestrian system connections as development or redevelopment occurs over time. Improve the quality of and connections between local streets serving residential neighborhoods within the Planning Area. Implement the Town's bike plan. Establish minimum landscape, buffering, and environmental protection standards. Permit existing non-residential uses to continue. Limit new non-residential uses to low intensity home occupations and low intensity cottage industries. Establish appropriate development standards for new non-residential uses that ensure they are appropriately located and designed to "blend in" with the existing character of the surrounding area.
	OBJECTIVE #4: Ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts.	**Town Center Commercial Planning Area** Create a Town Center zoning classification, similar to the current C-2 zoning district that permits commercial and business uses appropriate to the land use objectives for the Planning Area and allows limited residential use above the first floor. Work with property owners to retain commercial services and retail uses in existing structures, thereby minimizing the conversion of structures to residential uses and enhancing the quality of the

CHAPTER 3: LAND USE PLAN		
LAND USE GOALS	**LAND USE OBJECTIVES**	**LAND USE RECOMMENDATIONS**
		resident and tourist experience. Encourage economic development. Promote redevelopment or infill development in appropriate locations consistent with the Town Center's unique assets, which include distinctive architecture and a pedestrian friendly environment. Broaden the range of uses, attractions, and activities that strengthen the Town Center's identity as a unique visitor destination. Strengthen the identity, role, and marketing of the Town Center (downtown business district) as a viable year-round shopping area that provides a broad array of goods and services that cater to visitors and residents. Consider preparing building appearance and architectural design objectives and incentive-based processes to ensure that new construction, reconstruction, or infill development are appropriate to existing architectural patterns. Where possible, require sites that are redeveloped to provide a shoreline buffer and/or pedestrian promenade, when adjacent to Chincoteague Channel or Chincoteague Bay. Enhance tourist information and management by developing a visitor "Discovery Center" in the downtown. As appropriate, continue to improve the "Downtown Waterfront Park" facility and fishing

CHAPTER 3: LAND USE PLAN

LAND USE GOALS	LAND USE OBJECTIVES	LAND USE RECOMMENDATIONS
		pier to enhance downtown's relationship to Chincoteague Bay and promote downtown visitation. Promote the Town Center as an arts district for theatre, music, and additional forms of outdoor entertainment. Explore opportunities to feature the works of both local and out-of-town artists through use of a downtown building or structure to house a gallery for the sale of artwork. Explore needs for additional public restroom facilities in the downtown and identify appropriate locations for the construction and maintenance of such facilities to enhance the visitor experience. Improve the quality of local streets, public parking, and pedestrian systems, where possible.
	OBJECTIVE #5: Provide a range of housing options to serve the long term needs of the Town.	**Resort Residential Planning Area** Create a new mixed use development zoning district that permits a mix of uses including residential, commercial, employment office, civic, and open space in master planned developments. Continue to permit resort recreation including, but not limited to, campgrounds, rental cottages, bed and breakfast, and tourist homes. Ensure interconnected streets that are designed to balance the needs of all users with sidewalks and on-street parking.

CHAPTER 3: LAND USE PLAN		
LAND USE GOALS	**LAND USE OBJECTIVES**	**LAND USE RECOMMENDATIONS**
		Ensure open spaces that are integral to the community.
	OBJECTIVE #6: Encourage preservation of open space and environmentally responsible development.	**Neighborhood Commercial Planning Area** Create a new zoning district to implement the objectives for this Planning Area (similar to the existing C-1zoning district). Consider adding small well screened contractor yards, storage facilities and the like at appropriate locations as conditional uses in the Planning Area.
	OBJECTIVE #7: Ensure that new and existing commercial developments are attractive in appearance.	**Commercial Corridor Planning Area** Consider establishing building appearance and architectural design objectives for new construction, reconstruction, or infill development. Zoning may include "special infill and re-development" provisions that offer flexibility and enhance opportunities to secure improvements in the form of landscaping, sidewalk enhancements, public parking facilities, or other proffers that provide public benefit as a trade-off for approval. Include minimum landscape standards for commercial uses in the Town zoning code. Provide street furniture, trash cans, and seating areas in limited locations along the corridor to enhance pedestrian use. Work with the Virginia Department of Transportation to enhance vehicular and pedestrian safety in the Maddox Boulevard corridor and seek State assistance to develop a "Corridor

CHAPTER 3: LAND USE PLAN		
LAND USE GOALS	**LAND USE OBJECTIVES**	**LAND USE RECOMMENDATIONS**
		Management Plan" to identify opportunities to enhance access controls and assure the corridor can sustain adequate levels of service to accommodate projected future traffic volumes. Facilitate transit service in the corridor. Implement the Town's bike plan.
	OBJECTIVE #8: Promote small to medium scale commercial and office developments.	**Resort Commercial Planning Area** Create a new zoning district to implement the objectives for this Planning Area (e.g., Resort Commercial C-4). Continue to permit recreational campgrounds and other facilities to support seasonally occupied cabins, mobile homes, and recreational vehicle use. Maximize opportunities for the public to access the water. Adopt appropriate standards to ensure that any development or re-development activities minimize impacts to environmental resources and preserve or enhance drainage patterns. Establish Master Plan Community or Planned Unit Development (PUD) provisions that permit redevelopment of larger sites within this Planning Area. Other provisions of a zoning district should include standards for planned mixed-use developments as well as requirements for appropriate proffers. In addition, the Town should limit the number of multi-family residential units to no more than 35% of the total number of units that

CHAPTER 3: LAND USE PLAN

LAND USE GOALS	LAND USE OBJECTIVES	LAND USE RECOMMENDATIONS
		may be built to ensure a mix of dwelling unit types. Consider the merits of a mixed-use conditional zoning classification applicable to the Maddox Family Campgrounds property. The zoning district may be written to permit a small business park or off-corridor commercial business/service uses in a "campus like" setting.
	OBJECTIVE #9: Maintain and enhance the character of existing commercial areas.	**Public/Semi_Public Planning Area** Require adequate public facilities be made available as a condition of approval for any proposed development. Set development review fees at a level that covers the actual cost of development review and approval processes. Contain the costs of future development and growth to ensure that costs do not burden current and future residents and businesses. Accordingly, new development should be expected to pay for the extension of municipal services and capital improvements resulting from such new development as well as pay for the necessary technical expertise to review plans.
	OBJECTIVE #10: Facilitate the revitalization of the central business district and its waterfront as a center for commerce.	**Resource Conservation Planning Area** Create a new resource conservation zoning classification. Limit permitted uses to low intensity agriculture, aquaculture, forestry, and single family residential uses. Establish minimum buffer standards for drainage-ways.

CHAPTER 3: LAND USE PLAN

LAND USE GOALS	LAND USE OBJECTIVES	LAND USE RECOMMENDATIONS
	OBJECTIVE #11: Create an attractive street environment, which will compliment private and public properties and be comfortable for residents and visitors.	**<u>Annexation Areas</u>** Proposed annexation areas will be economically self-sufficient and will not result in larger municipal expenditures than anticipated revenues, which would indirectly burden existing Town residents with the costs of services or facilities to support the area annexed. The costs of providing roads, utilities, parks, other community services will be borne by those people gaining the most value from such facilities through either income, profits, or participation. Specific conditions of annexation will be made legally binding in an executed annexation agreement. Such agreements will address, among other things, consistency with the goals, objectives and recommendations contained in the *Chincoteague Comprehensive Plan*, zoning and development expectations, responsibility for appropriate studies, and preliminary agreements concerning responsibilities for the cost of facilities and services provided by the Town. For annexations involving larger parcels of land, the Town may require appropriate impact studies, including a fiscal impact study and an environmental impact assessment that addresses the potential impact of the proposed annexation and planned development on the environment of the site and surrounding area. If necessary, applicants for annexation shall pay the

CHAPTER 3: LAND USE PLAN		
LAND USE GOALS	**LAND USE OBJECTIVES**	**LAND USE RECOMMENDATIONS**
		cost of completing all studies related to expanding capacity in existing public facilities and/or services.
	OBJECTIVE #12: Encourage site design, which preserves scenic vistas.	

CHAPTER 4: ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT GOALS	ECONOMIC DEVELOPMENT OBJECTIVES	ECONOMIC DEVELOPMENT RECOMMENDATIONS
GOAL: *Provide a quality living environment that ensures a balanced mix of seasonal and year-round commercial and employment uses to serve the day to day needs of residents.*	**Objective #1:** Enhance the image of the community and create a vital and attractive environment for businesses, residents, and visitors that is reasonably balanced with the need for economic development to assure the Town's economic prosperity.	**Main Street Revitalization** Ensure the public, property owners, and merchants are included in the development of overall plans and policies as key stakeholders. Seek out state funding from the Virginia Department of Transportation, Community Development Block Grants, and other programs to assist economic efforts. Apply for state grants from the Virginia Department of Transportation to repair or replace bulkheads and piers for overnight dockage, charter, and tour boats. Build a boardwalk along the waterfront of Main Street and pedestrian walkways from the waterfront to Main Street. Determine placement for bike paths in this area and connect to other bike paths identified in the Town's bike plan. Lease boat slips to offset costs and upkeep. Obtain easements from adjoining property owners for a waterfront boardwalk. Create tax incentives, for example, a tax credit equal to a percentage of construction expenses for property owners to make appropriate façade improvements on buildings fronting on Main Street.

CHAPTER 4: ECONOMIC DEVELOPMENT		
ECONOMIC DEVELOPMENT GOALS	**ECONOMIC DEVELOPMENT OBJECTIVES**	**ECONOMIC DEVELOPMENT RECOMMENDATIONS**
		Create low-interest loan pools for property owners to make appropriate façade improvements on buildings fronting on Main Street. Apply for state grants from the Virginia Department of Transportation to bury utility lines and install new lighting from Cropper Street to Maddox Boulevard with new sidewalks, lighting, landscaping, and a new gateway treatment to the island.
	OBJECTIVE #2: Promote and support tourism, which is Chincoteague's primary economic engine.	**Balance Year-Round Economy** Promote more year-round economic activity that takes advantage of the unique historic and cultural character of the Town. Promote sound local economies by conserving the Island's unique values and providing protections from developments that may cause irreversible damage. The Island's natural attributes and its heritage are its most valuable economic resources. Encourage development that enhances the environmental, historic, and scenic qualities of the Island to promote a healthy coastal environment to foster economic vitality. Encourage efforts to diversify the Island economy consistent with the quality and character of the existing Chincoteague Island. Give top priority to year-round job opportunities for permanent Island residents and increase the Island's

CHAPTER 4: ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT GOALS	ECONOMIC DEVELOPMENT OBJECTIVES	ECONOMIC DEVELOPMENT RECOMMENDATIONS
		self-sufficiency to diversify the economic base so that the Island will be less reliant on the tourist trade. Private initiatives will influence the future of the Island at least as much as government regulations. Encourage creative and environmentally sound economic initiatives, ensure that regulations affecting small businesses do not cause unnecessary burdens and review regulations that might discourage new small business start-ups. Where appropriate, encourage water-dependent maritime uses of coastal land. Promote necessary economic support for sport and commercial fishing. Promote and encourage enhanced relationships between the Town and the National Aeronautics and Space Administration.
	OBJECTIVE #3: Encourage economically viable marine uses to meet the needs of waterborne commerce and recreation tourism.	**Tourism, Real Estate, & Seasonal Businesses** The island's qualities should be preserved for summer residents, visitors, and taxpayers as well as for those who live on Chincoteague Island year-round. Foster a more welcoming attitude towards visitors by developing information and welcoming facilities both on- and off- Island. Recognize the importance of the summer economy

