

Envisioning the Isle

2020 Isle of Wight County Comprehensive Plan 2026—Revised & Adopted March 19, 2026



2025 PLAN REVIEW AND UPDATE



Section 15.2-2230 of the Code of Virginia stipulates that at least once every five years, the comprehensive plan shall be reviewed by the local planning commission to determine whether it is advisable to amend the plan. The five year deadline is 2025 for review of the comprehensive plan adopted in 2020.

In order to facilitate this review, the Planning Commission lead the formation of the Comprehensive Plan Review Stakeholder Workgroup consisting of its members and other representatives appointed by the Commission from each election district. This group assisted in the review of the current Comprehensive Plan and suggested revisions as needed to reflect current conditions and updated information. County staff provided technical support to the workgroup.

The workgroup began meeting in July 2024 and finished its review of the Plan as well as the Growth Rate Scenario Study in May 2025. The draft Plan revisions and Growth Rate Study were made available to the community for review and input in August 2025.

The five year comprehensive plan update began with a quality of life community survey in the fall of 2024 with over 900 responses. The survey indicated the majority of participants (71%) were either very satisfied or satisfied with the quality of life in the County. A copy of the 2024 survey and the responses are included as an appendix to this Plan.

ACKNOWLEDGEMENTS

BOARD OF SUPERVISORS
Renee Rountree, *District 1*
William McCarty, *District 2*
Thomas Distefano, *District 2*
Rudolph Jefferson, *District 3*
Joel Acree, *District 4*
Don Rosie, *District 5*

PLANNING COMMISSION
Raynard Gibbs, *District 1*
Matt Smith, *District 1*
Thomas Distefano, *District 2*
Cynthia Taylor, *District 2*
Brian Shotwell, *District 2*
George Rawls, *District 4*
Keith Johnson, *District 4*
Brian Carroll, *District 5*
Jennifer Boykin, *District 5*

STAKEHOLDER WORKING GROUP
Cynthia Taylor, *District 1*
Matt Smith, *District 1*
Raynard Gibbs, *District 1*
Shane Cooke, *District 1*
Bishop Turner Fuller, *District 1*
Keith Meadows, *District 2*
Sarah Palamara, *District 2*
Jonathan Hartley, *District 3*
Stephanie Wise Parker, *District 3*
Lewis Edmonds, *District 4*
Heidi Swartz, *District 4*
Trent Gwaltney, *District 5*
Amber Wells, *District 5*

PLANNING STAFF
Amy Ring, AICP, *Community Development Director*
Trenton Blowe, *Planner III*
Sandra Robinson, *Planner II*
Caleb Kitchen, *Planner II*
Shaunee Beussink, *Environmental Planner*
Rachel Bass, *Zoning Coordinator*

COUNTY STAFF
Randy Keaton, *County Administrator*
Don Robertson, *Assistant County Administrator*
Kristi Sutphin, *Economic Development*
Michael Frickanisce, *Parks & Recreation*
Jamie Oliver, *Transportation*
Michael Etheridge, *Public Works*
Lynn Briggs, *Isle of Wight County Public Schools*
Dr. Chris Coleman, *Isle of Wight County Public Schools*
Gary Windley, *Emergency Services*
Will Drewery, *Emergency Services*
David Forsythe, *Utility Services*
Judy Winslow, *Tourism*
Jennifer England, *Isle of Wight County Museum*
Sheriff James Clarke, *Sheriff's Office*
Gerald Gwaltney, *Commissioner of the Revenue*

CONSULTANTS
Hampton Roads Planning District Commission
TischlerBise, Inc.

GRAPHIC DESIGNERS
Mellen Street Creative

TABLE OF CONTENTS

GUIDE THE ISLE

Guide is introductory and explains the outreach efforts used to develop *Envisioning the Isle*, the issues and challenges that the Plan addresses, and the themes identified during the process.

4

Legal Premise
Future Updates
Public Engagement

PRESERVE THE ISLE

Preserve discusses the importance of protecting and preserving agriculture and rural character. It also addresses the preservation and enhancement of the natural resources within the County.

20

Natural Resources
Sea Level Rise
Agricultural Preservation

SHAPE THE ISLE

Shape covers the County's history and how it can be kept alive through education and preservation. This chapter also includes discussion on how the Plan impacts the budget and can be used to make sound fiscal decisions in the future.

30

Demographics, Historical Preservation, Community Character, Development Service Districts (DSDs), Fiscal Management

CONNECT THE ISLE

Connect addresses the transportation needs of the Plan. An assessment of the existing transportation network, roadway capacity, safety conditions, and planned improvements of the County informs the strategies to address future growth.

40

Transportation Network, Public Transit, Bike/Pedestrian Facilities, Traffic/Congestion, Transportation Technology, Future Projects

SERVE THE ISLE

Serve identifies existing and projected capacity of community facilities and outlines how to provide these services based on the County's projected growth and geographic distribution.

66

Fire, Emergency Services, & Policy, Public Utilities, General Government Admin., Community Energy, Parks & Recreation

EDUCATE THE ISLE

Educate discusses the importance of the educational programs and facilities provided within the County as identified by the residents. It covers the current educational and workforce programs, future educational and workforce training needs & strategies to fulfill those needs.

80

Educational Achievement
Schools
Workforce Development

ENHANCE THE ISLE

Enhance covers improving opportunities for County residents through job creation, access to technology, and innovation, which can be measured by changes in unemployment, real incomes, and standard of living. It also discusses the characteristics and trends of the County's housing market and addresses how to increase housing options moving forward.

90

Local Economy
Tourism
Technology
Housing

ENVISION THE ISLE

Envision describes the vision for the future physical development of Isle of Wight County. This chapter provides guidance on where and how development within the County should occur.

100

Explanation of Land Uses
Countywide Land Use Map
DSD Land Use Maps

CREATE THE ISLE

Create lists the individual actions the County and its partners will undertake to accomplish the goals of *Envisioning the Isle*. Broken down by timeframe, responsible parties, and resource needs, this chapter also serves as an implementation tracking system.

134

Implementation Plan

APPENDICES

THE COMMUNITY VISION

The result of the extensive research, analysis, and public outreach summarized in this chapter “Guide The Isle” is a list of themes that define the overall direction of *Envisioning the Isle*. These themes are incorporated throughout each of the chapters and guides the individual goals of each chapter. The icons on the next page will be used throughout the Plan to show the interrelatedness of each chapter and how each theme is being addressed.

PLAN THEMES


PRESERVED AGRICULTURAL LAND AND RURAL CHARACTER


A SAFE AND EFFICIENT TRANSPORTATION NETWORK


HEALTHY AND SAFE COMMUNITY


MANAGED GROWTH


STRONG LOCAL ECONOMY OFFERING DIVERSE SERVICES AND EMPLOYMENT CHOICES


PROTECTED NATURAL RESOURCES


PREMIER EDUCATIONAL PROGRAMS FOR ALL RESIDENTS


NUMEROUS PARKS AND RECREATION OPPORTUNITIES


PROTECTED HISTORIC RESOURCES


RESILIENT AND SUSTAINABLE COMMUNITY DESIGN


CHARACTER OF NEW DEVELOPMENT RESPECTS EXISTING COMMUNITY IDENTITY


ACCESS FOR ALL CITIZENS TO THE RESOURCES AND OPPORTUNITIES NECESSARY TO IMPROVE THE QUALITY OF THEIR LIVES DESPITE THEIR AGE, RACE, GENDER, OR LIFESTYLE CHOICE


HOUSING OPTIONS MEET THE NEEDS, PREFERENCES, AND FINANCIAL CAPABILITIES OF ALL COUNTY CITIZENS

GUIDE
THE ISLE



Envisioning the Isle *is an official public document adopted by the Isle of Wight County Planning Commission and Board of Supervisors. This document is a general, long-range, dynamic policy and implementation guide for decisions concerning the overall growth and development of the County. It will serve as a catalyst and guide to the establishment of, or revisions to, other ordinances and planning tools.*

GUIDE THE ISLE

Envisioning the Isle is an official public document adopted by the Isle of Wight County Planning Commission and Board of Supervisors. This document is a **general**, **long-range**, **dynamic** policy and implementation guide for decisions concerning the overall growth and development of the County. It will serve as a catalyst and guide to the establishment of, or revisions to, other ordinances and planning tools.

The Plan is comprehensive because the elements cover the entire range of development and preservation issues which can be influenced significantly by the County Board of Supervisors and other governing authorities and agencies. The Plan is **general** because the recommendations are broad. The Plan is **long-range** because consideration is given to the problems and opportunities which may arise over the next twenty years. The Plan is **dynamic**, because it can be amended to adapt to new situations and meet new challenges over time.

As the County grows and changes over the next twenty years, *Envisioning the Isle* will serve as a guide for making public and private decisions regarding the character of Isle of Wight's growth and development. *Envisioning the Isle* is a culmination of a cooperative effort, pulling together the knowledge and skills of a diverse body of citizens, elected officials, and public agencies. This Plan represents a future vision of Isle of Wight along with recommendations for achieving that vision. **The ideas of *Envisioning the Isle* are a distillation of the community's many priorities, identified through extensive public outreach. *Envisioning the Isle* is not intended to be a static document. It should be reviewed and updated periodically to reflect new development trends, shifts in the economy, or changes in the community's goals and objectives.**

The Importance

Planning is a powerful tool to obtain sustainable development. Planning informs infrastructure and services investments and balances demands for growth with the need to protect the environment. The right policies on density, land use, and the layout of infrastructure and services can make a difference in delivering the quality of life citizens of Isle of Wight County have come to expect. Proper planning facilitates collaboration between the community and its local government to take its vision and develop the tools to implement it.

The Legal Basis

The preparation of a Comprehensive Plan is the legal responsibility of the County Planning Commission under Virginia Planning Enabling Legislation, Title 15, Article 2-2223. Any ordinance pertaining to the use of land or the growth and development of the County should conform to the goals, objectives, and policies as they are presented in this Plan.

Virginia State Code establishes that the Comprehensive Plan shall be made with the purpose of guiding and accomplishing the coordinated, adjusted, and harmonious development of the County 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, including the elderly and persons with disabilities.

The Use

Comprehensive Plans, including *Envisioning the Isle*, are not a zoning ordinance, but rather a high-level tool for the County to guide future policy and development decisions. *Envisioning the Isle* should ultimately be used as a guide for daily and long-term decision making. The County should refer to the recommendations outlined in the Plan for daily decisions such as considering zoning and development requests, purchasing land, or constructing new infrastructure or public facilities. For developers or investors, *Envisioning the Isle* should provide broad concepts and policies that encourage and promote growth in accordance with the community's vision.



A WALK ON THE TRAIL

The Updates

The Comprehensive Plan is meant to be a living document that allows flexibility for changes in political, economic, physical, technological, and social conditions, as well as any other unforeseen circumstances that may ultimately influence or change the priorities and perspective of the community. To ensure that the Plan continues to reflect the goals of the community and remain relevant, the Plan must be reviewed on a regular basis to ensure that its elements are still appropriate, and the associated goals, policies, and actions are still applicable.

Annual Progress Reporting

Once the Plan is adopted, County staff, with the assistance of the Planning Commission, should prepare a yearly progress report for presentation to the Board of Supervisors. This practice will ensure that the goals of the Plan are regularly reviewed, and any necessary changes or clarifications are identified. It is also important to provide ongoing monitoring between the Plan and the County's implementing regulations to maintain consistency among all documents.

Evaluation Report

In accordance with Virginia State Code, Title 15, Article 2-2230, every five years the Planning Commission should prepare an evaluation report with input from County staff, various County departments and other municipal boards and councils. The report should evaluate the existing Plan and assess how successful it has been in achieving the community's goals. The purpose of the report will be to identify the Plan's successes and shortcomings, look at what has changed over the last five years, and make suggestions on how the Plan should be modified to best accommodate those changes.

The Chapters

The Comprehensive Plan takes into consideration all relevant local and regional information, including past and present planning efforts and studies, to ensure coordinated community-wide recommendations. The community-wide issues and the community-guided vision for the County, detailed on page 3 of this document, influenced the organization of the document. The chapters were organized to emphasize the accomplishment of these visions and to allow both residents and planners to easily locate areas of interest throughout the document.



SMITHFIELD STATION

The Process

A key objective throughout the *Envisioning the Isle* process has been involving the citizens of Isle of Wight County. Development of the Plan was driven by input received from citizens. This section summarizes the public engagement process and details how the input guided this document.

PUBLIC PARTICIPATION

- Almost 2,000 survey responses over an 18-month period
- Over 400 in attendance at *Envisioning the Isle* public meetings
- Approximately 450 individuals receiving emails with updates
- Over 40 community meetings
- Presentations to neighborhood associations, Windsor High School, Chamber of Commerce, Citizens Association, and the Smithfield Farmer's Market

The Public Engagement

The public engagement process was assisted by a citizen task force. The Comprehensive Plan Task Force was a 20-member, Board of Supervisors-appointed group that assisted with the public participation process and provided feedback during each phase of the planning process. Members' interests and expertise spanned all the themes identified throughout the plan. The Planning Commission and each election district were represented.

The broader public engagement process was open to all residents, land owners, and business owners within the County to identify the most important issues, opportunities, and existing characteristics of the County that should be addressed, preserved, and enhanced. It was conducted in a four-part process to ensure that the public was able to give direction and stay updated on the process.