CHAPTER 4: ECONOMIC DEVELOPMENT		
ECONOMIC DEVELOPMENT GOALS	**ECONOMIC DEVELOPMENT OBJECTIVES**	**ECONOMIC DEVELOPMENT RECOMMENDATIONS**
		as a base for the year-round economy and manage it through public and private actions including infrastructure and capital planning. Educate the public about the tourist economy on Chincoteague.
	OBJECTIVE #4: Provide for a broad range of convenient shopping venues.	**<u>Economic Impact Study</u>** Encourage the commission of an economic impact study to include the following: • Economic Baseline Study Update • Year-Round Employment • Alternative Trades • Crafts Cooperatives • Commercial Rents • Local Investment • Manage Resources With Economic Value • Develop Education Programs to Strengthen Local Economy • Monitor Consumer Prices • Waterfront Resources • Local Management of Tourism • Cost Benefit Analysis of Tourist Economy • Educate • Make the Island More User-Friendly • Marketing the Island to Specific Clientele • Higher Education as an Industry
	OBJECTIVE #5: Support the seafood industry and promote aquaculture.	**<u>Fishing & Island Seafood Industries</u>** Promote policies on protecting the Island Seafood Industry. Ensure that it remains a visible part of the

CHAPTER 4: ECONOMIC DEVELOPMENT		
ECONOMIC DEVELOPMENT GOALS	**ECONOMIC DEVELOPMENT OBJECTIVES**	**ECONOMIC DEVELOPMENT RECOMMENDATIONS**
		landscape. Protect the seafood industry from changes in attitudes and ensure sufficient land is zoned for this activity. Prevent conflicts with residential land uses. Encourage and foster the local seafood and aquaculture economies for the benefit of the whole island economy and character. Encourage economic activities, which are positive additions to the rural Island environment. Encourage boating and fishing activities for the well being of the Island economy, particularly tourism. Recognize the importance of commercial and sport fisheries to the local economy. Create jobs for the skills and working habits of the year-round labor force, in industries, which will prudently utilize the Island's natural resources. Encourage the development of small-scale industries to enhance the year-round economy.
	OBJECTIVE #6: Implement the Chincoteague Downtown Revitalization Plan to improve the Island's economic climate for investment and reinvestment.	**<u>Planning for Commercial Growth</u>** Keep existing business districts vital and workable. Restore and renovate historic buildings as an alternative to new construction, wherever possible. Support planned economic growth.

CHAPTER 4: ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT GOALS	ECONOMIC DEVELOPMENT OBJECTIVES	ECONOMIC DEVELOPMENT RECOMMENDATIONS
		Encourage commercial development to match the scale and density of Island neighborhoods. Limit overall square footage, massing of individual buildings, and expanses of paved areas to blend with the rural scale of the Island. Provide an appropriate rhythm of buildings along streetscapes with view corridors to the coast, wherever possible. Prevent strong shadowing effects from buildings near public coastlines and parks. Town Centers – Maintain services and year-round uses in existing Town commercial centers for pedestrian access and community identity. Address parking and traffic issues and sewage and septic needs. Town Center Streetscapes – Plan more downtown parks and design places to sit such as Town squares for gathering, eating, and resting. Develop standards for landscaping and view corridors in Town centers. Create pedestrian precincts and eliminate cars in some areas. Preserve Town Character – Rehabilitate and re-use older structures to preserve the character and historic fabric of the Island. Positive Images – Research historic footage of streetscapes for positive examples of Town character. Produce films and multi-media presentations on current Town character to emphasize positive examples.

CHAPTER 4: ECONOMIC DEVELOPMENT		
ECONOMIC DEVELOPMENT GOALS	**ECONOMIC DEVELOPMENT OBJECTIVES**	**ECONOMIC DEVELOPMENT RECOMMENDATIONS**
		Positive Incentives – Develop incentives to direct commercial growth to desired locations. Home Businesses – Develop standards for home businesses to avoid conflicts with residential uses.
	OBJECTIVE #7: Work to achieve a year-round economy for Chincoteague to ensure economic longevity.	

TABLE 4: TRANSPORTATION (CHAPTER 6)		
TRANSPORTATION GOALS	**TRANSPORTATION OBJECTIVES**	**TRANSPORTATION RECOMMENDATIONS**
GOAL: *Provide for the safe and efficient movement of people and goods.*	**OBJECTIVE #1:** Provide a safe and comfortable system of pedestrian and bicycle pathways.	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.
	OBJECTIVE #2: Minimize elements, which clutter the roadway and look unattractive.	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 widen the roads providing greater shoulder access and installing sidewalks, where appropriate.

CHAPTER 5: COMMUNITY FACILITIES & SERVICES

COMMUNITY FACILITIES & SERVICES GOALS	COMMUNITY FACILITIES & SERVICES OBJECTIVES	COMMUNITY FACILITIES & SERVICES RECOMMENDATIONS
GOAL: *Provide public facilities and services that are adequate to meet the needs of the community and which are accessible, attractive, and add to the enjoyment of the physical environment.*	**OBJECTIVE #1:** Ensure adequate public facilities and services that meet the needs of residents and visitors.	**Police Protection** Pursue professional accreditation for the Chincoteague Police Department as per the "Commission on Accreditation for Law Enforcement Agencies, Inc." *Standards for Law Enforcement Agencies*.
	OBJECTIVE #2: Maintain beautiful and comfortable outdoor public places, which provide a shared sense of belonging for Chincoteague residents, business owners, and visitors.	**Fire & Emergency Services** Apply for an improved "ISO" classification for the Town from the Virginia Insurance Services Office.
	OBJECTIVE #3: Provide opportunities for public access and recreational enjoyment of the shoreline.	**Sewerage** Continue studying the feasibility of developing public sewer collection and treatment facilities.
		Drainage Limit the encroachment of new development on existing ditches, which are critical for drainage. Enhance existing drainage facilities. Favor open ditches over underground pipes where feasible because the initial costs and maintenance costs over time are lower. Prepare and adopt a municipal ordinance to control the filling of remaining drainage channels.
		Flood Insurance Improve the Town's rating status under the Community Rating System (CRS) of the Federal Emergency Management Agency's National Flood

CHAPTER 5: COMMUNITY FACILITIES & SERVICES		
COMMUNITY FACILITIES & SERVICES GOALS	**COMMUNITY FACILITIES & SERVICES OBJECTIVES**	**COMMUNITY FACILITIES & SERVICES RECOMMENDATIONS**
		Insurance Program to lower community-wide insurance rates in affected areas.
		Harbor Ensure the harbor remains as an economically valuable Island asset. Encourage the Harbor Committee to review current financial health and make necessary adjustments to ensure that future costs are not born by Island taxpayers.
		Health Care Consider an active program to recruit, support, and retain physicians on the Island.
		Recreation Pursue the possibility of turning other public lands into recreational areas such as the Lekites property located on Lekites Drive for a walking trail or the Curtis Merritt Harbor of Refuge property on the south end of the Island for a fishing recreation pier.

CHAPTER 7: HOUSING

HOUSING GOALS	HOUSING OBJECTIVES	HOUSING RECOMMENDATIONS
GOAL: Preserve and protect the neighborhood character and quality of life in residential neighborhoods; encourage a balanced range of housing type and opportunities; promote opportunities for clean, safe, and affordable housing; and maintain safety, appearance, and harmony within neighborhoods.	**OBJECTIVE #1:** Encourage a variety of home prices in new development or re-development projects in order to provide housing for people of all socioeconomic backgrounds.	**Affordable Housing Program - Zoning** (See Chapter 7: Chincoteague Comprehensive Plan)
	OBJECTIVE #2: Encourage programs to pro-actively provide accessible and affordable housing for the regional work force, including working with Accomack County and other regional housing entities.	**Second and Third Floor Apartments** (See Chapter 7: Chincoteague Comprehensive Plan)
	OBJECTIVE #3: Develop policies that support flexible housing arrangements for extended family living.	**Accessory Dwelling Units** (See Chapter 7: Chincoteague Comprehensive Plan)
	OBJECTIVE #4: Create policies that facilitate continued occupancy of personal homes by elderly residents, who may need in-home care.	**Community Land Trust** (See Chapter 7: Chincoteague Comprehensive Plan)
	OBJECTIVE #5: Encourage housing rehabilitation, redevelopment, and improvement program for selected areas or neighborhoods.	**Adaptive Re-Use** (See Chapter 7: Chincoteague Comprehensive Plan)
	OBJECTIVE #6: Continue to improve housing conditions by using all available means to ensure decent, safe, and sanitary housing.	**Increased Density** (See Chapter 7: Chincoteague Comprehensive Plan)
*Note: Many of the recommendations for "Housing" are directly related to the future acquisition of sewer facilities and services for Chincoteague Island. The Town is performing feasibility studies in regards to sewerage facilities and services therefore these recommendations describe potential future actions if sewer is made available at a later date.		

APPENDIX B: Chincoteague Public Questionnaire - Results

TOWN CENTER

Question 1: Stores, shops and businesses should be the primary uses allowed in the historic Town Center (Main Street from Church Street to the Fire House).

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
91%	9%	0%	0%	0%

Agree:

- Residential above stores/businesses would be ok
- This should also accommodate planned expansion.
- I support mixed use 2nd and 3rd story residences.
- I agree with your additional suggestion of low-cost residences over commercial storefronts.
- Apartments over stores – ok.
- Desired: keep same makeup as exists.
- Zone out C-1/C-2, create special downtown district, eliminate fish docks.
- With mixed red. Use on special occasion.
- People come here for the small town feeling – let's keep it.
- Perhaps with some residential on 2nd/3rd floor – keep as has been in past.
- Except 2nd and 3rd floor apartments should be permitted.
- For street level and allow appts above.
- You don't have to re-invent the wheel – go look at historic districts the nation over.
- Parks, public space and post office are ok too.
- Upper level apt/residences ok.
- We need all the businesses we can get.
- It already is!
- Shucking houses, oyster houses?
- Licensed street venders selling coffee, ice cream, etc. should be encouraged. Cigarette sales and use! should be banned in this section.
- 2-story historic architecture with living spaces on 2nd floor only, with public open spaces.
- Allow apts above businesses to remain.
- I do not like large chain stores or hotels on the Island.
- A restaurant or two would be nice.
- Except owners could live above their business - and planned – no more t shirt co. – invite additional business mix.
- Along with residential on upper floors.
- But especially businesses such as restaurants important to visitors.
- Should include restaurants, bakeries, etc.
- I like the option of 2nd floor residential.
- Restaurants.

Disagree:

- It should be extended to Maddox.
- Mixed use – some residential units – apartments over retail – no motels in this area.
- A mixture of shops, apartments, shop owners-living-over-stores is a much more interesting mix.
- Apartments/homes vital to keeping a town alive.
- You never know what might be needed. I don't feel government should have full authority to control use.
- As far as I can see.
- Mixed use (residential and commercial) helps keep town centers viable and flourishing. It allows for a more pedestrian friendly environment too.

Question 2: The architectural characteristics of the best examples of traditional Chincoteague buildings located in the Town Center should be reflected in new construction in the Town Center.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
90%	8%	2%	0%	0%

Agree:

- Using the best.
- Yes.
- Should be implemented ASAP.
- It should sustain its small hometown feeling and charm.
- Yes definitely.
- Typical enhance old town look.
- As well in renovation of existing buildings.
- Enhance tourist draw – they like charm, so give it to 'em.
- At least in terms of scale, setbacks, etc. (signage), mainstreet architectural renderings are guidance only.
- Somewhat brick, wood and plaster.

Disagree:

- Well designed "new" structures should not be excluded – would you exclude Aldo Rossi from seaside?
- Not necessarily Chincoteague architecture but rather architecture which will best fit the idea we are after.
- It's their property, let them do what they want.
- No, because you will get fake, ugly bldgs. Honor the past architecture, don't try to copy it.
- The "best" downtown bldgs. fail to meet code, particularly vis-à-vis floodplain requirements and hurricane requirements.
- Who decides the best examples?
- There are some ugly buildings there now.

Undecided:

- It's hard to answer this without photographs of buildings viewed as potential models.
- What are best examples?

Question 3: The Town should consider designating the Town Center as a Historic District.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
73%	9%	17%	0%	2%

Agree:

- Absolutely.
- Strongly agree. Virginia has strong incentives for it.
- With some reservations – could be overly restrictive.
- Preempt any changes by immediate adoption.
- Don't allow structures to be destroyed.
- Undecided:
- Do away with fish docks – no space!
- With tax benefits for preservation/restoration.
- Grants may be an asset sometimes.
- This would insure Question #2 could happen.
- Be careful not to limit owners to unreasonable renovation requirements.
- At least to the old bridge. Would some of the old town want to be in a district as well?
- Strongly agree. Eligibility for Nat'l Register of Historic Places has been established by VDOT's 1998 study of downtown area. Ground work is done. Town must do this 'paper work'. Tourism is its economic base. This would be another facet to enhance their stay and could easily be a major reason for them to visit. (Historic Architectural Evaluation Chincoteague Island Historic District. See: VDOT Project 0175-001-V12, PE1OZ, B603, B606. VDHR File 94-1116-F) (As a former Old Town Alexandria resident and co-founder of Summer Island History Trolley Tours, history and historic preservation are in my DNA.)
- With controlled color schemes, architectural changes to facades and signage.
- Building by building. Not all is historic.
- Good idea.
- If it's not too late.
- Will lend more pride to the town by the residents.

Disagree:

- Just a special district.
- Could prevent owners from improving and maintaining buildings – might cause more harm than good.
- Too many restrictions and unneeded administration.
- Once the town has one tidbit of authority it will want to control more and more.

Undecided:

- Most buildings have no historic significance.
- Only if does not impede new investment/refurbishment.
- Depends on how truly limiting that is – not sure this is necessary if other rules (i.e., signage, etc.) are in place.
- The bridge (draw) was so designated, but is being destroyed!
- Need to evaluate the pros and cons, then decide.
- What are the long term costs and commitments?
- Much of the downtown is in poor shape and dilapidated. There are numerous structures that are neither historic nor architecturally significant.
- What would be the cost/benefits – need more detail.
- A great idea but can create barriers to development and improvement.
- Too many external restrictions?
- So many restrictions..

Left Blank:

Why – what's the benefit.

Question 4: Parking in the Downtown Area is adequate.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
35%	46%	19%	0%	1%

Agree:

- Except I suspect during the month of July!
- Additional parking on Bridge Street when new bridge is complete will help with easy access parking.
- The Mumford Street lot is rarely fully used.
- People can park on side streets.
- Currently adequate, but in the future (?)
- Please, no more parking lots.
- Except on high holidays, there is always space.
- If you can walk around.
- The only time it is crowded is July/August. This doesn't warrant more parking spaces!
- For the size of the town.
- Not enough for food market on Cleveland Street in summer.
- Now. It will <u>not</u> be if new condominiums go up.
- Other than major summer holidays and pony penning, and even then it's not awful.
- The parking by the library should be designated as "library patrons only" during library hours.
- Plenty of asphalt now. Share with church's.
- No more parking lots.
- Seems fine during most of the year.

Disagree:

- Not much.
- Not enough during summer. Boat workers take up spaces close to park and docks overnight and when ships are away.
- More free parking will mean more business for downtown merchants.
- But wouldn't want to see large parking garage.
- Especially for older residents and visitors.
- With the new "park" we need to find more areas for shoppers, sigh seers, and more cross-walks.
- The new park is a mistake. Move Misty back, create entrance where statue is, make parking where grass is.
- Not nearly enough and/or provide transit.
- During summer months.
- On summer months.
- To compound problem, parking on Main Street in downtown area should be prohibited and sidewalks widened.
- Traffic circulation has been ignored and needs planning and action <u>before</u> additional parking is considered.
- More large parking areas needed.
- What about establishing a <u>frequent</u> trolley service from the high school parking lot during tourist season.
- It is cumbersome to park making area less inviting to town's people.
- Develop the old Chincoteague school property as a "green" parking area. Develop walking and bike paths and trolley access from ere to downtown, and up to the Creek.
- There should be no on street parking.
- Summer – no parking places.

Undecided:

- Seems adequate most of the time; don't know what the future may bring. Don't want more paving, if possible, even if more parking is made available.
- Depends on the way the town decides to proceed.
- Perhaps not at peak season and certainly not with additional condo development.
- Not sure because I don't often park in the downtown for more than a few minutes during the day.
- I recommend promoting pedestrian traffic downtown. May need to consider offsite parking.
- If possible, more would be desired – peak time summer.
- Additional parking on Bridge Street when new bridge is complete will help with easy access parking.
- Not easily accessible, but there.
- Usually it is adequate. With events it can be a problem, but trolleys and shuttle buses have helped and should be encouraged for large events.
- Probably more is needed. I just have not needed to park there very often – usually walk to that area.
- Always adequate off season; sometimes crowded during summer. No expectation that parking should be adequate during pony penning or fireworks.
- Adequate in that we have no more room to dedicate to parking. The trolleys would help if only we get used to using them – locals included.
- Don't know, but more will be needed.
- Keep on street parking whatever happens!
- Probably not.
- Note: tourists ride these trolleys that town has bought – we have too much traffic and not enough police and rescue teams.

MAIN STREET

Question 5: The existing views of Main Street and the waterfront entering Chincoteague from the main land should be retained to the maximum extent possible.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
78%	13%	9%	1%	0%

Agree:

- The bayfront and across the street from it should be protected as much as possible – stop townhouses and condos!
- Also looking from the south Main, Eastside.
- Would be great if we could move the power sub-station and get rid of the billboards.
- Only allow 2-story or 1-story dwellings on Main Street.
- Single family homes, not a line of hotels or condos.
- The tacky signs along the causeway must come down.
- The view is going to change when the new bridge is put in. Extend building restrictions to the north.
- The most important issue here.
- Strongly agree.
- Take down signs on Rte. 175 into town.
- The view has already been altered negatively.
- Is this referring to the new bridge at Maddox?
- The large hotels that devalued property should compensate.
- Agree.
- Get rid of signs on the south side of causeway that obstruct view to the south.
- The "waterfront" motels and condo effect have all but destroyed the "existing views".
- Strongly agree.
- In the historic district.
- Strongly agree. Lose the views – lose the tourists – lose the economy.
- This is what people want to see!
- Should group condos in units of 6 and leave open space between units.
- Yes this is the atmosphere that people coming here are looking for. If too much of this atmosphere is lost – why bother coming here and looking for what was once "Chincoteague" and is now paved over.
- Encourage development of more green spaces – small parks.
- The town should insist on early removal of the three (or more) "Inlet View" signs on south side of Chincoteague Channel that were improperly permitted in the first place.
- Keep the billboards.
- Agree – but the bill board signage should be controlled in numbers and size.
- It is already almost gone!
- One of the best parts of Chincoteague, especially the boats –
- Signs blocking views of the waterfront should be prohibited. You can't see or fell the quaint nature of the town.

Disagree:

- Need a little flexibility.
- People who own this property should be able to dispose of it as they wish which includes selling to the highest bidder of the property. Put your shoes into the owner's position.
- Depends on how the town wants to control it.
- Already too late for that!
- Isn't that too late?
- Enhance the look.
- Much of this area needs redevelopment and revitalization.

Undecided:

- Don't know what the "new" view from the new bridge will be like.
- Diversity of buildings and uses – yes. Crumbling docks – no.
- More power stations?
- There are some things that I like and also dislike.
- Town should purchase areas such as the town park to preserve waterfront. Do not prevent people to building on the H2O if they desire so.
-

N/A:

- If you mean the lovely line of south Main Street, yes. Only the waterfront north of the bridge, not the street, is/will be visible.

Question 6: Views of Chincoteague Channel and the Bay waterfront from Main Street should be retained to the maximum extent possible.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
87%	13%	0%	0%	0%

Agree:

- The bayfront and across the street from it should be protected as much as possible – stop townhouses and condos!
- Houses are going to be sold at depressed prices if this is not done.
- Yes, using a stop gap measure.
- The view is going to change when the new bridge is put in. Extend building restrictions to the north.
- The most important issue here.
- The view has already been altered negatively.
- It's why people come.
- Also a little late.
- Strongly agree.
- As long as this does not restrict a property owner's right to build.
- Extend boardwalk for business access from water side.
- Lose the views – lose the tourists – lose the economy.
- No more hotels or condos.
- This would take care of #5.
- When you come to the island and hope to see our lovely sunsets you don't want a three story wall in front of you.
- Such subtle "density" considerations are a little late in coming with Sunset Bay, Hampton Inn, Comfort Suites, Island Motor Inn, etc., sadly allowed parallel to the waterfront, already blocking views.
- Zoning regs.

Disagree:

- Again – need a little flexibility.
- Again, depends upon the amount of authority local government will need.
- They are gone too far now. What's done in not correctable.
- Too late!
- Unless the property owner is compensated monetarily they should not be denied reasonable use of their property.
- Cannot prevent this – unfair!
- Landowners have rights. Too late and now you want to take away landowners rights.
- Looks redundant to above question – same answer applies (people who own this property should be able to dispose of it as they wish which includes selling to the highest bidder of the property. Put your shoes into the owner's position.)
-

Question 7: Building height, width and depth, as well as location on the lot should be regulated so as to retain open views of Chincoteague Channel and the Bay from Main Street.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
89%	9%	2%	0%	0%

Agree:

- Your presentation made the excellent point of waterfront or water view access.
- Strongly agree!!
- The bayfront and across the street from it should be protected as much as possible – stop townhouses and condos!
- Code –
- Late.
- Those who cannot comply should be made to develop compensatory natural views on their street side, i.e., ponds, landscaping, etc.
- Strongly agree. This is much more important than trying to regulate the architecture 'style' which will differ w/all who are making the rules/regulations.
- There is always the BZA if it is a real hardship (not more profit for more units).
- Strongly agree! Need separate requirements for all shoreline properties.
- Nice to be reminded that one is on an island once in a while.
- Not enough to carry out.
- Yes, this is what downtown should be about – for people who shop and roam around the waterfront.
- Strongly agree.
- Yes – original footprint size should somewhat be kept in check (and height – except be raised for flooding).
- Why come if you can't see anything but buildings?
- As much as possible there should be public water views.