SUNSET ON
THE PAGAN RIVER
BY MARK EDWARDS

OUTREACH METHODS TO OUR CITIZENS



MAILER SENT TO ALL ADDRESSES WITHIN THE COUNTY



ADVERTISEMENTS ON THE COUNTY'S CABLE CHANNEL



POSTS ON MULTIPLE SOCIAL MEDIA ACCOUNTS



MESSAGES SENT ON THE COUNTY'S TEXT ALERT SYSTEM



ADVERTISEMENTS IN THE LOCAL NEWSPAPERS



DIGITAL AND HARD-COPY SURVEYS LOCATED IN KIOSKS



FLYERS THROUGHOUT THE COUNTY



DEDICATED PROJECT PAGE ON COUNTY WEBSITE



INCLUSION IN ISLE OF WIGHT COUNTY SCHOOLS NEWSLETTER

Local Roots, Global Reach
ISLE OF WIGHT
COUNTY, VIRGINIA

PUBLIC OUTREACH SUMMARY

JUNE 1
Joint Planning Commission and Board of Supervisors Meeting

JUNE 22
Carrsville Public Forums

JUNE 29
Windsor Public Forums

JULY 13
Smithfield Public Forums

JULY 26
Rushmere Public Forums

JULY 27
Carrollton Public Forums

JUNE & JULY 2017
Additional Meetings with Community Groups

AUGUST 2017
Envisioning the Isle chosen as the Plan's new name

NOVEMBER 30
Task Force Project Update/Guidance

SUMMER 2017
(WHAT'S IMPORTANT TO ISLE OF WIGHT)
PUBLIC FORUM #1

WINTER 2017/ SPRING 2018
(WHERE AND HOW SHOULD WE GROW)
PUBLIC FORUM #2

OCTOBER 24
Planning Commission Project Update

JANUARY 18
Board of Supervisors Project Update

JANUARY 25
Windsor Public Forums

JANUARY 30
Carrsville Public Forums

FEBRUARY 6
Rushmere Public Forums

FEBRUARY 8
Smithfield Public Forums

FEBRUARY 13
Carrollton Public Forums

MAY 22
Planning Commission Project Update

MAY 30
Task Force Project Update/Guidance

JUNE 14
Board of Supervisors' Project Update

SEPTEMBER 11
Rushmere Public Forums

SEPTEMBER 18
Carrsville Public Forums

SEPTEMBER 27
Smithfield Public Forums

OCTOBER 2
Windsor Public Forums

OCTOBER 3
Carrollton Public Forums

OCTOBER 17
Chamber of Commerce Student Leadership Institute Meeting

NOVEMBER 2
Planning Commission Project Update

NOVEMBER 7
Task Force Project Update/Guidance

NOVEMBER 15
Board of Supervisors' Project Update

DECEMBER 11
Planning Commission Scenario Guidance

FALL 2018
(PREFERRED SCENARIOS)
PUBLIC FORUM #3

SUMMER/ FALL 2019
(CRAFTING THE PLAN)
PUBLIC FORUM #4

AUGUST 27
Planning Commission Project Update

SEPTEMBER 5
Board of Supervisors Project Update

SEPTEMBER 11
Windsor Open Houses

SEPTEMBER 12
Carrsville Open Houses

SEPTEMBER 16
Carrollton Open Houses

SEPTEMBER 17
Rushmere Open Houses

SEPTEMBER 18
Smithfield Open Houses

NOVEMBER 26, 2019
Planning Commission Public Hearing Date

JANUARY 16, 2020
Adoption Date by the Board of Supervisors

PUBLIC FORUM 1

What's Important to Isle of Wight

The initial outreach took place from June to August 2017. The purpose of the outreach was to inform the public of the planning effort and gain feedback from the public on their priorities for the future of the County.

- **Kickoff Meeting.** The Planning Commission and Board of Supervisors held a joint meeting on June 1, 2017. Staff presented the Commissioners and the Supervisors the mapping exercise and presentation that were going to be given at the public forum.
- **Survey.** Participants were asked to complete the following statements:
  - In the future, I would like Isle of Wight to...
  - The best things about Isle of Wight are...
  - The worst things about Isle of Wight are...
  - Growth and development in Isle of Wight should...
- **Public Meetings.** Ten meetings were held by County planners at five locations throughout the County (Rushmere, Smithfield, Carrollton, Windsor, and Carrsville). These meetings included a brief presentation describing the reason for long-range planning, a mapping exercise asking participants to identify the important locations throughout the County, and the previously mentioned survey.
- **Community Group Presentations.** Local community groups were given the opportunity to have planning staff attend one of their meetings. The group was given the same presentation and mapping exercise given in the public meetings. Participants could ask staff any questions related to the new Plan. Community group presentations included the Windsor High School earth science class, the Carrisbrooke HOA, and the Isle of Wight Citizens Association.
- **Community Kiosks.** The surveys were available at seven locations throughout the County during the summer of 2017. Individuals were able to complete the paper survey even if unable to attend any of the meetings.
- **Farmer's Market Display.** County planners set up a survey-taking station and provided the previously mentioned survey to customers attending the Smithfield Farmer's Market.
- **Plan Naming Contest.** Survey participants were given the option to suggest a name for the new Plan. Out of 114 responses, *Envisioning the Isle* was chosen as submitted by Leigh Abbott-Leaman of Smithfield.
- **Task Force Meeting.** County planners met with the appointed task force members to explain their role in the Comprehensive Planning process, the importance of the Comprehensive Plan, and gain their input on the best ways to reach the public.

Citizen Feedback. The top five priorities resulting from the initial community engagement exercise were:

- School system and facilities;
- Preservation of agricultural lands;
- Compact development and smart growth;
- Economic development and
- Environmental protection.

A more in-depth summary and full listing of each response is included in the appendix.



MAIN STREET COVER BY TINA L. HILL

PUBLIC FORUM 2

Where and How Should We Grow

The second series of public forums took place in January and February 2018. The purpose of the outreach was to gain feedback from the community on how they believe growth in the County should take place over the next twenty years.

- **Survey.** County planners created eight different scenarios based on the recurring themes below. These themes were created from feedback in the first round of public input. Each of these scenarios is located on the following pages and focuses solely on one of the priorities established during the first public forum. Larger scenario maps can be found in the appendix. Participants were asked to complete the survey by giving their likes and dislikes about each scenario:
    - Agricultural Preservation
    - Central and Southern Growth
    - Economic Development
    - Environmental Preservation
    - Maximized DSD
    - No Growth
    - DSD Alternative Growth
    - Small Towns and Villages
- **Public Meetings.** Ten meetings were held by County planners at five locations throughout the County. These meetings included a presentation explaining the scenarios and an opportunity to complete the previously mentioned survey.
- **Task Force Meeting.** The County planners met with the appointed task force members to present the results of the second phase of public input. The task force members felt that additional efforts needed to be made to reach a wider audience, resulting in a mailer being sent to all County residents prior to the third public forum.

Citizen Feedback. There were a series of themes and issues which were consistent throughout responses to the surveys. These themes were used in the creation of *Envisioning the Isle* and the issues are addressed in either maps or the text of the document. A more in-depth summary and full listing of each response is included in the appendix.

CAPTURED IN THE FUTURE LAND USE MAP:

- Agricultural preservation
- Environmental preservation
- Preservation of flood-prone and other vulnerable areas
- Growth management
- Rural character preservation
- Additional locations where commercial, office, and industrial uses can be considered
- Potential village centers where expanded land use options may be appropriate

ADDRESSED IN THE POLICIES:

- Agricultural preservation
- Environmental preservation
- Protection of flood-prone and other vulnerable areas
- Growth management
- Rural character preservation
- Transportation
- Emergency management services and law enforcement
- Schools
- Character of development
- Budgetary impacts and fiscal viability

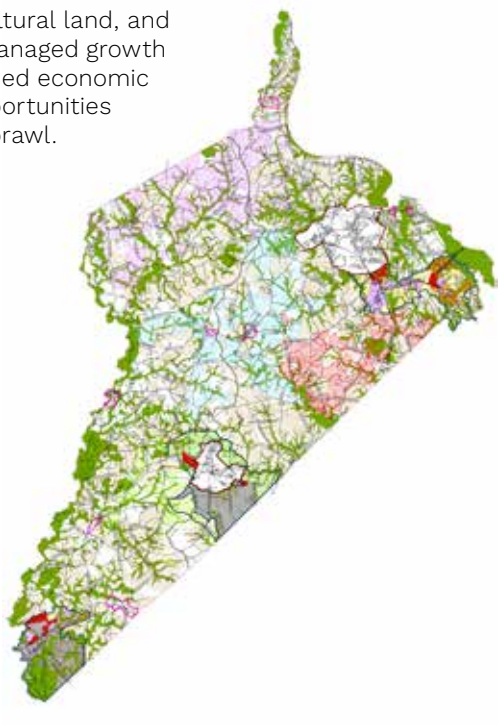
AGRICULTURAL PRESERVATION

GOAL OF SCENARIO

Focus on preservation of important farm soils, large tracts of land, and rural character.

RESPONSE

Prioritize protecting the rural character by preserving environmental resources, agricultural land, and jobs. Focus on managed growth to ensure continued economic development opportunities and to prevent sprawl.



CENTRAL & SOUTHERN GROWTH

GOAL OF SCENARIO

Encourage growth in the Windsor and Camptown Development Service Districts (DSD) by shifting development demand to those areas.

RESPONSE

Focus on managed growth to ensure that the central and southern areas are given the opportunity to thrive without limiting potential economic growth in the northern region.



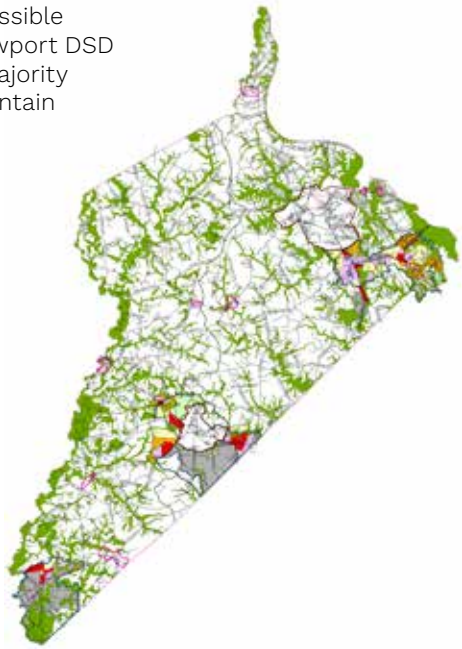
ECONOMIC DEVELOPMENT

GOAL OF SCENARIO

Focus on job creation and the growth of non-residential uses that contribute to the tax base.

RESPONSE

Focus diverse opportunities for economic development in the Windsor DSD and possible expansion of the Newport DSD while allowing the majority of the County to maintain its rural character.



ENVIRONMENTAL PRESERVATION

GOAL OF SCENARIO

Create connections between conservation areas, preserve forested wetlands and flood prone areas, buffer wetlands outside of the Chesapeake Bay Preservation Area (CBPA), and prioritize environmental protection.

RESPONSE

Prioritize preserving environmental resources by increasing the protection of wetlands, floodplains, and other vulnerable areas.



MAXIMIZED DSDS

GOAL OF SCENARIO

Allow DSDs to maintain their size for as long as possible by increasing the intensity of the land uses within the boundaries.

RESPONSE

Maintain a focused development pattern in order to allow the majority of the County to remain rural.



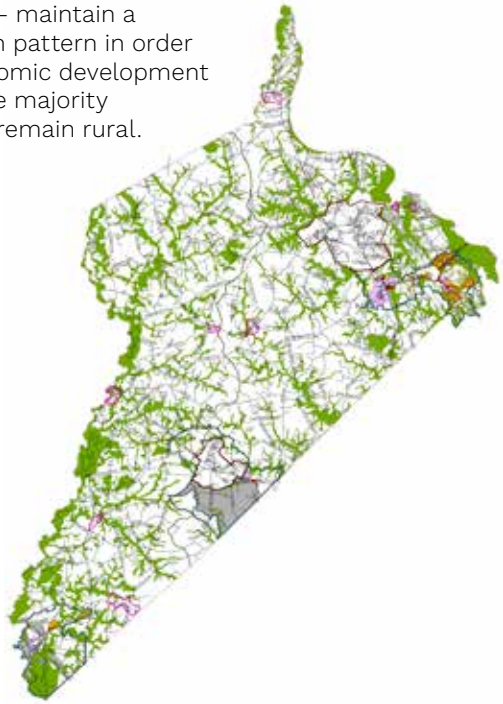
NO GROWTH

GOAL OF SCENARIO

Limit or stop future growth within the County by converting existing land uses within DSDs to Rural Agricultural Conservation (RAC) on all properties which do not have a previously approved rezoning.

RESPONSE

Minimal growth — maintain a controlled growth pattern in order to allow for economic development while allowing the majority of the County to remain rural.



DSD ALTERNATIVE GROWTH

GOAL OF SCENARIO

Reshape development areas to locate more intense land uses around key intersections and locate less intense land uses farther from “core” areas.

RESPONSE

Create target growth areas to encourage economic growth opportunities while decreasing intensity bordering existing RAC areas.



SMALL TOWN/VILLAGES

GOAL OF SCENARIO

Maintain existing small town feel and sense of community while allowing existing villages the opportunity for additional growth.

RESPONSE

Consider key village centers for further development while maintaining the rural character for the majority of the County.



PUBLIC FORUM 3

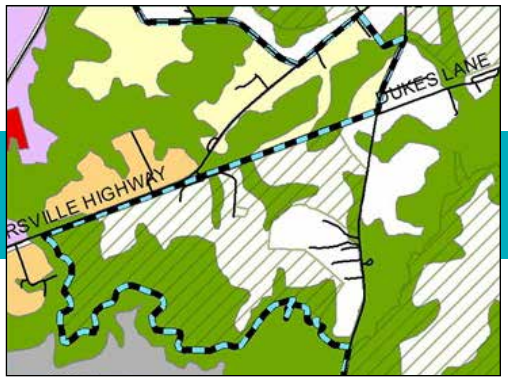
Preferred Scenarios

Staff developed two preferred scenarios based on the community's likes and dislikes gathered during Public Forum 2. The third series of public forums took place in September and October 2018. The purpose of the outreach was to ask the community to choose from two potential scenarios for multiple key locations throughout the County.

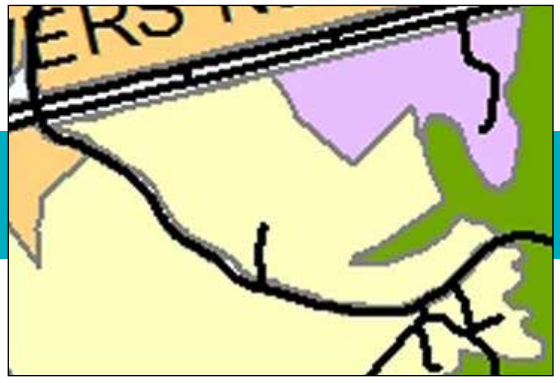
- **Intergovernmental Meeting.** Prior to releasing the scenarios, County planning staff met with planning staff from the Town of Windsor and Town of Smithfield to discuss any possible conflicts with their respective Comprehensive Plans.
- **Survey.** County planners created two scenarios for ten key locations. Respondents were asked to select their preferred scenario. Participants were also given the opportunity to comment on any location within the County that they did not believe was adequately addressed in any of the included scenarios.
- **Public Meetings.** Ten meetings were held by County planners at five locations throughout the County. These meetings included a brief presentation summarizing the planning effort and showing two different future growth scenarios based on the input received during the second forum. The presentation also included a transportation study and fiscal viability study showing the projected impacts from each of the scenarios. After the presentation, attendees completed a survey based on the scenarios.
- **Student Leadership Institute Presentation.** A special presentation was given to students in the Chamber of Commerce Student Leadership Institute. This presentation covered more information on the planning profession and detailed the differences between the options in each of the scenarios. Students were walked through the survey and given the chance to ask questions and provide input.
- **Task Force Meeting.** County planners met with the appointed task force members to review feedback from the third phase of input. Staff also presented a draft outline of the Comprehensive Plan and asked for volunteers to serve on committees assisting with the development of individual chapters of the plan.
- **Planning Commission.** There were a number of questions on the survey which had a marginal difference in the number of respondents preferring one option over the other. During a regularly scheduled public meeting, the Commissioners evaluated these options and decided which scenario would best serve these key areas.

Citizen Feedback. The responses to the ten scenarios echoed sentiments that had been voiced in previous public forums. Respondents continued to favor maintaining the rural nature of areas in the central and southern portions of the County while being divided on the best way to control growth in the Newport DSD. The only topic that was specifically mentioned by respondents as not being adequately addressed in the scenarios was an increase in development near the County Courthouse to provide more food and retail options for residents living in the central portion of the County. A more in-depth summary and full listing of each response is included in the appendix.

KEY AREAS



ALONG LEES MILL ROAD

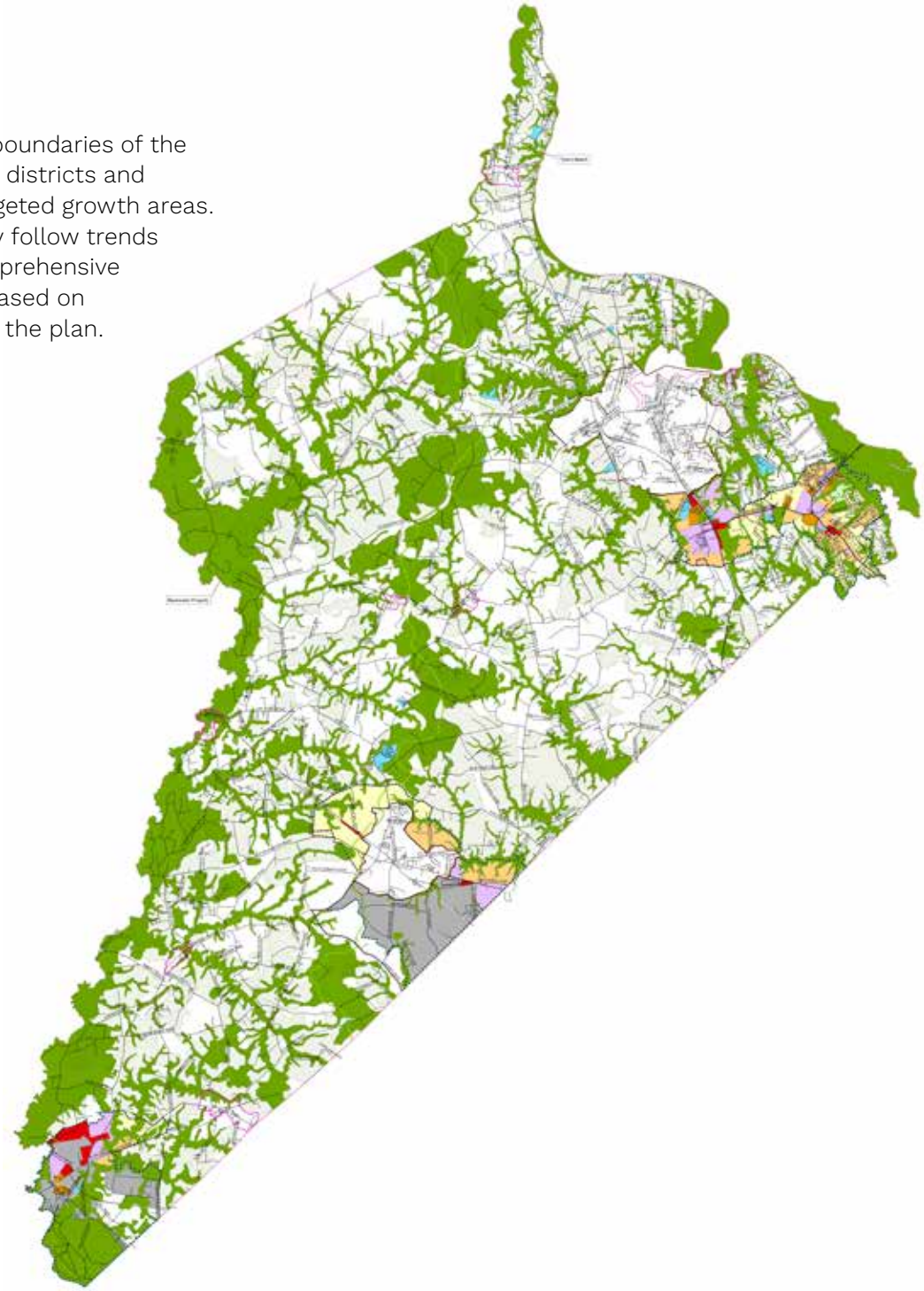


INTERSECTION OF CAMPBELL'S CHAPEL ROAD & BREWER'S NECK BOULEVARD

Scenario 1

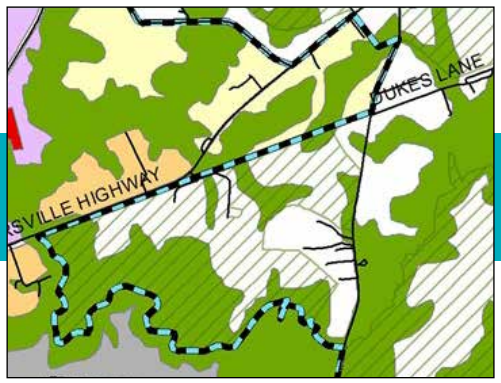
This scenario maintains the boundaries of the existing development service districts and establishes no additional targeted growth areas. Development would primarily follow trends established in the 2008 Comprehensive Plan with some exceptions based on growth in the years following the plan.

Priorities Include: Prioritize maintaining agricultural preservation, environmental conservation, and low-density residential growth in less populated areas. This scenario was chosen by the respondents and Planning Commission for the key areas shown below.





ALONG NEW TOWNE HAVEN LANE

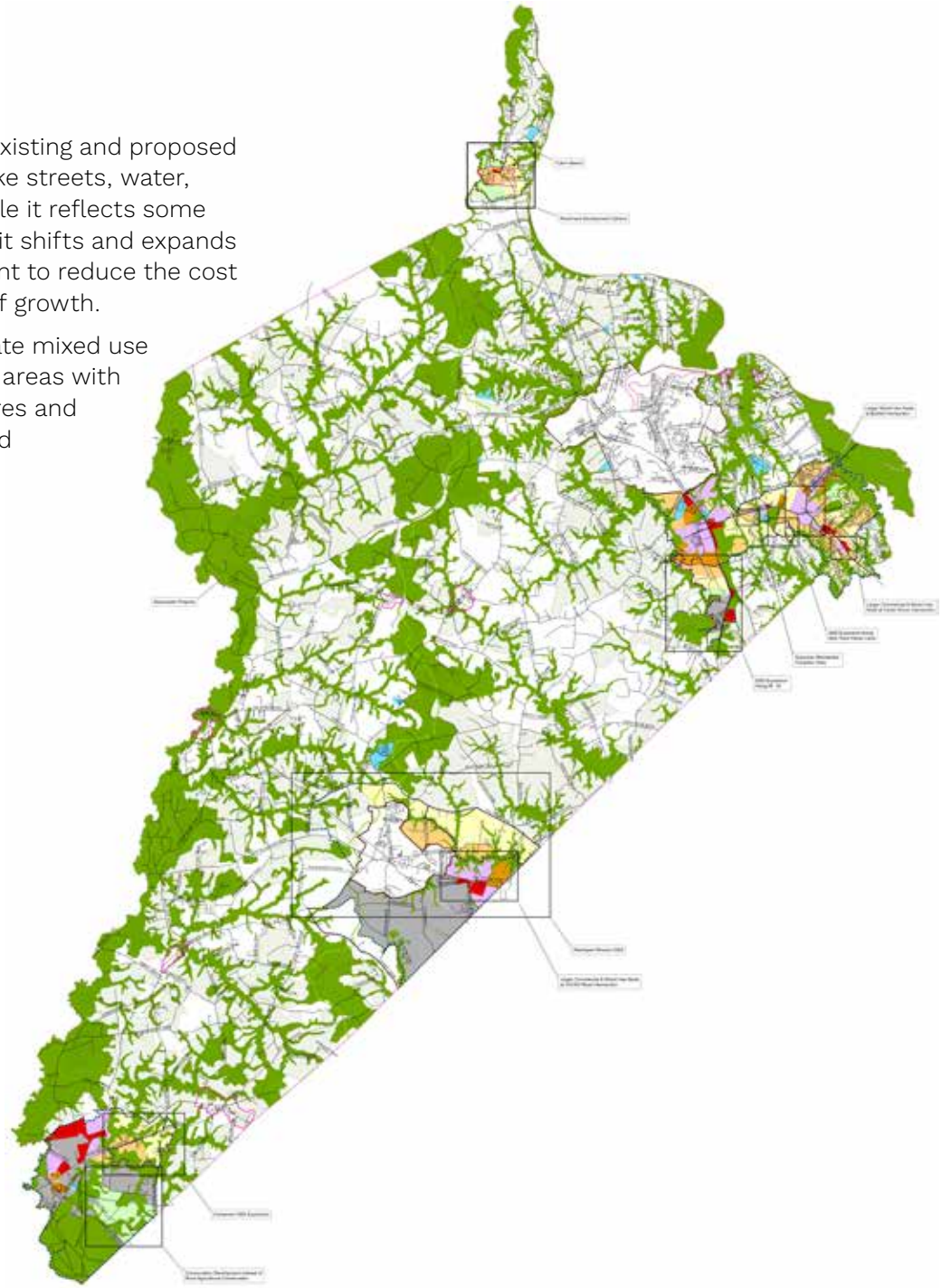


CAMPTOWN DSD

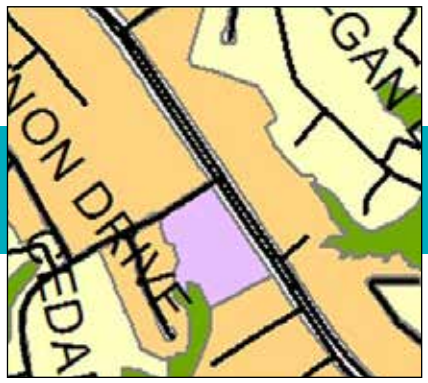
Scenario 2

This scenario capitalizes on existing and proposed infrastructure and services like streets, water, and emergency services. While it reflects some trends of past development, it shifts and expands locations for new development to reduce the cost and other negative impacts of growth.