Disagree:

- May need townhouses.
- Too late!
- Lot sizes are small, this would not work well.
- Everyone (waterfront or not) should be treated the same.
- Landowners have rights.
- Again redundant – same answer applies (people who own this property should be able to dispose of it as they wish which includes selling to the highest bidder of the property. Put your shoes into the owner's position.)
- Heights, widths and depths need to be uniform – town wide.

Undecided:

- Which parts of Main Street? It's a long area with lots of variables.
- What part of Main Street?

Question 8: Detached single family dwellings should be the predominant use allowed along Main Street and the waterfront outside of the Town Center.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
80%	15%	5%	1%	0%

Agree:

- The bayfront and across the street from it should be protected as much as possible – stop townhouses and condos!
- Definitely.
- Strongly agree!
- Blocks of townhouses create a wall of privacy along the water or in pedestrian district.
- Yes!
- If there has to be anything.
- Developers and town council listen up!
- Yes and somewhat controlled by size and architectural control.
- Also, not too huge!
- Single family rental dwellings should be limited to number of people – not 10 cars to each home.
- Septic problems will occur, it is only a matter of time.
- Businesses in similar detached structures could be as well.
- We wish!
- No more condos. Charge huge impact fees, equal to 50% of the developer's profit, even the ones now planned.
- Strongly agree, with plenty of space between them so all can enjoy the water view.
- Today there is more profit for landowners/developers in condos, townhouses, etc…set zoning to make single family dwellings more profitable.
- How about all over the island just as it used to be?
- The waterview should be for all to view, not just the selected few.
- Not enough to carry out.
- Absolutely! How did those 3-story hotels can developed and why?

Disagree:

- This is a bit broad, however, the intent is good.
- Properly designed multi-family is acceptable north of Jester.
- A waterfront restaurant and bar would be welcome.
- It's their land let them do what they want.
- Unfair property rights and area discrimination.
- Again owners should be able to sell their property to the highest bidder for whatever purpose that can be approved by the zoning committee.
- A mix of housing would be best.

Undecided:

- Condos.
- Main Street from town center south toward Beebe – agree. Undecided toward Merritt Harbor and north portion of Main Street.
- If we limit condos, what do we allow as far as commercial buildings?

N/A:

- I'm building a duplex – lack of flexibility in lot size requirements create economic reality promoting multi over single family dwellings. Good luck!!

Question 9: Zoning regulations should prohibit multifamily dwellings along the Main Street waterfront outside the Town Center.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
76%	18%	5%	1%	1%

Agree:

- The bayfront and across the street from it should be protected as much as possible – stop townhouses and condos!
- Strongly agree.
- There is plenty of room inland for these, they just block water and sunset sky views.
- Absolutely – how did these 3+ story hotels get developed and why?
- May be too late.
- Keep the water view for all to enjoy.
- There will soon be no waterside eateries on the Main Street side of the island.
- And everywhere else. We have enough.
- By the time the new developing is done the waterfront views will pretty much be done – unless those who block the views are hugely taxed to do so.
- Yes! Also the construction of townhouses, condos, and motels just gives the island the appearance of a walled environment cutting the north/south Main Street and Eastside drive routes off from viewing Chincoteague Bay and Assateague Island.
- Awaken town council….this is your problem!

Disagree:

- A mix of housing would be best.
- Property designed multi-family is acceptable north of Jester.
- This is a bit broad, however, the intent is good.

Undecided:

- Limited – low level – keeping with charm.
- It depends on scale, design and height.

Gateway Commercial Corridor (Maddox Boulevard)

Question 10: The visual appearance of Maddox Corridor should be improved with more landscaping e.g., street trees.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
80%	10%	9%	0%	1%

Agree:

- Signs should have to be approved.
- Widen streets – better sidewalks and bicycle paths.
- Retain open view.
- Reduce signage (Question 12).
- This is definitely needed!
- Promote pedestrian traffic. Improved sidewalks. Add landscaping and benches.
- Definitely.
- Encourage pedestrian travel, improve sidewalks.
- Yes – it is soon to be your main entrance and should have arch, color and size constraints. Causeway: the billboard sign sizes should be kept in good repair – regulated in size and be confined to the causeway.
- Uniform signage and property maintenance would help too.
- Remove excess signs and reduce size of existing signs.
- Trees are always good, but Maddox is already ugly (except for a few buildings in the first block off Main St.).
- Maddox Blvd is becoming quite a business area. Trees, plants, always add to the appearance.
- No tree lined streets. Trees and native shrubs at strip malls/parking lots, etc.
- Maddox looks more and more like Ocean City schlock every day. Try Easton or St. Michaels for proper appearance.
- Quality landscaping w/plants native to the area. No Bradford Pears. Perhaps more important to require screening plants at parking lots all over island. (My husband and I own bldgs/property on NE corner of Maddox and Main Sts (4296 Main). We have a major, vested interest in this area. The house, known as the Dr. Kegley House in the VDOT study, is one of the contributing structures to the Historic District.)
- Widen Maddox.
- As long as land is not condemned to do so.
- However, limited opportunity w/minimal lots, parking and stormwater (there is stormwater management isn't there?)
- Plan properly for trees so the town does not spend money fixing sidewalks, etc….because of trees which are fast growing.
- The Planning Commission has created a sub committee to establish guidelines and comment on plans.
- It would be nice but not completely necessary.
- Streetlights, banners, and landscaped circles, pavers.
- The first impression is always a major part of whether or not you choose to return to a place or not.
- Add also benches, post lights (not mercury, please) and good looking pedestrian overpasses when bridge is built in new location.
- Trees, lighting, inviting to stroll along, benches, flowers.
- Should be no parking but not enough to carry out.
- Retain open view.
- Any improvements that are made would be asset to the island.
- Any way speed limit could be painted on road other side of bridge Marsh Island side? SPEEDING IS OUT OF CONTROL.

Disagree:

- Let the town center be historical. Let Maddox be hysterical. Put the money downtown. Maddox can take care of itself.
- Lack of space.
- Not necessary.
- Chincoteague style – feed ducks!
- Note: too much traffic – to bikes or moped should be allowed – no room now for trees or anything else!
- Who will tend the trees?

Undecided:

- Road is narrow – no room for trees, etc.
- Appearance would improve with better sign regulations.
- Maddox already "tacky" in may areas; may be too late to improve it significantly.
- Since much of Maddox lacks sidewalks or have very narrow ones, where would trees be placed?

Question 11: Pedestrian and bicycle facilities on Maddox Boulevard should be improved.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
86%	8%	5%	0%	2%

Agree:

- Bicycle facilities, including bicycle racks, are needed all around town to encourage the growing use.
- Improve safety along all streets.
- Not safe now from June to August.
- Sidewalks needed along all of Maddox Blvd.
- For tourism, especially.
- Public parking for this area to increase pedestrian use.
- Consider kayak access along waterfronts.
- In street for bikes.
- Bikes off sidewalks.
- Dangers both for bike and vehicle drivers.
- Bike riding is hazardous to your life.
- How is this possible without eliminating parking – we need the parking along main between Main Street and Deep Hole Road intersection!
- Stenciled signage on existing bike paths would help.
- Bicycles should be forced to follow the laws. They purposely ride side by side IN the road. This is a big problem and something should be done!
- Bicycles should not be allowed (re-route them) on Maddox Blvd between Deep Hole Rd. and Main St.
- Strongly agree as well as on Eastside, Ridge, and Church St.
- Strongly agree, improved w/safety as major issue. This is currently a busy street w/ice cream shops and family oriented stores. W/new bridge, more traffic. This will become more dangerous.
- Parking should be removed (?)
- Current bicycle path is dangerous and an embarrassment. It should extend to Assateague safely for families.
- Should have sidewalks like Deep Hole Road has. Many people walk on Maddox, few on Deep Hole.
- Need cross-walks at intersections – not only where there is a stop light for peds and bikes to cross safely.
- We need bike trails and bike lanes. This would ease parking problems and traffic flow. Need cross walks on Maddox Blvd.
- Yes – sidewalks are best.
- However, the new bridge will require widening the road and preclude any such niceties.
- When the town was incorporated, one of the "promises" was sidewalks and lighting on all streets; smooth, walkable sidewalks.
- In street for bikes.
- Traffic congestion is bad as we all know. Any improvement for safety purposes would be an asset to everyone.
- Bike and pedestrian traffic will cut down on auto congestion and pollution.
- Increased numbers of people come here to bike, many of whom are families.
- Definitely.
- Need more areas for bicycle riders and they should be prohibited from historic district – yet given more bike racks to park if that was their mode of transport to get there.
- I ride a bike at times and it is dangerous during high traffic periods.
- Speed limit adhered to!

Disagree:

- Too much traffic of all kinds.
- They seem adequate.
- If and when bridge goes to Maddox this will be such a traffic nightmare! Can't anyone see this great mistake coming! Too much traffic already on this road.
- Bikes can ride path provided on Assateague for recreation.

Undecided:

- Not if it means widening Maddox.

Question 12: The visual quality of signs along Maddox Boulevard should be improved.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
79%	9%	13%	0%	0%

Agree:

- Limit the signs – prohibit electric and/or flashing signs. Rt. 175 is a "gateway" – signage there is a blight. Much of it is about non-island businesses.
- Keep it small town look – we don't want it to look like Ocean City.
- Most signs are too big and high.
- Yes!
- Quality of signs island-wide should be improved. CAUSEWAY SIGNS SHOULD BE ELIMINATED (will cause major controversy).
- Lighting of signs needs to improve so it doesn't blind you from street.
- Focus on name of stores not products sold, reduce size – uniformity would be effective.
- Lighting of signs needs to improve so it doesn't blind you from street.
- New sign ordinance needed but back to #7 (not enough to carry it out).
- We have way too many signs on the entire island.
- Should conform more.
- The big billboard signs are visually unpleasant.
- Set a standard for signs and set a deadline to meet the new regulations.
- Not sure of signage requirements presently.
- If one person pays for a nice sign make everyone pay for one.
- Strongly agree. All over island, not just Maddox Blvd. Need strong, strict sign regulations – re: size, how many each business can have all over island. No flashing scrolling lighted ones and no excuses from town employees that they made "mistake" in issuing permits the 2 x-large scrolling signs on Main Street. And remove the one at Chamber of Commerce that is on Town-owned land! Enforce the rules for one and all!
- A little late.
- No flashing signs. What happened to sign survey done a few years ago?
- This would be the best thing that could happen.
- Uniformity and maintenance is needed.
- Strongly agree.
- As noted before, remove excess signs and reduce size of existing signs.
- It is soon to become your main causeway to the beach and should be regulated in size and colorations.
- Adopt some standards that will promote a more professional appearance.
- Does the Chamber of Commerce currently encourage better signage?
- Strongly agree – neon or flashing signs should be prohibited – very unattractive and not characteristic of island.
- When you come into town there should be communal signage to support area activities.