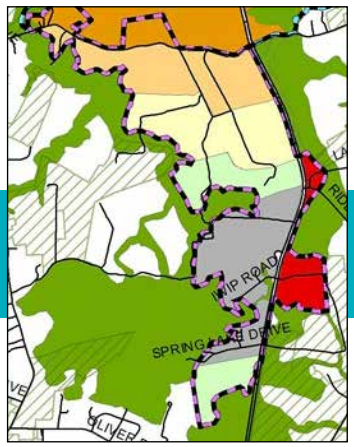
Priorities Include: Concentrate mixed use and commercial land uses in areas with existing development pressures and take advantage of existing and proposed infrastructure. This scenario was chosen by the respondents and Planning Commission for the key areas below.



KEY AREAS



INTERSECTION OF CEDAR GROVE & ROUTE 17



ALONG ROUTE 10



INTERSECTION OF BREWER'S NECK BOULEVARD & ROUTE 17

PUBLIC FORUM 4

Crafting the Plan

The drafting of the Plan began in January 2019. Using the priorities identified throughout the three phases of public outreach, staff and committee members used past and current trends to identify ways to capitalize the County's strengths and mitigate identified weaknesses.

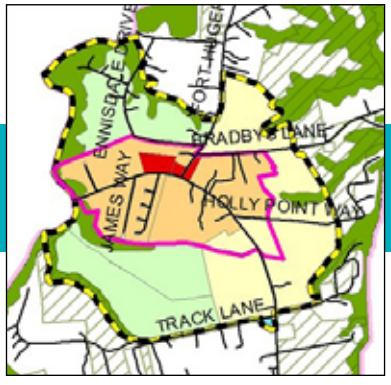
- **Development of the Plan.** Based on public input, County planners crafted the vision statement, goals, policies, and action statements to achieve the community's future priorities. Planners also drafted the chapters identifying existing conditions, future trends, input from survey responses, the task force committee, County staff, and subject matter experts.
- **Subcommittee Review.** The County planners initially met with staff from other County departments, Planning Commissioners, and task force members to discuss means to achieve the overall goals of the Plan. These subcommittees also reviewed and provided feedback on each draft of the Plan's chapters prior to the open houses.
- **Planning Commission Review.** Commissioners reviewed the Plan for alignment with community goals.
- **Open Houses.** Ten community open houses were held by County planners at five locations throughout the County. These open houses provided the community an opportunity to review and comment on the draft Plan. These meetings included a brief presentation summarizing the planning effort and explaining the organization of the Plan.

Plan Adoption

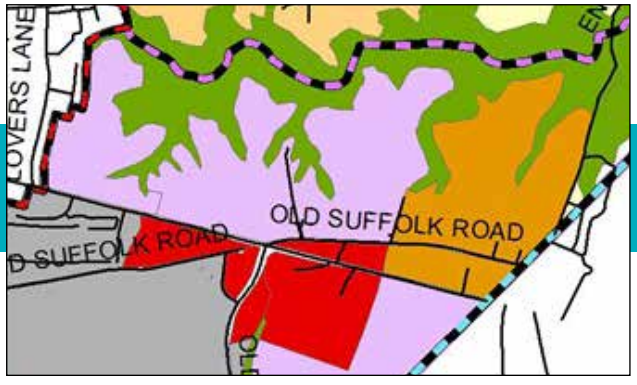
Citizens were given final opportunities to comment on the draft plan at the November 26, 2019, Planning Commission public hearing and the January 16, 2020, Board of Supervisors public hearing. The Board adopted the new Plan on January 16, 2020.



WINDSOR DSD



RUSHMERE VILLAGE CENTER



INTERSECTION OF OLD MILL ROAD & ROUTE 460

PRESERVE THE ISLE



Advance the protection and stewardship of natural resources and agricultural land to enrich the economy, preserve ecological balance, and protect scenic heritage.



PRESERVE THE ISLE

Protection of natural resources and the County's traditional rural lifestyle ranked among the top priorities identified by the public during the *Envisioning the Isle* public forums. The community ranked preservation of the environment, protection of flood-prone and other vulnerable areas, preservation of agriculture, and preservation of rural character as among some of its top values.

These values are consistent with the County's Comprehensive Plans over the past thirty years. These provided the basis of support for the County's proactive approach to preserve both its natural and agricultural resources through its existing growth management tools and environmental protection regulations. The most prominent growth management tool is the Development Service Districts (DSDs) which focus development and public services into three key areas in the County while preserving the remaining areas for agricultural uses. The County seeks to protect environmentally sensitive features mainly through its land development ordinances, such as the Floodplain Management Ordinance, Wetlands Ordinance, Coastal Primary Sand Dune Ordinance, and the Chesapeake Bay Preservation Area (CBPA) Ordinance.

In order to identify the most beneficial means in the future for achieving the goal of "Preserve the Isle," it is first necessary to assess existing conditions, trends and key issues that should be addressed through future actions. The County's natural resources, rural character and agricultural industry are assessed in the following sections.



FARMERS BEST BY JESSICA CASPER

COMMENTS FROM THE PUBLIC FORUMS

PUBLIC FORUM 1
WHAT ARE THE BIGGEST ISSUES FACING ISLE OF WIGHT COUNTY IN THE FUTURE?

- "Environmental issues (loss of green space, protected species, storm concerns, etc.)"
- "Allowing and encouraging business and entertainment growth while preserving the beauty and agricultural aspect of our County (keeping farming possible by not over-taxing our farm land and businesses)"

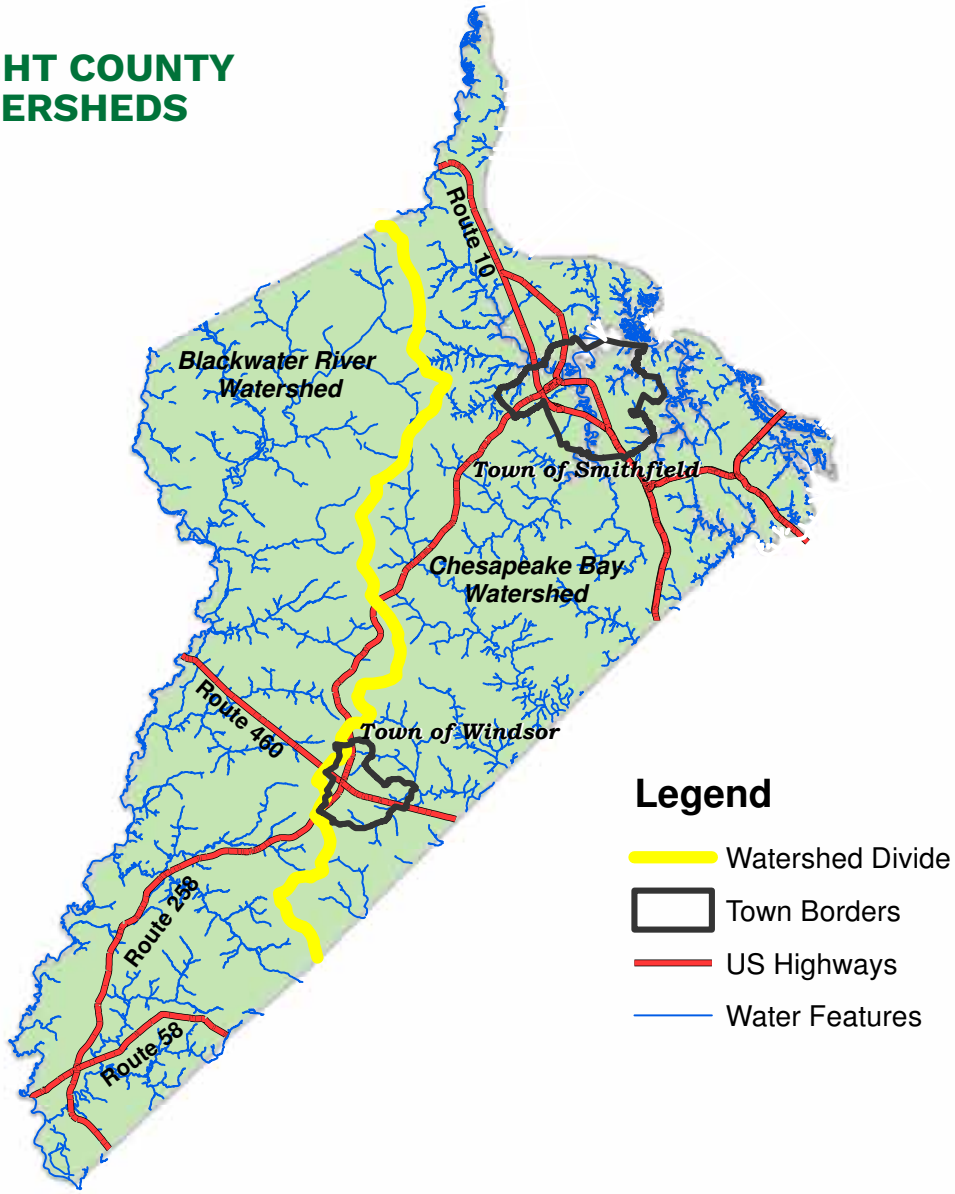
PUBLIC FORUM 2
WHERE AND HOW DO WE GROW? ALTERNATIVE SCENARIOS:

- "Isle of Wight 'roots' are agricultural in nature and this scenario bolsters this heritage."
- "More environmental protection, wetlands, wildlife, and tree preservation, is important."

PUBLIC FORUM 3
ARE THERE SPECIFIC AREAS YOU WOULD LIKE TO SHARE COMMENTS ON?

- "More Conservation/ environment protection in the areas anywhere in the County"
- "Leave the County as rural and farmer friendly as possible"

ISLE OF WIGHT COUNTY MAJOR WATERSHEDS

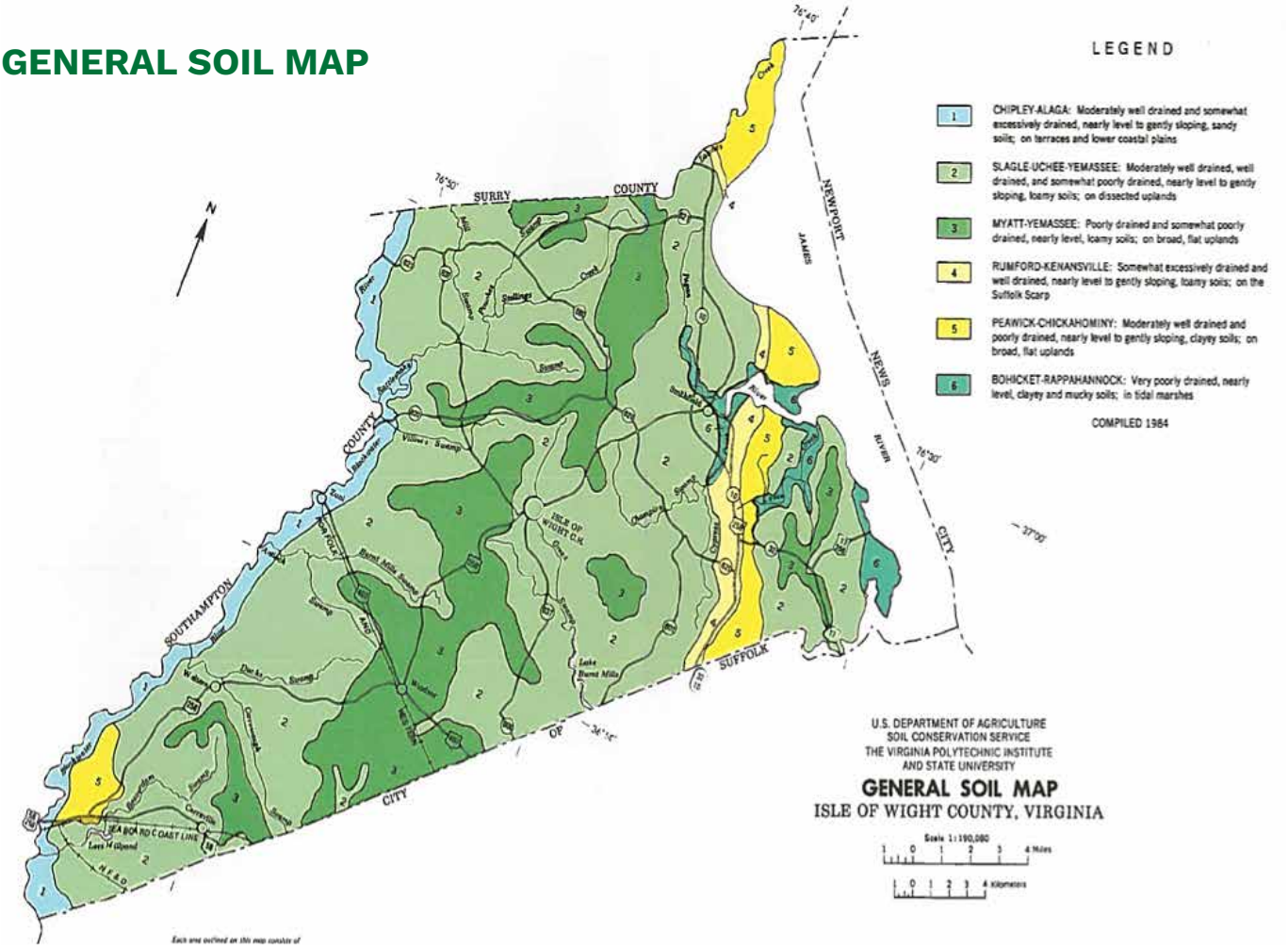


Natural Resources

Community members cherish the County's abundant environmental features which include miles of natural shoreline, acres of tidal marsh, and scenic rural farmland. Due to its largely natural, rural character, the overall environmental health of the County is currently good:

- The Hampton Roads region, including Isle of Wight County, continues to meet the new EPA air quality standards.
- Due to its primarily undeveloped nature, there are few identified contaminated soil or groundwater sites. There is only one known Resource Conservation and Recovery Act (RCRA) program contamination cleanup site in the historical industrial area in the Camptown DSD.
- Isle of Wight is in the Eastern Virginia Groundwater Management Area where groundwater levels are currently in a state of decline. Groundwater withdrawals of 300,000 gallons or more a day may be subject to additional permitting requirements by the Department of Environmental Quality (DEQ). More information can be found at www.deq.virginia.gov.
- The County continues to enforce federal, state, and local environmental regulations which preserve its wetlands, limit water pollution from stormwater runoff, prevent soil erosion, and prevent property loss in the County's floodplain areas.
- Surface water quality generally supports the federal water quality standards for six required uses, including: aquatic life, fish consumption, public water supplies (where applicable), recreational uses, shellfishing and wildlife. There

GENERAL SOIL MAP



are stream segments that are listed as not fully supporting these uses according to the Virginia Department of Environmental Quality 301(b) water quality reports. Causes of impairment include the presence of bacteria, excessive nutrients or heavy metals such as mercury or PCBs. No surface water segments fully support all of the designated uses.