Disagree:

- It is difficult to agree since current business owners would take on the cost. It seems to me that you don't want to make it more difficult for small businesses to survive.
- I see nothing wrong with the current visual quality.
- Currently signs are fine with me.
- Owner should decide.
- It is part of the character.

Undecided:

- I don't know of any big sign problem.
- Maddox already "tacky" in may areas; may be too late to improve it significantly.

- What does “improved” mean here? Smaller, larger, better design (i.e., color coordinated, etc.)?
- This helps the merchants.
- The signs are not distasteful now.
- Some are good, some are poor, should be redone.
- The road is overpopulated w/people and signs.
- I like small signs tastefully done i.e. not neon flashing etc.

Question 13: The appearance of buildings along Maddox Boulevard should be improved.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
68%	17%	14%	0%	1%

Agree:

- Hot dog and shrimp trailers are tacky!
- Those big storage units behind buildings are disgusting.
- Street trees and flowers, sign standards.
- There should be requirements on signs, colors, "decorations", i.e., miniature golf courses.
- Would be nice if "Chincoteague architectural style" could be encouraged.
- Some seem so rundown, tasteless, but not even viable as businesses.
- Opportunity to change to profile historic area.
- Their design and colors could be coordinated.
- Some need improvement.
- Grant money for a "facelift" project?
- Discourage new condos and national chain motels.
- The junk cars are not real appealing on property in front of stores, etc.
- Especially the new t-shirt souvenir shops – ugly paint!
- Dumpsters and other trash receptacles should not be part of parking lots/buildings, etc.
- The second best thing. Involve the C.O.C.
- It's an architectural hodge-podge.
- Again with it being your new way to the beach – as much care as the historic district should be in effect.
- Definitely.
- But don't sanitize. Keep diversity and character.
- Especially the shrimp stands.

Disagree:

- I see nothing wrong with the current appearance.
- Let the town center be historical. Let Maddox be hysterical. Put the money downtown. Maddox can take care of itself.
- Only a couple are offensive.
- Too broad and no objective stated. Sounds like there are a few "targets" here.
- Again more town authority is not needed.
- Controlled by whom.
- Except the t-shirt shops.
- I like the home/business and old century look of hotels and businesses.

Undecided:

- Maddox already "tacky" in many areas; may be too late to improve it significantly.
- It is difficult to agree since current business owners would take on the cost. It seems to me that you don't want to make it more difficult for small businesses to survive.
- Some are good, some are poor, should be redone.
- Who's going to fund this for the home owners living there?
- Some are ok some not.

Left Blank:

- Small homes in gateway should not be allowed to be pulled down and properties combined to change the area where bridge comes on.

Resort Recreation District

Question 14: Redevelopment of existing campgrounds and/or trailer parks as planned residential communities should be allowed.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
56%	27%	17%	0%	0%

Agree:

- Maybe the town could establish a campsite tent/trailer goal and give incentives to keep them. In that way Chincoteague will always be a middle class vacation spot for families. This is especially important as there is no camping on Assateague on this end.
- Depends on the kind of redevelopment – single family detached houses – NO TOWNHOUSES or high density.
- Good idea.
- Agree, but we need greater analysis of who, how and when these are used.
- With careful zoning, planning.
- Agree only if upgraded. Zoning needs to be enforced – i.e., add-ons to trailers, etc.
- If part of careful comprehensive plan.
- Continue to encourage as campgrounds but prepare for residential development with conditions.
- No more condo w/3 stories which are really 4 when put on pilings.
- With the stipulation of public access and affordable housing.
- As long as there is public access to the waterfront.
- But with sewer disposal facilities and some type of architectural control – that is the problem with the trailer parks – there doesn't seem to be any regulations – Pinewood adult park is a model of how things should look.
- They need to be cleaned up and redesigned.
- To a controlled degree – with tourist population taken into consideration –not forgotten about!
- If the owners of these properties decide to sell to developers, they should be allowed to do so.
- It would certainly be an improvement and "clean up" these areas.
- Create some incentives to encourage this.
- If they meet all adequate health regulations.
- Land owner must meet today's needs.
- Only for minimal single family dwellings.

Disagree:

- I would like to see some parks still available for renting and trailers so that families can still have inexpensive vacations.
- Maintain parks and campground sites as much as possible.
- Stay to setbacks and density allowed in plan of town regulations.
- Until we have enough water and central sewage, this should not be allowed.
- They are an integral part of real Chincoteague.
- Where do you expect these people to go?
- We would become like Hilton Head in very short order.
- We need low to mid income housing for natives and visitors.
- Our island does not have the resources to handle the septic and water usage this would put on it.
- We need these facilities for family use!
- Leave the campgrounds alone.
- Not <u>just</u> planned residential. Mixed use – height restriction – no commercial property on shoreline – taller structures in the center of property.
- Should be mixed use, allowing hotel/motel on interior lots and single family residents on waterfront lots – no more "walls" blocking water views!

- We feel it should be available commercial or residential.
- Create incentives to help business flourish but don't restrict usage of land.
- Keep campgrounds.
- Island popularity was built around Tom's Cove and Maddox Family campgrounds. Chincoteague needs quality family campgrounds.
- Camping and easy living is part of our character. Campgrounds could be nicer though and RV resorts (i.e.).
- We don't need any more residential sites – locals can't afford them.
- Strict but fair evaluation.

Undecided:

- To some extent perhaps, but campgrounds are important for tourism and mobile homes for retired people and those with lower incomes. Housing is expensive here!
- ONLY IF DONE VERY CAREFULLY TO PROTECT ENVIRONMENT, AND NOT OVERLY DENSE.
- Only well-planned.
- Again, it depends on scale and design.
- Some campgrounds should remain.
- Campgrounds and trailer parks should remain an ingredient of the social mix SOMEWHERE on the island (if not in extant locations).
- Campgrounds are an important part of tourist economy. Something should be done to retain them without penalizing current owners of the properties.
- The demand has to be met somewhere, but it will change the "affordable vacation" aspect of Chincoteague.
- Many visitors complain about the reduced and poorer quality of camping facilities we now have. We really need more and better campgrounds.
- Depends on the guidelines.
- Only if it would <u>improve</u> density issues and <u>reduce</u> strain on water and sewer. All these areas should have to meet certain standards of <u>maintenance</u> (e.g., Inlet Views is a disgrace).

Residential Neighborhoods (Old Town, North and South Residential Districts)

Question 15: The design of new construction and redevelopment (e.g., in terms of size, height, building materials, architectural details, etc.) should be compatible with the best examples of traditional Chincoteague residences in the neighborhood.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
75%	14%	9%	0%	2%

Agree:

- Yes!
- The sooner the better.
- Strongly agree. Mandate it.
- So important.
- Only in the strictest R neighborhoods. Too late on the mixed.
- Make clear that "compatible" is different than "copy".
- Need to keep historical look – not the gaudy, bright colors that do not reflect our town.
- Nice concept but the old houses were not built with mortgage restrictions that required stilts.
- The charm of Chincoteague should be preserved.
- Land owners have a right to do w/property also.
- "As much" as possible.
- Absolutely!
- Yes this is what people see when they come here and what brings them back.
- And primarily kept and the same footprint – with architectural plans and colors submitted.
- Definitely.
- Yes, "compatible" is a good word here.
- To preserve the quaintness of the town.
- Do you see the crap you let them build already?

Disagree:

- What are best examples.
- Unenforceable.
- Too late for that.
- Only in old town.
- Only in old town.
- Traditional Chincoteague homes were built by poor fisherman. There is no architectural value to their design.
- Good, sound, well-designed construction primary issues. No fake plastic pretend Victorian or CH. styles. Honest, simple, clean lines construction, needed.
- Should also comply with hurricane and green standards for sustainability and energy efficiency.
- Traditional architecture is not necessarily the most attractive or appealing or appropriate for a site.
- Good design and materials should always be welcomed – not just plastic siding clones.
- The septic capabilities cannot handle this.
- We don't need anymore control by government.

Undecided:

- Should not be cookie cutter.
- Some conformity is necessary. Some more modern architecture looks nice. This is when an architectural committee would be beneficial.

Left Blank:

- Architecture applicable in old town only but there should be a limit on amount of lot on impervious surface and structures in all neighborhoods.

Question 16: The Town should adopt design standards to regulate the appearance of new structures in the residential neighborhoods.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
69%	20%	9%	0%	2%

Agree:

- I know this can be tricky, but would increase island's attractiveness to tourism. At least limit "eyesores"!
- Good for property values.
- As long as there is room for some creativity.
- Strongly agree. Mandate it. Also do something to get rid of some of the crummy trailers in those residential areas.
- The restriction on total freedom is a reasonable price to pay to retain charm, quality.
- Council only for special use permits not BZA.
- Only in the strictest R neighborhoods.
- An ultra modern building w/3 stories does not reflect our original town.
- Hopefully.
- Strongly agree – extremely important.
- Yes and the people who administer zoning (on the Board) should have experience in this phase of municipal gov't. and not primarily vested in construction, land development, where a conflict of interest could be perceived.
- To keep the town's original charm.
- But should be flexible.
- See above (Do you see the crap you let them build already?)
- Great idea. It would take brains and nerve.

Disagree:

- An architectural committee could do this.
- Concentrate on the multi-use areas.
- Only in old town.
- Only in old town.
- Honor what is real as in the historic district and put it on Nat'l Register. And designate the many other contributing historic structures throughout the island – w/a comprehensive history of the still standing part of the past.
- The town needs to stay out of land owners voice in their decision on our property.
- Chincoteague is Chincoteague. We aren't St. Michaels or Easton.
- Town has enuff control.
- I don't think that the town gov. should get involved in this area.

Undecided:

- Character of town should be a little bit eclectic.
- So much for rugged individualism!
- Ok in a limited way – wouldn't want extreme rules like in some areas such as very limited colors allowed, etc.
- That is architectural control – who is in charge?

Left Blank:

- See above comment (Architecture applicable in old town only but there should be a limit on amount of lot on impervious surface and structures in all neighborhoods.)/Newer neighborhoods lack cohesive design on which to build standards for architecture.