- The State regulates and issues permits for point source discharges into waterways, air permits, solid waste/hazardous waste storage sites, and above ground and underground storage tanks. Location information for current permits can be found online at www.deq.virginia.gov.

Isle of Wight County lies within the Coastal Plain physiographic region of Virginia, which is characterized by a fairly flat, terraced landscape that slopes east toward the Atlantic Ocean. The predominant vegetation type is both pine and mixed hardwood forest frequently underlain by sandy soils. Other common soil types include deposits of terrace gravels, marine clays, silt, and limestone. The County is divided between two major watersheds including the lower James River watershed which drains to the Chesapeake Bay, and the Blackwater River watershed which drains to the Chowan River in North Carolina.

The County's extensive natural resources include:

- Tidal and nontidal wetlands which contribute to the total of 47 square miles of water features;
- 5,181 acres of tidal marsh;
- Extensive public and private oyster grounds in the James River, which are known as naturally productive oyster beds;
- 222 linear miles of upland tidal shoreline;
- Large interconnected networks of waterways, wetlands, woodlands, wildlife habitats, and other natural areas; and
- Mineral resources including commercially mined sand and marl used in the highway and building construction industries.

The County's extensive inventory of natural resources is a natural attraction for further development as people seek to be part of this beautiful environment. According to the Comprehensive Coastal Resource Management Portal (CCRMP) tool managed by the Virginia Institute of Marine Science (VIMs), the

primary land uses along tidal shorelines in the County include residential, agriculture, and forestry uses. With residential development comes the desire to build piers, boat docks, and shoreline stabilization features along its coastlines to provide access to the water and protect property from erosion. Along with the increasing number of private waterfront access facilities, the County recognizes its limited supply of existing public water access facilities and the rising demand for increased public access. The County's ongoing efforts to provide additional public facilities is addressed in the "Serve the Isle" chapter of the Plan. The most current map of the County's public and private waterfront access features can be found online using CCRMP.

The same water features that so many seek to be near also pose potential hazards to property values, such as poor soils, potential flooding, vulnerability to coastal storm damage, and property erosion. As sea levels continue to rise over time, flooding hazards will remain a concern as the County continues to develop.

Development can likewise pose a threat to the natural features the community so highly prizes, if not done correctly. In the past, wetland areas were filled in to create more land for development. Natural vegetation was removed for excessive parking areas or expansive lawns. Onsite wastewater systems were installed in poor soils, allowing bacteria or nutrients to enter into groundwater and surface water. Preserving the County's native vegetative cover, respecting the capacity of its soil types, and protecting its wetland areas can help the County sustain its rural character and maintain its natural abilities to reduce runoff, filter pollutants, recharge groundwater supplies, protect water quality, provide wildlife habitat and store floodwaters.

Local soils frequently encounter high water tables, with the water levels in some soils coming to within 0.5 feet of the ground surface, making basements generally impractical. Many local soils are rated as severe in terms of suitability for septic drain fields, because the soils are subject to any number of unfavorable conditions, including wetness, ponding, flooding, slow percolation, and poor filtering characteristics. Some soils are also rated high for shrink-swell potential, meaning soils shrink when dry and swell when wet; this requires construction of enhanced foundations to mitigate for the variable nature of soil structure. More detailed information on the County's soils can be found in the *1986 Soil Survey of Isle of Wight County, Virginia* by the US Department of Agriculture.



VIEW OF BREAKWATERS AND TOMBOLO FEATURES ALONG THE SHORE OF THE JAMES RIVER IN ISLE OF WIGHT COUNTY. BREAKWATERS ARE A PREFERRED METHOD OF SHORELINE STABILIZATION.

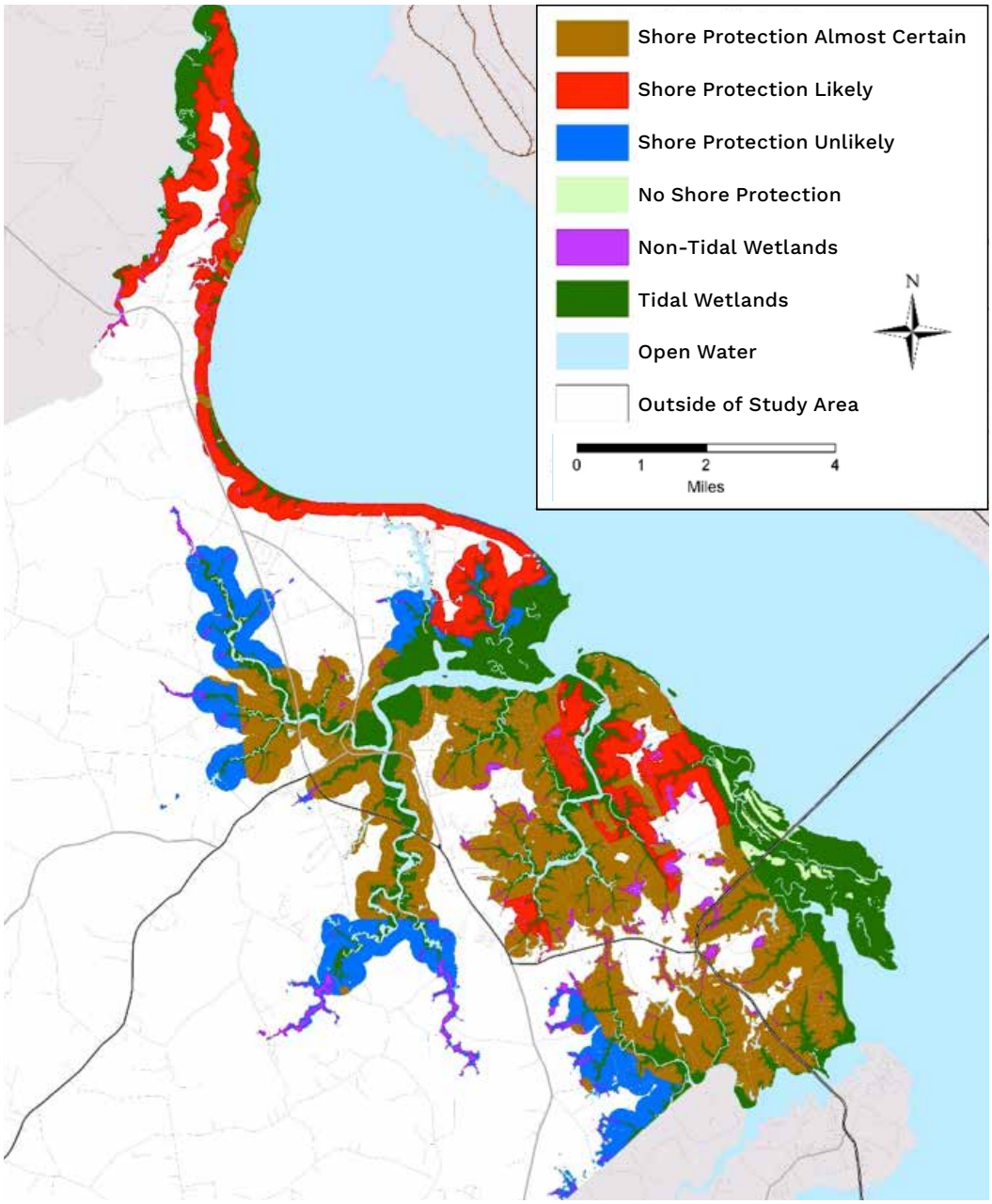
Soils along the County's shorelines can be highly erodible, resulting in high rates of erosion from wave action or storm events, threatening adjacent properties. A recent survey of upland tidal shorelines in the County by VIMS in 2017 found that of the 222 linear miles of shoreline in the County, approximately 13 miles are defended by structural shoreline erosion control structures such as riprap, breakwaters and bulkheads.

Use of riprap and bulkheads are considered the least desirable methods for defending shorelines. The Commonwealth of Virginia has recently approved a new policy that strongly favors living shorelines, or shorelines protected by marshes and low-profile rock sills, breakwaters, and similar methods. In addition to providing effective erosion control, living shorelines also filter runoff from upland areas and provide floodwater storage which protect water quality. However, living shorelines generally are not feasible for large, violent waterways such as the James River.

The Hampton Roads region, which includes Isle of Wight County, is vulnerable to flooding and sea level rise due to the combination of rising seas and subsidence (the sinking of land). These conditions have been thoroughly documented by a multitude of government agencies, including the National Aeronautics and Space Administration (NASA) in 2017. Subsidence is an issue that affects Isle of Wight County due to historic large withdrawals of groundwater by local industry.

A series of sea level rise planning maps resulted from research and projections by VIMS in 2010 on the sections of shoreline subject to sea level rise in the coming decades. The abstract for this research can be found at: http://risingsea.net/ERL/VA.html. Areas in

VIRGINIA SEA LEVEL RISE PLANNING MAPS
HRPDC—ISLE OF WIGHT



Isle of Wight County at risk of sea level rise between now and 2100 include the low-lying reaches of Lawnes Creek, James River, Jones Creek, Pagan River, Cypress Creek and Chuckatuck Creek, and their tributaries. The CCRMP tool can be found at http://cmap2.vims.edu/CCRMP/IsleOfWight2017/IsleOfWight_CCRMP_Viewer.html.

How the County's landscape develops over time necessarily impacts the quality of water in its streams, rivers, and swamps. Protecting the floodplains and wetlands which act as filters for runoff and storage for stormwater can help protect water quality as well as help protect property from damage from flooding and erosion. Protection of prime farmland soils can sustain the local agricultural economy, while limiting development on poor quality soils can preserve water quality while protecting future homeowners from unnecessary repairs and costly onsite wastewater system replacement.

The County currently protects both property values as well as its environmentally sensitive features using the following mechanisms:

- **CBPA Ordinance** which includes the development standards for sensitive areas in the Chesapeake Bay Watershed which are shown on the CBPA map included as an appendix to this Plan;

KEY FACTS AND TRENDS

- **Although the area of the County within the Chesapeake Bay watershed is subject to additional land development controls, the area within the Blackwater River watershed is not.**
- **Although Brewers Creek and Chuckatuck Creek have water quality improvement plans approved by US Environmental Protection Agency (EPA), there are no similar studies or plans currently in place for other impaired surface water segments in the County.**
- **Common water quality issues in the County include high levels of bacteria, nutrients, or heavy metals, especially along the James River.**
- **Tide gauge readings from Sewell's Point in Norfolk recorded nearly 1.4 feet of relative sea level rise since 1927, equivalent to a change of 1.52 feet over 100 years, indicating overall sea level rise with potential inundation risks to coastal areas in the County.**
- **Tidal Marsh Surveys conducted by VIMS between 1981 and 2017 show a loss of approximately 197 acres of tidal marsh in the County, or 3.7% of its total marsh area, indicating a need to implement better tidal marsh and water quality protection measures in its shoreline erosion control management decisions as the population and water access facilities continue to grow.**
- **The County does not currently have a formalized green infrastructure network plan to preserve its large undisturbed forests, preserve scenic landscapes, provide habitat, reduce stormwater runoff, maintain air quality and moderate temperature.**

- **Stormwater Management Program** which requires new development to store and treat runoff;
- **Floodplain Management Ordinance** which controls new development in the County's floodplains;
- **Wetland Ordinance** which limits development in tidal wetland areas;
- **Coastal Primary Sand Dunes Ordinance** which protects fragile shoreline features;
- **Subdivision Ordinance** which sets standards for subdivision activity in environmentally sensitive areas; and
- **Zoning Ordinance** which includes development plan criteria for areas with natural resources.