Island Wide Recommendations

Question 17: Greater measures should be taken to protect sensitive environmental resources, including important drainageways on the Island.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
96%	2%	1%	0%	2%

Agree:

- Very important issue.
- Too much building right up to the water line, too many trees already cut down. Your "view shed" has already been severely compromised – all around the island.
- Absolutely.
- Along town right a ways. Financial penalty for filling in a ditch – cost to repair.
- However: why didn't we do something prior to allowing two major motels drain purified sewage into the channel.
- Drainageways need to be expanded, some relocated.
- Filling in ditches for more houses only causes more drainage problems for existing houses.
- What % of islanders would disagree with this? And what are their interests?
- Town should understand the concept of gravity in respect to drainage – water runs down hill. Fix the ditches with this in mind.
- EPA v. the Corps have given up, but not everyone has.
- Strongly agree.
- Town should comply with laws, not just dig ditches wherever they want, even through marshland.
- Strongly agree. As well as existing marsh land as long as there is septic.
- Current waterways have been filled in! (I have pictures and plan to contact Federal Government!)
- This survey should have been given out 10 years ago!
- Prime example, the canal that runs across from our house, and we had a water backup when we had high tides.
- Drainage is non-existent in rain storms.
- Strongly agree – very very valuable.
- Yes before we become a total sewer!
- Ground water and waste water – need to be #1 priority with the island population changing so quickly as it is.
- Junior Britton?
- Some are scenic assets (e.g., "Fowling Gut" south and Bunting Road.
- Yes, much more environmental protection is needed.
- Strongly agree.
- There are already drainage and run off problems

Disagree:

- Corps of Engineers is enuff problem.

Question 18: The Town should increase the number of pedestrian trails and bikeways throughout the community.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
90%	3%	5%	0%	2%

Agree:

- Probably would help tourism, but be sure they are safe for riders and car drivers.
- Maintain safety along walkways.
- More pedestrian trails linking backs of downtown stores – reestablish the old ones.
- If not impeding traffic with bike trails on narrow roads.
- Consider kayak access along waterfronts.
- Badly needed.
- Many dangerous areas exist right now.
- Makes sense if we want to encourage a strong tourism base.
- This would help maintain the type of desired population on the island.
- This should be done for the residents not for tourism. Not everyone (town registered voters) benefit from tourism. Sometimes too much of my tax dollars are being spent encouraging tourist when I do not benefit from the expenditure.
- And should these new mini-cars have a separate lane? They are driven as if they are on a bumper car track.
- Cycling attracts family visitors.
- Although this does seem to be improving each yr. (ex. The Hallie Whealton Smith Dr. trail added last yr. However, there does not seem to be any thoughtful sign posted to indicate it is there, times open, ok or not ok to ride bike on loop etc.).
- Great job on new park area!
- Church Street, Eastside, Chicken City, Maddox.
- Much needed.
- Roadways are too small to allow for bikes. It is only a matter of time before people are hurt or killed.
- Only if the town maintains them.
- During the summer season it is foolish to bike ride anywhere on the island.
- Safety – great.
- Most streets are not safe for either!
- Yes – this is a way for people to get around and see the island the way it should be seen – not driving the perimeter roads and looking at a wall of construction that is obstructing the views of our surrounding waters and islands.
- Biking is dangerous to pedestrians and with the flow of traffic on the main roads.
- Strongly agree.
- Main Street is especially tricky now.
- This would be a significant improvement to the appearance and overall attractiveness of the island to visitors and residents.
- Make it enjoyable to explore the island.
- If possible.
- Stop the parking problem with less paving.

Undecided:

- Does this benefit the year round residents as well as the tourist who are here only possibly 3 months of the year.
- At what cost to local tax payers?

Question 19: The Town should consider construction of public wastewater treatment facilities (i.e., a municipal sewer treatment plant and collection system).

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
57%	16%	27%	0%	0%

Agree:

- After the adoption of this plan or similar plan.
- As long as the treated sewage is not going to be released in the Bay (similar to current concerns at Captain's Cove in Greenbackville).
- Only after zoning regulations are improved to prevent large condo developments.
- I know it will be expensive, especially for seniors, but it is past due.
- Self contained sewer system and soon before all the water is contaminated. Improve municipal water systems.
- We need new zoning in place first.
- Soon.
- Most of old town is in need of update.
- Strongly agree.
- Should have been done 10+ years ago.
- Do it.
- Yes – definitely ASAP, just walk or ride a bike around the island on some hot summer days and you will get "wind" of why this should be a high priority undertaking.
- Only after a new zoning plan is approved.
- As long as we do not destroy any sea beds.
- This should be top priority along with expedition of new bridge – this determines further increases/decreases of residential development.
- As a minimum for the old town commercial and residential areas.
- The island can only hold so much – possibility of spray fields.
- But not if will allow too much building.
- Only if it does not allow too much large construction on island.
- Over due – 20 years late.
- Essential, with all the townhouses and condos going up.
- Most important question on survey!
- All new construction should be forced to wait for this! And pay for this!
- But have restrictions in place to prevent another Ocean City.
- Should decide yes or no on this item before making decisions about neighborhood density.
- If this will help attract quality restaurants and improve the general H2O, sewage health concerns, then do it!
- Definitely –
- Agree on condition that new zoning laws are in effect restricting multi-family, townhouse, condos before sewer and that no discharge be allowed into our waters!!
- But zoning ordinances restricting density, height and mass must be in place before the sewer system is planned.
- Very necessary.
- This is a must.
- Only if adequate zoning were in place to prevent over development.
- But this should not be an excuse to negate restrictions on development.
- Most definitely!
- Only if the town has the guts to maintain current height limitations.
- The town should have taken action in this area years ago and have had the opportunity to do so.

Disagree

- Central sewage will only encourage more development – greed has no limits.
- Strongly disagree. This will only increase development and completely change the character of the town.
- Should give consideration to NASA facility.
- We thought this was already designed: get it done.
- Developers would know no limits.
- Will allow too much growth.
- Again – who's paying for this? Local tax payers have had enough.
- This will automatically lead to over-development….i.e. Ocean City!
- Its way too late for that.
- Any "public sewage system" will accelerate "Ocean City" style developments. The town should be the agent for all new systems that Boggs et al install. Impact fees should result for every new sewage system. The Burbage development in "Mystic Harbor" should be examined if you want to see the future sewage problems Chincoteague will face.
- No new condos!

Undecided:

- Only if development/sprawl can be managed.
- Only if we can also restrict large development.
- My big concern here is that it might cause uncontrolled over-development.
- Not if it permits unrestricted building on currently unbuildable lots.
- Agree only if there is strict observance of the 3-story limit on building heights and no discharge of polluted* effluent to Chincoteague Channel or other waterways (*including nutrients).
- I agree if this is best for the environment and having some control over expansion.
- If this is the best for the environment and keeping some control over expansion.
- Only if stringent regulations would prohibit over development.
- Do not want waste running in bay.
- Mixed feelings: public sewage – EXPENSIVE – would agree if development were restricted.
- Only if zoning prevents overbuilding and destruction of the character of the island. Many considerations – what would be the cost to residents and the town?
- Not until regulations and planning are in stone.
- Whatever makes the most sense to protect our environment and waterways.
- Or possibly help subsidize the new on site systems w/BNR.
- A study should be conducted by "experts" in the field to determine the necessity of sewage plant vs. current systems in use. As I understand it sewage treatment plant has a multitude of unwanted environmental impacts and conventional systems are far less intrusive if they work properly.
- Not unless strict, enforceable zoning is in place.
- Agree in principal but this could open a flood gate of hyper dense development with sky's-the-limit building heights. Manhattan south!
- This can be very expensive for people and especially for those on fixed incomes and many of the older people who have worked as self employed and do not have retirement benefits.

Question 20: The Town should institute temporary measures that further restrict multi-family, townhouse or condominium development not already approved until work on the new Comprehensive Plan is completed.

Agree	Disagree	Undecided	Marked "N/A"	Left Blank
75%	17%	8%	1%	0%

Agree:

- Enough is enough. We need temporary changes to prevent further bad development.
- A moratorium would be good.
- This seems crucial, or this whole effort will be for nothing.
- Moratorium on certain development now! Change zoning law now!
- Amen.
- Strongly agree.
- Yes, as much as possible, as you said, within state law.
- There's no point in a Comprehensive Plan if you have nothing left to plan! It's going to take guts to do this!
- Even if it was already approved. Stop further destruction of our town. Place moratorium on new development.
- Essential to get control quickly, although much damage already has approval.
- As soon as possible – we may already have lost our island.
- Otherwise the developers will rush in to get approval before implementation.
- Should have happened when first brought to Council. May be too late.
- This needs to be done ASAP in commercial zones.
- This new planning will take years and could be a moot point if nothing is done and done quickly.
- Yes yes yes.
- Especially if it will take considerable time to put the new plan in place, as the planners have indicated.
- DAMN RIGHT!
- If we wait for an approved plan it will be too late and there will be nothing left to protect. All we'll have is annoying pointless restrictions.
- Strongly agree.
- Any condo project currently approved should have one year to complete, or cancel permits.
- We need control of the situation. No one recognized the loopholes until the development surge.
- Do it now, before it's too late!
- By the time the comp plan is updated, it will be too late. The new zoning ordinance would have no effect.
- Doesn't this just make good sense?
- The plan could be meaningless if more large developments are approved before the plan in approved.
- Is there anyone on the council who has the guts to stand up to the developers instead of the $bill?
- Are you kidding! That would require brains and nerve!
- This should be done soon before too much of the island's atmosphere is lost and the island's "life blood" – tourism – is lost. People will not travel hundreds of miles to see what they can look out of their windows and see in overgrown towns and cities elsewhere. Think about it.
- Stop or slow it down town council.
- By any means legal.
- Do no overrun us.
- Limits on growth are appropriate but not moratoriums.
- Strongly agree.
- Multi-family construction is inevitable but only after Plan in place.

- The condo/multi-family has sky rocketed in the last 5 years and they are taking away all the views.
- Time is of the essence. It is important to take measures now to decrease the contractors from buying up and developing the land with high rises and hotels.
- Too much will slip through.
- This is paramount.

Disagree:
- In doubt. People have their rights to decide.
- We don't want any more control, especially when we (pay) taxes on the property and sales bring in revenue.
- Not right to stop work, it could take this town ten years to make a final decision.
- Do not restrict. Encourage the type of buildings desired by increasing profit.
- Seems unfair to builders.
- This would be against the law and certainly an attempt for someone's self serving interest.
- We are only hurting our people, builders, merchants, hotels, banks.

Undecided:
- This limits what island landowners can do with their property but it makes sense to slow down development until universally decided upon guidelines can be determined. Otherwise there would just be a rush for permitting and ultimately shoddy, cheap, and possibly unsafe development as a result.
- When is the Plan going to be done? 3 months? 3 years?
- How long would this be?

N/A:
- As I indicated, I'm building a duplex.

Additional Comments

Need to balance interests but not at the expense of community to satisfy special interests. Those who were blessed with inheriting the island from their forefathers have no greater rights/privileges than the newly arrived resident.