Agricultural Preservation

Since its creation in 1634, agriculture has been an essential factor in Isle of Wight County. It is said that in 1608 Captain John Smith crossed the James River for bushels of corn that were grown on Isle of Wight soil. In 2019, over 85% of the County remains in agricultural and rural land uses. Preserving our farmlands, natural areas, and cultural resources is fundamental to protecting the County's quality of life, enhancing its economy, and maintaining the character that residents and visitors so highly value.

Between 2012 and 2017, the County's agricultural community experienced an increase in the number of farms from 213 farms to 237 farms, or a 11% increase. The total land area dedicated to agriculture in the County also increased by 7%. In the same time period, the average total sales per farm increased by 27% according to the Census of Agriculture.

Between 2017 and 2022, the number of farms decreased from 237 to 212, representing an 11% decrease. The average total sales per farm, however, increased by 28%. The average farm size in 2022 was 379 acres, representing an increase from the average farm size in 2017 of 340 acres. The total number of acres in farmland in Isle of Wight County remains relatively the same with a 0.4% decline from 80,672 acres in 2017 to 80,316 acres in 2022. The stability of the land area devoted to agriculture over the last ten years demonstrates the strength of the County as an agribusiness location.

Land committed to agricultural use is a finite resource that can be threatened by development. Farmers need access to a stable, significant land base in order to thrive, but preserving land is not enough to ensure the future viability of the County's agricultural industry. Farmers also need flexibility and technical assistance to prosper in a competitive global and regional economy.

To take advantage of new opportunities, it is sometimes necessary to diversify, which can mean growing something new, growing the same thing in a new way, or adding value to what is already being grown. It may also mean inviting the public onto the property to facilitate direct sales of the farm's harvest, sometimes in conjunction with educational or entertainment activities. County farmers are engaged in agritourism, value-added processing, and direct farm marketing; however, recent trends suggest that these activities may need to broaden in scale and scope in order to continue to provide profitable income to farmers.

KEY FACTS AND TRENDS

- **Agriculture and forestry remain several of the County's top industries, due to several locational advantages including environment and supportive policies.**
- **Because agriculture-related businesses remain a target industry for the County, the County should consider providing a dedicated revenue stream for the PACE program to protect prime agricultural lands and rural character.**
- **The County has extensive rural areas with the potential for the creation of additional agricultural and forestal districts.**

The County currently utilizes several tools to protect and promote its local agriculture industry, including the following:

- Rural Agricultural Conservation (RAC) Zoning District regulations which encourage farming while discouraging non-agricultural land uses that are incompatible with farm operations. This form of zoning promotes agriculture uses and structures while limiting the number of non-farm uses such as dwellings and other activities that can compete for productive farmland;
- Residential subdivision restrictions in the RAC zoning district to reduce development pressure on agricultural lands;
- Development Service Districts (DSDs) which serve as growth target areas, reserving areas outside the Districts for agricultural uses;
- Agricultural and Forestal District Program which includes four separate districts;
- Current land use taxation program to help alleviate the financial burden on farm, forestry and open space lands;
- Agritourism ordinance adopted in 2016 which provides additional opportunities to generate revenue for agricultural operations;
- Agritourism marketing program through the Tourism Department, including weekly farmer's markets and a "Visit the Farms" direct marketing assistance program; and
- Purchase of Agricultural Conservation Easement (PACE) program which is currently unfunded.

On May 19, 2005, Board of Supervisors adopted an ordinance establishing the Purchase Agricultural Conservation Easement Program (PACE). The primary purpose of the ordinance is to promote and encourage the preservation of farmland in Isle of Wight County. Through PACE, the County acquires development rights in designated areas within the County through the purchase of agricultural land preservation easements. Landowners who meet certain eligibility criteria may sell an easement to the County while holding fee simple title to the land and continuing to farm. The County acquires development rights by executing installment purchase agreements with the landowners. To date, there are 619.08 acres enrolled in the PACE program. In 2011, the Board of Supervisors ceased funding the program due to budget constraints.

POLICIES AND ACTIONS

"Preserve the Isle" summarizes the community's vision for preserving its natural resources and rural character while also protecting property values. The following table identifies policies and appropriate actions that will best achieve the goal. The final chapter of the Plan, "Create the Isle," establishes timeframes and responsible parties for the implementation of each action step.

POLICY	ACTION
Isle of Wight County will simultaneously protect its sensitive natural resources and property values by pursuing best development practices that respect soil capacity and protect water features, tidal and nontidal wetlands, floodplains, and coastal areas.	Expand public sewer service in the County's three designated growth districts to minimize installation of on-site septic systems in the County to reduce potential groundwater and surface water pollution.
	Develop a policy requiring homeowners to connect to public sewer systems when such services become available in their neighborhoods.
	Identify ways to connect areas with failing septic to public services.
	Review existing environmental ordinances, such as the CBPA, Floodplain and Stormwater Management Ordinances, to ensure they include the best practicable protection measures.

POLICY	ACTION
	Develop a riparian buffer protection strategy for those areas in the Blackwater River Watershed.
	Protect water quality from sedimentation and pollutants carried by runoff through the continued enforcement of the local stormwater management program.
	Work with the Virginia Department of Transportation to identify roadside ditches in need of maintenance to prevent flooding of adjacent property.
	Join the voluntary federal Community Rating System (CRS) program to improve local floodplain management and help reduce the homeowner cost of flood insurance under the National Flood Insurance Program.
	Protect shorelines by promoting the use of living shorelines wherever practicable as the preferred method of shoreline stabilization.
	Use information developed for the County by VIMS found in the online CCRMP tool for shoreline best management practice recommendations for individual projects.
	Track reports and research to assess potential impacts to coastal areas due to sea level rise.
The County shall maintain agriculture and rural character while enhancing its distinctive community character.	Develop an educational program to encourage the expansion of the County's Agricultural and Forestal Districts program to areas of prime soils.
	Review and update the County's zoning and subdivision ordinances to ensure the protection of farmland by minimizing land use conflicts by separating agricultural lands from non-agricultural activities, and retaining a critical mass of agricultural land that promotes effective operations and the overall strength of the agricultural community.
	Discourage expansion of public utilities and other growth-inducing public facilities into agricultural areas to minimize development pressures on those areas.
	Expand economic development efforts to raise awareness of the economic impact of the local farming industry.
	Develop an expanded technical and business assistance program for County farm businesses.

SHAPE THE ISLE



Proactively shape the County's future form by preserving valuable resource lands, prized community character, and historical assets by guiding the form of future development and providing public facilities and services in a fiscally sustainable manner.



SHAPE THE ISLE

The focus of this chapter is to identify policies and actions to meet the community's goal of preserving its historical and natural legacy while accommodating future population growth that is cost effective, provides an equitable standard of living for all residents, and respects its community character.

COMMENTS FROM THE PUBLIC FORUMS

PUBLIC FORUM 1
WHAT ARE THE BIGGEST ISSUES FACING ISLE OF WIGHT COUNTY IN THE FUTURE?

- "Maintaining the 'County community' culture"
- "Preservation of Historic Properties"
- "Proper growth which generates jobs and keeps the beauty of Isle of Wight"
- "Major tax increases to support schools, police, fire, etc."

Successful implementation of the goal is achieved by establishing and completing objectives for the four key components of this goal, including:

- Historical preservation;
- Community Character;
- Development Service Districts and growth management; and
- Fiscal Management.

The Plan will identify key trends since the adoption of the 2008 Comprehensive Plan as well as potential issues based on the County's projected growth and recommended future land use plan. The County's historical resources, unique character, growth management strategy and future fiscal sustainability will be assessed in the following sections.

Historical Preservation

Isle of Wight County encompasses an area richly endowed with a legacy of historic properties, scenic roadways and historic rural landscapes. During the *Envisioning the Isle* public input process, citizens raised concerns that these resources are threatened by the changing character of the community. Through the public input process, the community has established a recognized need for more public awareness of the importance of history and natural beauty to the quality of life in the County.

Recognition and appreciation of the County's historic legacy is not just an issue of historic preservation but that it is also a key contributor to the local economy. It is at the heart of the vision for the County which calls for preservation of rural community character, cultural resources and traditional lifestyles. Because the County's historical development pattern has been agrarian with scattered, small village-style development for most of the last four hundred years of its existence, rural character has traditionally defined the County and is favored by most of its residents.

The County's current historic resource preservation efforts include:

- Actively mapping resource locations;
- Requiring archaeological assessments for new development in sensitive areas;
- Enforcement of historic overlay district criteria in its Zoning Ordinance;
- Providing a partial exemption from real estate taxes for qualifying commercial or industrial structures no less than thirty years of age which have been substantially rehabilitated for commercial or industrial use;
- Working with the Isle of Wight County Museum and local nonprofit preservation organizations to analyze, document and interpret its historic resources; and
- Promoting of heritage tourism attractions by the County's Tourism Department.

The County also coordinates with other government agencies as well as local private preservation organizations to identify, catalogue, and preserve its historic resources, such as the Virginia Department of Historic Resources and the Isle of Wight County Historic Society. Isle of Wight County is fortunate to also have a number of facilities that raise awareness of the area's rich history, including the Isle of Wight County Museum, established in 1976, and the



AERIAL IMAGE OF HISTORIC FORT HUGER ON THE JAMES RIVER IN ISLE OF WIGHT COUNTY, PHOTO BY DAVID SAWYER

Schoolhouse Museum, established in 2005. This one-room structure, while focusing on the education of African-American children in the early 20th century in the County, also honors the legacy of individuals who contributed to the education of these children.

In 2014, the County dissolved its Historic Resources Department, which included a local historic archives repository at the Isle of Wight County Museum. Staff at the museum are now employees of the Town of Smithfield, but the museum and its staff still serve as the chief interpreter of the County's historic resources to include the museum, Fort Huger, Fort Boykin, Nike Park, and Boykin's Tavern. Museum staff members also work with the County and local preservation organizations to perform historical research, preservation, conservation, interpretation, archaeological/architectural analysis, and educational programming.

Local conservation efforts can be combined with the National Register of Historic Places (the National Register), a list of cultural resources of national, regional, state, or local significance that is kept by the Department of the Interior's (DOI) National Park Service (NPS). Listing a property in the National Register recognizes that it is of significance to the Country, the State, and the local community. Being listed on the Register does not protect a property from demolition, but it does document and evaluate the property's historic significance based on National Register criteria and makes the property eligible for federal grants when available, including rehabilitation tax credits. It also mandates consideration of potential impacts on the historic properties that result from federal or federally-assisted projects.

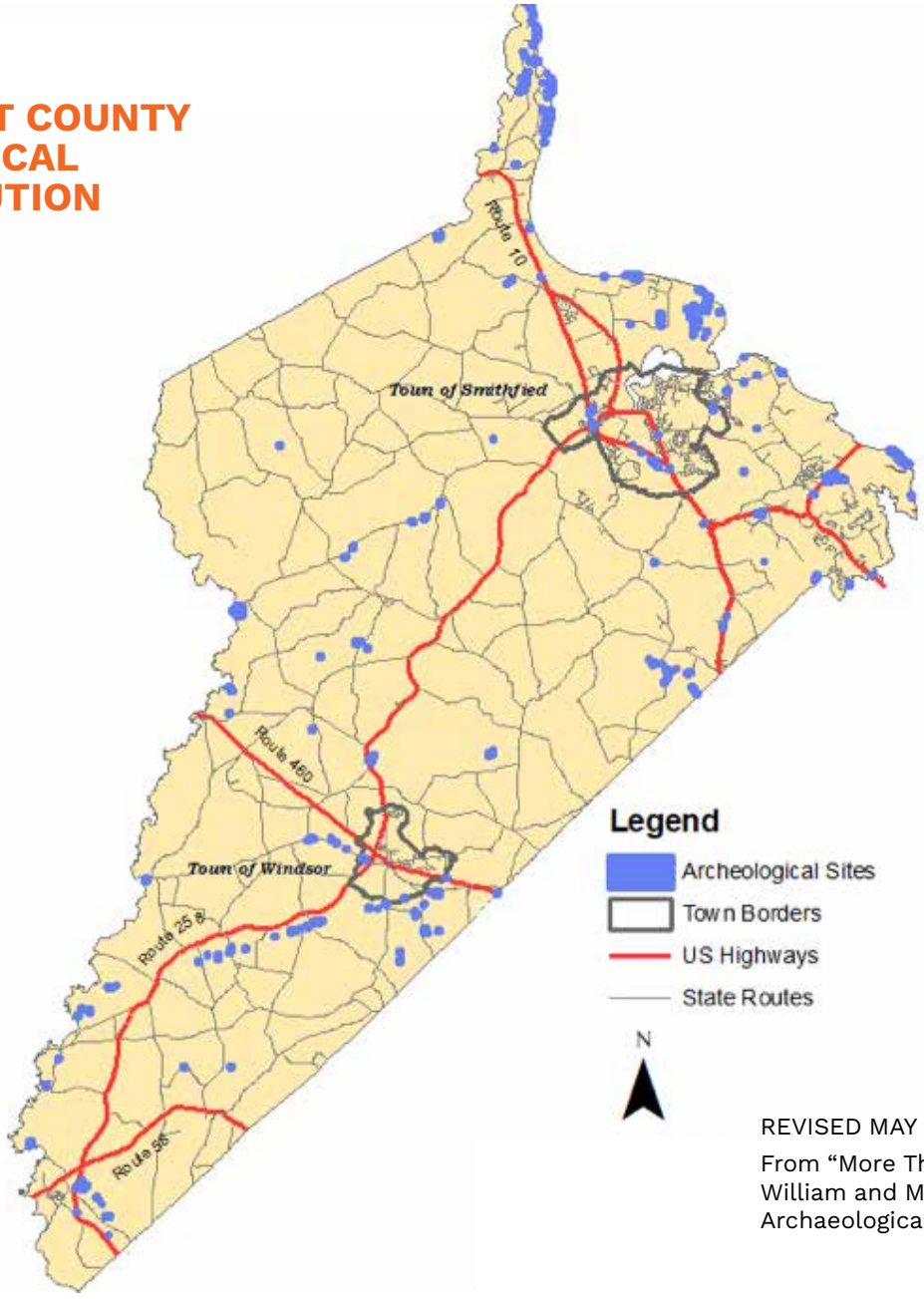
The County's 2008 Plan included an "Historic Sites and Structures Inventory" based on the book, *Historical Notes on Isle of Wight County, Virginia*, written in 1993 by local historian Helen Haverty King. The inventory includes 146 buildings and sites of historical significance. The majority of the inventory consists of residential buildings.