The development of a comprehensive plan is important and a little late – better late than never, however! Stopping any more destruction of valuable bayfront (for visitors and residents to enjoy) is important. Chincoteague should not become Ocean City South. Learning from other communities' mistakes is valuable. I would hesitate to make too many decisions that impact in a negative way (cost) current retail, restaurant, service and other small businesses. It's important to support the efforts of business owners now so they'll be less tempted to sell to the highest bidder, i.e., a developer. The town and the Chamber of Commerce should partner to strengthen businesses so they continue to not just survive but thrive! Year Round Resident

I am so encouraged that the community has taken the step of facing the 21st century! Can the strong "individual rights" character of this place accept the idea of a comprehensive plan: this is my worry. As someone said, we're going to kill the goose that laid the golden egg if we let a few folks become rich at the cost of Chincoteague's future. Part-time Resident

I think you did a good job. I wish it could be started soon. Year Round Resident

The plan as presented has many attractive features. I'm very glad to see this happen before it's too late. There also needs to be aggressive prosecution of individuals who ignore or violate the zoning – there are already some well known loudmouths who abuse everyone's patience by doing whatever they please with no apparent fear of the law. Part-time Resident

Shuttle system should serve as alternative transportation to beach. Develop public land in front of high school with facilities for launching of non-motorized boats such as kayaks canoes, wind sailers, day sailers. Year Round Resident

I am impressed with your overview of our problems and agree with your recommendations. I would agree with a moratorium until new zoning would go into effect (or whatever method would be legal to affect the same result. Whenever multiple housing is approved, only a limited number should be allowed to be rentals. Year Round Resident

Keep Marsh Island Conservation District – in place north of Captain's Quarters especially. Outstanding presentation! Part-time Resident

Thank you for such a wide-ranging presentation, sensitive to the variety in your audience. There is a problem with PRIVATE ROADS that needs to be addressed. Also, I live on an unpaved road that needs to be improved – strengthened by removing a barrier (a tree) to be made safer and allow better access for large delivery vehicles. Year Round Resident

This process is long overdue – a lot of damage to Chincoteague has already been done. The townhouse developments on S. Main that block views of the bay – the prospect of townhouses at Landmark Plaza all reflect the absence of a plan for the future of Chincoteague. Right now it seems to me anything goes! Reminds me of Las Vegas – no rationale – just business. Year Round Resident

We need leaders with vision to do this. At the present time vision is lacking on our Council! Year Round Resident

Stop large hotels that block the view of the water. Save as much of Conservation District as possible. Stabilize and maintain flood control, maintain wetlands, maintain ecosystem of

wetlands. Do some type of stop gap to stop development. Seasonal/Part-time Resident (taxpayer)

The town has not conformed to the past comprehensive plan will they to a new one? Remove signs on causeway! When new bridge comes in. Year Round Resident

1. Sidewalks are needed from the circle on Maddox Blvd to Deep Hole Rd. Existing walks are big improvement on island. 2. There should be some restrictions in residential communities as to what people can store on their front lawns such as old boats, trailers and other things – old coolers, buckets, old wood and brush and personal junk that keep growing. Year Round/Part-time Resident

Town needs to pass sensible zoning and resource protection ordinances and then enforce them. Exceptions should be rare if ordinances are well thought out and well written. Scale issues very important. Please do look at alternatives to causeway signs, for both gateway and safety standpoints. Year Round Resident

Zoning exceptions are commonplace. "Hardship" is constantly misinterpreted by BZA. Like it or not, we are a tourism economy. Visitors do not come here to experience a mini suburbia – they come here for our quaint island character. What's left of it needs to be preserved. We have already "disabled" the golden goose. Year Round Resident

Please use microphones so everyone can hear the discussion. Visitor (native)

There is a portion of the North Residential area (from Maddox to high school) which has more in common with the Old Town area. These are old time Chincoteague houses and new construction should be restricted as to its design. This section of the North Residential is totally unlike the residential area north of the high school. There should also be a public marina district so that there will always be some water access for the middle class. Part-time Resident (please define? Yes I come to my house in the winter and summer.)

Main Street – If development is allowed to continue Chincoteague will soon look like Ocean City when you drive north and look to your right to see the ocean and because of development do not even know that an ocean exists.

The program as presented by Redman/Johnston is very comprehensive…..now we need the town council to move on it or is this going to take another 8 or 10 years….like the approved new bridge. Maybe the first thing we need to do is get the town supervisors on the same team as most of the "Teaguers" and "Come-Heres".

I believe the survey is biased and cannot accurately reflect the views, intensions of its target audience. The questions are leading and have a prejudged outcome. If the town wishes to collect the views of the residents and visitor, then this survey has failed. Visitor

We are delighted that the town is asking these questions and seeking to manage growth. Very commendable and needed. Part-time Resident

The vision of Chincoteague should reflect the natural beauty of the land and water and the willingness of its visitors to enjoy it while not disturbing/impacting that beauty. We have a history of hardworking people, entrepreneurship and respect for nature. We should promote that history with visual reminders in signs and architecture that are in harmony with nature and our history. Part-time Resident

Please protect areas throughout the island with open vistas of the marshlands and water. Part-time Resident

The new park on the south side of Hallie Whealton Rd is a credit to the town. It would be well to extend it to the remnant of Pine Ridge – and – slough topography on the north side of Hallie Whealton by means of judicious clearing and establishment of walking paths and wooden bridges connecting the Pine Ridges. This could make a stunningly attractive and most interesting setting, especially for visitation in fall, winter and spring. Equally desirable, and with a potential for much use by visitors and resident alike, would be establishment of a launching ramp for non motorized watercraft – canoes, kayaks, and shallow-draught, lightweight sailboats (e.g. Sunfish) in the park in front of Chincoteague High School. On weekends and in summer when classes are out, the high school parking lot could serve as place for visitors to leave their cars. The availability of this launching place could be a great convenience to visitors, given the lack of access to the waterfront further north on Main Street and formidable tides present in Chincoteague Channel. This questionnaire is a credit to Redman/Johnson Associates. Part-time Resident

The choices have to do with the quality and character of growth – no growth is not an option. The Plan should strive for high quality and characteristics that highlight the area's special features – wildlife preservation and appreciation, enhancing the ability of visitors to interact/understand the local fishing industry, efforts to stimulate the local arts community. Part-time Resident

This is not Nantucket! We don't want a rarified existence but a real working town. Where are all of these new townhouse residents going to eat? Part-time resident

Everything in moderation. Part-time Resident plan to be full-time in 4 years.

Please consider at the time of the new bridge a $1 toll facility/pass system if you are a resident – tourists put such a drain on trash, sewer and roadways – it would help maintain the extra man power needed to keep up. Also, the new park is beautiful but needs more trash receptacles/or more frequent pick ups – trash is always over run on the ground. Also please consider putting an open space referendum on the voting ballot as a way to save some of the areas before they are all gone (supported by a small raise in taxes). If you are considering letting another high end developer in why not consider permanent houseboats with proper disposal facilities at the south end of the island to beautify that area. Part-time Resident soon to be full-time.

Agree with the consultant on basically everything he proposed. It is critical to protect the sensitive natural environment, to do what is necessary to decrease risk of harm and pollution to the water environment, to preserve the aesthetic quality of the natural environment so that many people can enjoy the waterfront. I agree with affordable housing availability. Seasonal Resident

Being next to a wildlife refuge and allowing them to fill in all the wetlands is inexcusable. This island has flooding and drainage issues already and more paving and building will only increase the problem and ruin the calm of the town. There does not seem to be any open space plan to counter the building. Seasonal Resident

My family is from Chincoteague and I have come here every year for 50 years. I plan to retire here – I am impressed with the plan presented an excellent step forward keeping the best of Chincoteague and I support the suggestions/objectives presented. Seasonal Resident

This is a fabulous plan, good for everyone on the island and future generations. Gentrification is a danger as more and more island residents are unable to afford to live here. Seasonal Resident

I have concerns about the mixed use area. Will you preserve any of the character of this neighborhood? Many beautiful examples of old Chincoteague homes including the Church from Assateague Village. Would you save any of the waterviews of the lighthouse for public viewing? Seasonal Resident

People come here for the quiet serene laid back lifestyle they wish to experience on vacation. Make it a little Ocean City and they won't come back. I have a store and I listen to comments every day from concerned visitors (new and old). Year Round Resident

Please don't ruin Chincoteague for those of us that have loved it for a long time – born heres and come heres alike. Year Round Resident for 9 years, seasonal resident for 30 years before that.

1. Owners should be allowed to use their parcel as they desire.
2. Help the developer to do a great job.
3. We have too much control at present time. Year Round Resident

The zoning board should be replaced with people knowledgeable about prudent development and not a board that rules on who you know.

You are going to disrupt people of Chincoteague's way of life (making a living). This will involve many jobs for residents. I would think the persons that came up with question #20 gave this great thought or if not reconsider these steps. Year Round Resident/Business Owner

Don't try to make Chincoteague what it is not. We are just average people and we don't want to change. I'm used to Chincoteague as a hodge podge of neighborhoods. We don't want people moving here telling us what we should or should not do. Also when you allow one developer to do something, it is not right to tell another he can't. Year Round Resident

Protect our waters around us. Year Round Resident

This questionnaire is a little late in coming. My great concern is for the locals and the widows. The island as I grew up on is gone – locals aren't going to be able to stay here in the near future. We are too small of an island to keep up with Ocean City! We need jobs for all year around – not 4-6 mo. of the year. Year Round Resident

Whatever change comes to Chincoteague, we must strive to preserve the unique character of this gateway community. Year Round Resident and business owner 26 years

Plain and simple, just try to keep Chincoteague Chincoteague – and not make it another Ocean City, Md or Marco Island, Florida. Listen to the people for a change. Year Round Resident

Keeping the character of the island is important to most residents and tourists if we loose it both will suffer. I believe the only people wanting large development are those benefiting directly or indirectly from it. We need to make sure we know what the "full build out" number is and how the town will supply water power and services <u>when</u> that happens. Tourism is down from 1992! Fall and spring nature lovers are decreasing! Year Round Resident

The design for the library expansion is an example of the good things that can happen with vision and lack of regulation. Many excellent designs are available for residential, commercial, even multi-family buildings that would fit beautifully here if only builders would seek them out. Over-regulation may have the unintended effect of creating sameness and leave the island visually dull and boring. Year Round Resident

I am personally extremely upset, as you can tell, of the destruction of watershed property! Years ago, our federal government passed a law that prohibits such destruction. I cannot understand how certain people can get away with such things! The plans for a restaurant seating 400 people south of Capt. Bob's, allowing septic to go where?? This violates many laws and the people of Chincoteague as well as ALL the sea life and waterfowl it effects! Year Round Resident waterman

Just remember, if we let development ruin our community like has occurred up the MD/Jersey coast, there is no going back. Once the developers have turned their dollar, they will leave and not be here to contribute to our community. Year Round Resident

Impact fees should be considered because we'll need more police, ambulance service and school expansion with all the proposed development. Also alternative to dumping "clean water sewage" into the bay. Year Round Resident

Some parts of this questionnaire are very leading and biased toward a future outcome, reducing the amount of moderation – i.e., not black or white. We need balance, not one viewpoint or another prevailing. Year Round Resident

Traffic flow at Church Street, Chicken City and Ridge Road is bad now. What will it be after all incoming traffic is dumped onto Maddox Blvd and many will need to go down Chicken City to Ridge, Eastside and Church St to get to their homes. Year Round Resident

Without immediate action to impose "impact fees" on new construction, the town cannot expect to be able to maintain infrastructure (roads, water, drainage, etc.). Condo projects should have an impact fee of 5% to 10% unit sales price, with an optional deposit of $10,000 per condo unit! Year Round Resident

1. Visual pollution and real trash in public areas, streets, parking lots, parks, sidewalks need much more attention. The town, not volunteer citizens, needs to take a more active role, i.e., paid workers to do these jobs. Visitors are not attracted to places where dead ducks are ignored for days until 'someone' removes them from the street. Rte 175 needs to be cleaned more often by VDOT. And of course the visually ugly signs should all be removed along Rte 175. Why is the Commonwealth in the sign business? No longer used cars/trucks/trailers/boats why are they sitting around on private property for, in some cases, <u>many</u> years?
2. Basic atmosphere and environment of town/island is just fine. Please do not 'tart it' up w/cute flags, banners, fake street lights, hanging flower pots, etc. the way so many other small towns are doing.
3. Why do visitors come to Chincoteague? a) to go to an all natural, not commercial, nat'l seashore. b) to stay on an only-one-of-a-kind small quaint, barrier island. Keep it simple.
4. Trust you will be back end of August or before 1 ½ years between last workshop and this one was too long. Year Round Resident

Never mind signage on the island – get the billboards off the causeway – very tacky and unattractive. Town should take over and fix the "private" roads that no one seems to own or maintain. Enforce the zoning rules we already have – I've been trying to get an abandoned truck out of the "private" road in front of my house for <u>four</u> years! Year Round Resident

Chloroform bacteria levels should be monitored around the island waterways to determine the amount from cess pools and septic fields on island.