In 2005, the William and Mary Center for Archeological Research conducted an archaeological assessment which included the Towns of Smithfield and Windsor. The assessment identified 228 archeological sites in the County, mapped their location, and identified areas of high, moderate and low probability where archeological resources could be found throughout the County. The assessment also included both short and long term management recommendations.

KEY FACTS AND TRENDS

- The Isle of Wight County Museum documents the County's historic properties and archeological resources and functions as the County's Historic Resources Department.
- In addition to the work performed by the Schoolhouse Museum in Smithfield, the Isle of Wight County Museum works to preserve and protect the heritage and unique settlement patterns of African American communities. It makes its work available to the public either with displays, programming, as online resources or by appointment.
- There is no formalized local effort to preserve and protect local Native American culture or archeological resources, but the Isle of Wight County Museum preserves the archaeological resources in its collection, works to identify new resources and makes its work available to the public either with displays, programming, as online resources or by appointment.
- The County's current architectural inventory was created in 1993 and needs to be updated to reflect new discoveries as well as losses experienced since that time.
- The County's 2005 archeological assessment recommends that the assessment be updated after a period of ten years to provide an accurate catalogue of the County's archeological resources.
- The County provides a partial real estate tax exemption for rehabilitation of older commercial and industrial structures only.
- The Nike-Ajax Missle Site and the Isle of Wight County Courthouse Complex were listed on the National Register of Historic Places in 2019.

ISLE OF WIGHT COUNTY ARCHAEOLOGICAL SITE DISTRIBUTION



REVISED MAY 17, 2019

From "More Than Meets the Eye," William and Mary Center for Archaeological Research, 2005

Community Character

While considerations of location, amount, density, and cost of growth are traditionally part of most growth management programs around the country, only a handful of communities have also factored concerns such as quality, appearance, and environmental protection into the growth management equation. Together, all three make up that elusive concept known as "community character."

Increasingly, jurisdictions recognize that they must be able to articulate what type of community character is important to them, and then enact regulations to ensure that character is protected, in order for future growth to be of sufficiently high quality. Only then can a community be assured that its distinctive character will be protected and that development will be sustainable from an environmental perspective.

County citizens should be able to articulate the aesthetic attributes of development that are important to them; and the officials and staff should work hard to protect those values and to enact regulations to ensure that future development lives up to the high standards already in place. The County currently preserves community character by imposing design standards in a variety of overlay districts, such as its Historic Overlay Districts, Highway Corridor Overlay District, and the Newport Development Service District Overlay District.

Additional tools that would enhance the County's community character identification and preservation efforts could include:

- A development pattern book to include design elements based on local examples like building size and height, setbacks from the street, access, parking, and landscaping;
- Develop design standards for the County's main entrance corridors to help establish a sense of identity upon arrival into the County; and
- A review and update of existing standards to ensure the most effective protection of locally important viewsheds, landscapes, historic and culturally significant sites.

KEY FACTS AND TRENDS

- **The County does not have an overall pattern book to inform design standards for future development.**
- **The County currently does not have an entrance corridor protection strategy.**

Development Service Districts and Growth Management

One consistent theme between the 2008 Comprehensive Plan and *Envisioning the Isle* is the concern of County residents about who will be responsible for the costs of the additional public services needed to meet future growth needs. During the public input process, community members reaffirmed their commitment to proactively managing the location and form of future growth as well as the need to strategically plan for future public service needs.

In 1991, the County created three target growth areas called Development Service Districts (DSDs). These three districts are called the Newport DSD, Windsor DSD, and Camptown DSD. The DSDs incorporate historical population centers in the northern, central and southern portions of the County. Since that time, the County has sought to guide new development to these areas where adequate public infrastructure, such as roads, water and sewer, are either available or planned. In addition to controlling public service costs, the DSDs also conserve areas outside of their boundaries for agricultural and forestal uses, helping to protect the County's traditional rural landscape and lifestyle.

In July 2024, the County's estimated population is 41,048 persons according to the Weldon Cooper Center. The County is estimated to grow by another 5,009 people by 2040 for a projected total population of 46,057. Since the last census in 2020, the County has experienced steady population growth at an average annual rate of 1.6% over the four year period. Over that time, the County added about 2,442 residents, translating to an overall 6.3% increase in population since 2020. The growth rate in the County outpaced the growth rate of both the larger Hampton Roads metropolitan area and the State of Virginia as a whole over the three year period.

Although growing faster than many of its neighbors, the County's current average growth rate is slightly lower than the previous two decades between 1990 and 2010, when its average annual growth rate was 1.87%. The great economic recession beginning in 2008, an aging population, and lower birth rates are some of the causes for the slower population growth rate between 2010 and 2020. The table and chart below compare the average growth rates over the last 30 years for the County, region, state and nation.

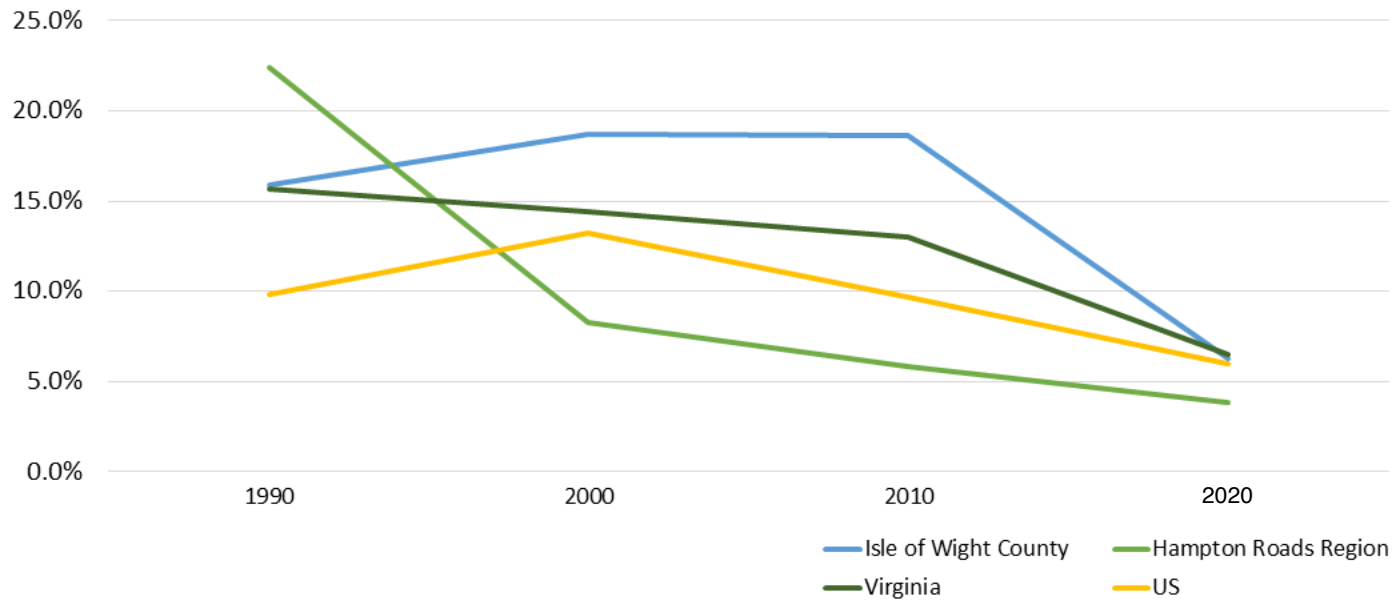
In order to assess whether the County's desired future land use recommendations provide sufficient area for future residential and employment growth over the

HISTORICAL POPULATION TRENDS COMPARISON

SOURCE: WELDON COOPER AND US CENSUS (US PROJECTION AND HISTORICAL CENSUS DATA)

	1990 CENSUS	2000 CENSUS	2010 CENSUS	2018 POPULATION ESTIMATE	AVERAGE ANNUAL GROWTH RATE (1990-2018)
Isle of Wight County	25,053	29,728	35,270	**38,606**	**1.8%**
Hampton Roads Region	1,454,185	1,547,801	1,666,310	**1,800,090**	**0.8%**
Virginia	6,187,358	7,079,030	8,001,024	**8,644,727**	**1.3%**
US	248,709,873	281,421,906	308,745,538	**331,449,281**	**1.1%**

DECENNIAL GROWTH RATE COMPARISON



next twenty years, the County conducted a market feasibility study to be used as a tool by the community in selecting the best future land use scenario for the new Comprehensive Plan. An accompanying economic sustainability study assessed how the desired future land uses will affect the County's long-term economic sustainability based on its current revenue model. Based on the County's population growth trends, demographic data, and market trends, the studies compared different alternative land use scenarios with those of the 2008 Future Recommend Land Use Plan. Both studies are included as an appendix to this Plan. The studies found the preferred scenarios provide sufficient area to accommodate future growth and would be fiscally positive for the County. In addition, the studies found the following:

- The County's local economy is becoming increasingly diverse, especially in the areas of health care, professional and scientific sectors, and the warehousing and distribution industry;
- Gradual growth in both employment and the number of residents in the County will continue to occur; and
- Strong population growth, higher than average median age, low unemployment and higher than average household income in the County demonstrates its increasing importance as a residential community.

As the County continues to grow and provide services to new residents and employers, the County must periodically assess the continued effectiveness of its current growth management policies.

With the development of the new Comprehensive Plan, the majority of the community wishes to continue to implement the DSD concept with a few boundary adjustments to the Newport and Windsor DSDs. The changes are discussed in detail in the "Envision the Isle" chapter of the Plan. The community also seeks to increase the potential allowable densities within the DSD boundaries in order to maximize the

KEY FACTS AND TRENDS

- **Community members are concerned about growth and its impact upon the natural resources, existing development, and public services.**
- **Most of the County's growth has occurred within the DSDs since 1991.**

utility of these areas, increase housing diversity, and offer additional flexibility to property owners.

The County currently seeks to manage growth using a variety of tools, including:

1. Guiding new development to areas within the DSDs;
2. Limiting utility extensions to within DSD boundaries; and
3. Adopting land use controls, such as agricultural zoning and special overlay district architectural criteria, to control the quality and location of new development.

Fiscal Management

During the public forums that formed the basis of the new Plan, the community expressed concerns about the budgetary impacts of new growth and their desire for a fiscally sustainable growth management model that would ensure reasonable costs for providing public services to existing and future residents.

Both the County and Isle of Wight County Schools integrate priority public facility projects into their respective ten-year Capital Improvements Plan (CIP) which are updated and adopted on an annual basis. The County's CIP outlines immediate and emerging capital projects and funding needs and priorities. The CIP is the end result of significant planning processes that must establish priorities for balancing and allocating funding between longer-term strategic needs and ongoing maintenance and existing infrastructure needs.

No explicit, formalized system is currently in place to ensure that County investment decisions primarily made through the CIP process consider the recommendations of the Comprehensive Plan or other plans. Currently, the Board of Supervisors provides the Planning Commission with the opportunity to make a recommendation on the CIP based on whether or not it is consistent with County plans. A simple, first step toward developing such a system would be to establish an internal checklist for staff to use to track compliance with Plan goals. Such a checklist would formalize a series of evaluations and decisions that are already being made by staff and officials. Ideally, such a checklist should not be restricted only to public investment decisions, but also should track Plan compliance for all types of development proposals.

The Zoning Ordinance currently requires that applicants seeking a change in zoning for residential development consisting of ten or more lots must prepare a fiscal impact analysis (FIA). The FIA describes how the new development may impact public services and facilities.