I feel the whole reason for this plan is because the town is regretting that they let in chain motels and approved condominiums on Main Street frontage. So now everyone is going to suffer from their mistake. Year Round Resident

The town should be proactive in purchasing property that can be converted to public use, especially along waterways. Year Round Resident

Chincoteague should attract families for vacations. Flat land perfect for building but Chincoteague roads are terrible and dangerous. A bicycle trail leading to Assateague would be a

great draw. Central sewage plant generates pollution and will convert Chincoteague into another Ocean City. Year Round Resident

We need to concentrate on downtown and old town for character and then protect the remainder of residential neighborhoods from incompatible uses. Where we once had traditional small scale stores or aquaculture operations should not be allowed to turn into more intensive commercial uses in residential areas. Save the inner island wetlands. Accomack County's Hazard Mitigation Plan should be reviewed and referenced. Year Round Resident

Developers are "profit driven" and that is the American Way. Town needs to make zoning such that more profit is in single family dwellings and business and less in townhomes. I don't think council has the collective ability to make an effective decision. Wolfe and Russ stand alone everyone else seem fearful to take a stand. "That government which governs best, governs least." (Henry David Thoreau) Year Round Resident

I think if you own your own land you should be able to do as you want with it. Year Round Resident lifelong Chincoteaguer

A stop gap measure should be put into effect now! Too many developers are already making changes to the community. We do not need any more. The plans of this comprehensive plan are good and we need time to put it into a good workable plan for Chincoteague! Year Round Resident

There must be a stop gap put into effect as soon as possible. This will change the whole island as to being a family resort. We need this plan but we need to have the time to perfect it. Very important. Year Round Resident

Efforts should be made to keep the waterfront open – not walls of condos blocking the view. Year Round Resident

I have worked with economic development groups in the past – beautifying commercial districts to improve the economic development of the area. My resume is on file with Chincoteague township – I can be reached at 990-9032. Thank you! Lisa Trayner Year Round Resident

I believe we have seen within the mid-Atlantic region the result of unplanned (studied) growth. Keeping the flavor of our area only protects history, property values, businesses and our residents. Let's not lose site of what people came here for and remain here for. Planned growth that has been sensitive to all areas will benefit everyone in the future. Thank you for this! Year Round Resident

The plan should take into account impact on all elements of infrastructure – including water pressure, roads, etc. I applaud the plan's emphasis on community benefit and the approach of requiring developers to accommodate public access, affordable housing, etc. Year Round Resident

What are the precedents to Chincoteague that both DID and DID NOT have an effective planning/zoning scheme? Year Round Resident

Developers always say they don't want to change an area or to profit off of the construction they do. Sorry, but if that was so, why do they bother to build and then walk away and leave the problems behind them. It's not their problem. Right? Also, the should have been made known much sooner and the time should be extended for more input from concerned citizens. Year Round Resident

It is my recollection that two, possibly three, comprehensive plans have failed to be adopted in the last 30 years. It's time to get something passed. Don't be overly detailed or too idealistic – this is Chincoteague, not Plantation, Florida. A broad general plan enacted can be built on in future years – too restrictive a plan will be defeated. Year Round Resident

Everything this town has done in the last decade has been done wrong. Uncontrolled growth, bad ideas has ruined our local year round economy. What are we going to save? They have ruined it. Year Round Resident

Why after years of developing the island do we need to pay for comprehensive studies. Why all of a sudden does the people have a say into government with the exception of electing town officials. I hope someone reads these surveys. Year Round Resident Business (why did we not have a place (to indicate) business status).

Appendix C Background

Planning Process

Chincoteague's unique natural beauty is part of an important historic and cultural heritage that makes the Island a desirable place to live and visit.

Chincoteague's planning process began in 2003 with the Accomack-Northampton Planning District Commission "Visioning Workshop." The following vision statements provided by residents that attended the visioning workshop were reported as follows:

- In 2015, the Town of Chincoteague will have balanced commercial and residential development that is managed to protect private property rights.
- There will be public water and sewer, with limited future capacity in order to manage growth.
- Chincoteague Island's small-town character will be preserved by managing growth, restricting demolition, preserving historic and natural resources, and promoting good design for downtown redevelopment.
- Chincoteague will have a professional Town Planner, who guides the Town Council and Planning Commission in managing future development and redevelopment.
- There will be adequate zoning staff to provide strict enforcement.
- Chincoteague's waterfront, parks, and natural areas will be preserved for future generations.
- There will be adequate boat slips, bike paths, and walking trails.
- Access to Assateague Island will be maintained with adequate beach access and parking.
- Private roads will be improved along with public streets and sidewalks.
- Chincoteague will have improved emergency services, a 24-hour community medical facility and community services for the elderly and youths.

- There will be a limited amount of multi-family housing, and there will be affordable housing for young and old.

- The Town will continue to promote the seafood industry.

- Chincoteague will have new businesses that go beyond tourism, including internet and other information technology businesses.

The highest ranked recommendation that came out of the Accomack-Northampton Planning District Commission Visioning Workshop, was to determine through public meetings, the perspective of citizens regarding how best to balance preserving Town Character with development.

2006 Chincoteague Comprehensive Plan – Public Workshop

A second public workshop was held on two consecutive evenings in June 2006 for the purpose of further promoting discussion of growth management issues and strategies. At these workshops, planning consultants retained by the Town presented a summary of key issues gleaned from the Visioning Workshop and from other work sessions with the Planning Commission and Town Council.

Key issues identified were the following:

1. A need to develop appropriate development standards and review procedures to address large-scale development proposals.

2. Inappropriate redevelopment of sites.

3. Capacity to support growth (infrastructure and natural conditions).

4. Seasonal vs. year-round demands (accommodating peak demand at a reasonable cost).

5. Protecting and preserving character.

6. Condominiums lining waterfront (loss of community character).

7. Too many signs (visual pollution).

8. A need to expand the scope of Capital Improvements Programming.

9. A need to diversify zoning districts.

10. Commercial businesses being displaced by resort residential, eroding the commercial base of the community.

11. Development regulations that do not facilitate appropriate negotiations (exactions) between the community and potential developers.

12. No aesthetic and landscape requirements.

The consultants also presented a conceptual land use framework and related implementation strategies for the comprehensive plan update at the second public workshop. Participants were asked to "fill-out" a questionnaire as a means of gauging public reaction to the consultant's recommendations and provide guidance to the planning process. Copies of the questionnaire were made available at the Town administrative offices so that interested individuals were given any opportunity to react to the recommended strategies even if they were not able to attend on the two-nights of the public forums.

The public process forms an important part of the planning effort for the updated Chincoteague Comprehensive Plan to ensure that all sections of the public are represented in developing a vision for the Town's future.

As indicated in Appendix B: Summary of the 2006 Chincoteague Questionnaire, a total of 127 questionnaires were returned following the second public workshop. The questionnaire results demonstrated broad support for most of the land use concepts and implementation strategies presented. These are summarized by topic category as follows:

<u>Land Use</u>

- Stores, shops, and businesses should be the primary uses allowed in the historic Town Center (Main Street from Church Street to the Fire House).

- Detached single family dwellings should be the predominant land use allowed along Main Street and the waterfront outside of the Town Center.

- Zoning regulations should prohibit multifamily dwellings along the Main Street waterfront outside the Town Center.

- The Town should institute temporary measures that further restrict multi-family, townhouse or condominium development not already approved until work on the new Comprehensive Plan is completed.

- The Town should consider designating the Town Center as a Historic District.

- ❖ Redevelopment of existing campgrounds and/or trailer parks as planned residential communities should be allowed.

Community Design

- The architectural characteristics of the "best examples" of traditional Chincoteague buildings located in the Town Center should be reflected in new construction in the Town Center.

- Building height, width and depth, as well as location on the lot should be regulated so as to retain open views of Chincoteague Channel and the Bay from Main Street.

- Views of Chincoteague Channel and the Bay waterfront from Main Street should be retained to the maximum extent possible.

- The visual appearance of Maddox Corridor should be improved with more landscaping e.g., street trees.

- The visual quality of signs along Maddox Boulevard should be improved.

- The existing views of Main Street and the waterfront entering Chincoteague from the main land should be retained to the maximum extent possible.

- The design of new construction and redevelopment (e.g., in terms of size, height, building materials, architectural details, etc.) should be compatible with the best examples of traditional Chincoteague residences in the neighborhood.

- The Town should adopt design standards to regulate the appearance of new structures in the residential neighborhoods.

- The appearance of buildings along Maddox Boulevard should be improved.

Natural Resource Protection

- Greater measures should be taken to protect sensitive environmental resources, including important drainageways on the Island.

Transportation

- The Town should increase the number of pedestrian trails and bikeways throughout the community.

- Pedestrian and bicycle facilities on Maddox Boulevard should be improved.

Community Facilities and Services

- The Town should consider construction of public wastewater treatment facilities (i.e., a municipal sewer treatment plant and collection system).

People who filled out the questionnaire were given an opportunity to include comments on the questions. Two consistent themes emerged from the comments on the questionnaire:

1. The Town should temporarily restrict further multi-family, town house, and condominium development until an updated comprehensive plan has been adopted and appropriate implementation measures put into place; and

2. Public sewer is needed, but a comprehensive plan and strong implementing provisions should be in place before public sewer is pursued.

2007 Chincoteague Stakeholder Meetings

On September 19, 2007, the consultant held stakeholder meetings to further refine the planning process. The concept of the stakeholder meetings was to capture ideas from prominent Town residents, such as businesses and property owners as well as others who could not attend earlier comprehensive plan workshops. Discussions were held at four varying time intervals during the day to maximize participation.

The meetings included discussion on a range of issues. Participants offered suggestions to Town that focused on the following:

- Land Use and Zoning;
- Town Legislative and Administrative Processes;
- Private Property Rights;
- Affordable Housing;
- Public Sewer Services;
- Marinas and Marine Uses; and
- Commercial Uses in Town.

A summary of these discussions is included in the Comprehensive Plan as “Appendix C: Stakeholder Meetings Summary.”