In order to provide a more comprehensive and consistent way to project the fiscal impacts of new development, Isle of Wight County undertook a Capital Impact Study in 2019 to include in its new Comprehensive Plan a calculation of the capital costs of public facilities necessary to serve future residential uses. The County also prepared a Capital Impact Model to be used by County staff to determine the cost to the County of mitigating impacts of new proposed residential development on capital facilities on a case-by-case basis. The study is included as an appendix to this Plan. The capital facilities addressed as part of this effort are:

1. public schools
2. parks and recreation
3. public safety: sheriff
4. public safety: fire and rescue
5. public safety: animal protection
6. transportation
7. library
8. general government
9. courts
10. environmental services/solid waste

KEY FACTS AND TRENDS

- **The County plans for future facility needs and costs through its CIP process.**
- **The Planning Commission currently reviews the CIP for consistency with the Comprehensive Plan.**
- **The County recently prepared a capital impact study and capital impact model for use by staff to better project the potential costs of new development on public facilities.**

POLICIES AND ACTIONS

"Shape the Isle" summarizes the community's vision for preserving its unique historical and cultural legacy while ensuring its future fiscal stability. This goal has a set of policies that identify actions and principles that provide the best course of action for regulations and procedures to achieve the goal. The final chapter of the Plan, "Create the Isle," establishes timeframes and responsible parties for the implementation of each action step.

POLICY	ACTION
The County shall enhance its efforts to protect and preserve the significant historic and archaeological resources and cultural heritage of the County essential to its identity by utilizing effective land use techniques, increasing public awareness of the historic character of the County, and promoting the economic benefits of heritage tourism.	Create an architectural and historical inventory for the County to be located and maintained by the Isle of Wight County Museum.
	Share development plans and reports with potential impact to historic resources with the Isle of Wight County Museum.
	Update the County's Archeological Assessment.
	Update and maintain the County's GIS database of archaeological resources, historic properties, roads, and landscapes for use in the development review process.
	Monitor inventories and studies conducted by other agencies and preservation organizations which identify new or recently discovered historic or cultural resources, including those associated with the historic settlement of African American and Native American communities.
	Protect rural historic landscapes by ensuring development is consistent with existing community character through performance criteria for new development.
	Review and update where needed the development standards in the County's overlay districts that preserve scenic and historic roadways and vistas.
	Develop small area plans to protect historic communities and neighborhoods and other areas of cultural significance, such as the County's village centers.
	Research and consider additional local tax relief initiatives to owners who rehabilitate historically significant residential and commercial property.
	Encourage adaptive reuse and rehabilitation of older buildings that complement historic development patterns.
The County shall preserve and enhance its special rural character and small town atmosphere with its blending of new development with its traditional architecture, historic landmarks, and natural landscapes.	Develop a pattern book based on the unique, recognizable features found in the County's historical community development pattern, such as building architecture, colors, signage, and accessory structures.
	Review and update existing standards to ensure the most effective protection of locally important viewsheds, landscapes, historic and culturally significant sites.
	Develop new zoning, design standards, and design guidelines to ensure the quality and attractiveness of future development respects community character.

POLICY	ACTION
The County shall proactively address the location, amount, and timing of growth in order to preserve its distinctive character, protect sensitive environmental and cultural resources, and control costs associated with growth.	Continue to utilize the area within the County's DSD boundaries for future growth.
	Develop a system of transferable density credits that will allow owners of sensitive lands to transfer the development potential of their property to other, preferred locations.
	Develop an emergency utility extension policy where the County shall only approve the extension of services in circumstances where applicable state and County health agencies have declared a potential or imminent health hazard or as outlined in an intergovernmental agreement regarding water or sewer provision.
	Work with the County School System to ensure that adequate school facilities are in place for school-age residents and ensure that new schools are supported by adequate infrastructure.
	Utilize the County's long-range plans, such as *Envisioning the Isle* and the Master Water and Sewer Plan, to assess future public infrastructure requests in the County's Capital Improvements Plan to ensure adequate service provision within the DSDs.
The County shall maintain financial stability and sufficient financial capacity for present and future needs.	Develop a more formal monitoring system to ensure that the County's public investment decisions are consistent with adopted plans.
	Utilize a capital impact analysis model for new development, so that the County may adequately assess the costs that new development will impose on public facilities.
	Develop a system to monitor a desired balance of residential and nonresidential development for tax base purposes.
	Regularly review and renegotiate intergovernmental agreements where advisable to ensure adequate provisions are in place to safeguard the financial well-being of the County, such as utility agreements or revenue sharing agreements.

CONNECT THE ISLE



Provide a safe and efficient transportation network to the County by proactively identifying the necessary improvements to offset the impacts of future growth.



TRANSPORTATION CONCERNS

Throughout the *Envisioning the Isle* process the County's transportation network has been a repeated concern. During the first public forum, roads and traffic were high priorities identified by citizen input. During the second public forum transportation was again identified as a significant priority for the County. With this in mind, staff worked with the Hampton Roads Transportation Planning Organization (HRTPO) to develop transportation analyses of both land use options presented in the third public forum. This information was made available for citizens to see how proposed land use recommendations would impact the transportation network. Transportation was again a major point of emphasis in comments during this third input opportunity.

Using the public input and guidance from the Planning Commission, the land use map was finalized. The HRTPO analyzed the land use map again to identify the impacts and potential solutions for the County transportation network. The complete analysis by the HRTPO is included in *Envisioning the Isle* in the appendix.

The state code requires a variety of transportation information be addressed within a locality's Comprehensive Plan. The following chapter provides an overview of the County transportation network and discussion of future actions to improve the network and respond to growth and development within the County. Some recurring concerns which will be addressed in more detail include: the traffic levels in the Carrollton area, the desire for bike and pedestrian facilities, and avoiding additional traffic signals with alternative intersection options, among others.

COMMENTS FROM THE PUBLIC FORUMS

PUBLIC FORUM 1
WHAT ARE THE BIGGEST ISSUES FACING ISLE OF WIGHT COUNTY?

- "Traffic problems and lack of sufficient infrastructure"
- "Road infrastructure to keep up with development"
- "Develop infrastructure for pedestrian and non-motorized travel"

PUBLIC FORUM 2
SCENARIO COMMENTS

- "This scenario is only palatable with an accompanying transportation/roadwork plan"
- "Limit red lights"
- "Need smarter plan for main routes to avoid 8 lanes"

PUBLIC FORUM 3
SCENARIO COMMENTS

- "No additional traffic lights on Rt 10 – Consider roundabouts"
- "More bicycle paths and sidewalks throughout the County"
- "Concerned about pass-through traffic on 17 due to development in Suffolk"

FIG 1 **CORRIDORS OF STATEWIDE SIGNIFICANCE**

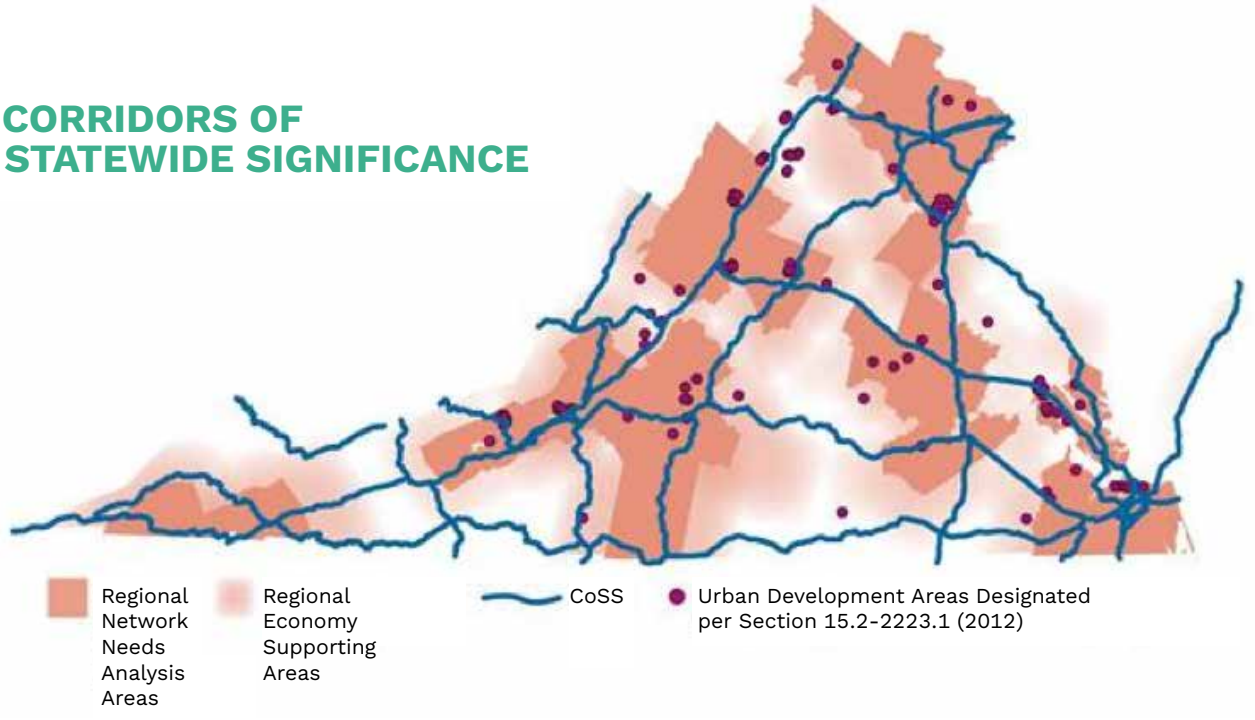
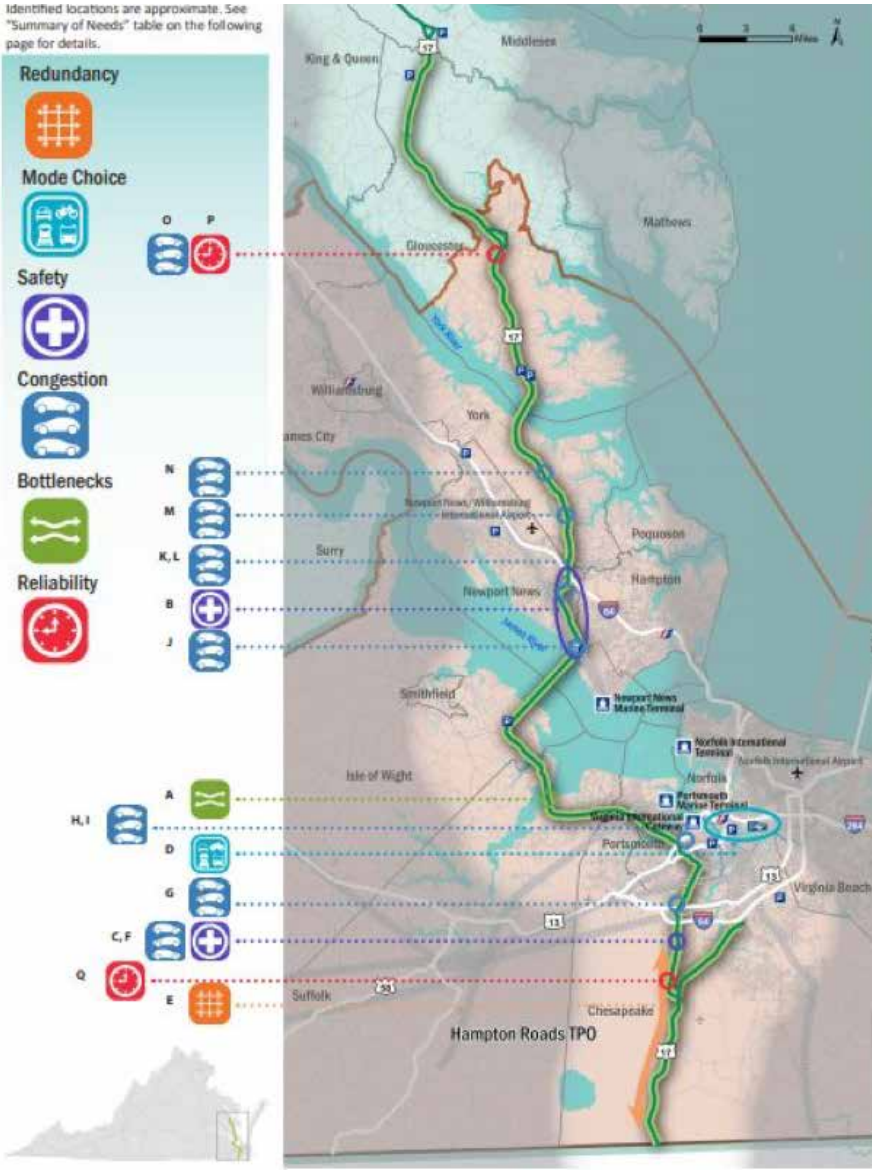


FIG 2 COASTAL CORRIDOR

SUMMARY OF NEEDS



Statewide Planning Consistency

The statewide long range multimodal transportation plan, VTrans, is prepared by the Office of Intermodal Planning and Investment (OIPI) and identifies the overarching visions and goals for transportation in Virginia. VTrans also identifies investment priorities and provides direction on strategies and programs for regional and local planning organizations.

VTrans focuses on three levels of need:

1. interregional travel through Corridors of Statewide Significance
2. intraregional travel through regional networks
3. travel in local activity centers through Urban Development Areas (UDA)

In order to address the first level of need, the VTrans identifies Corridors of Statewide Significance (CoSS) [See Figure 1]. Two of those CoSS run through the County; the "Coastal Corridor" (Route 17) and the "Heartland Corridor" (Route 460). Additionally, a component of the "Southside Corridor" (Business Route 58) is also in the County.

Maintaining efficient traffic flow in these corridors with transportation improvements and focused development will ensure their effectiveness in supporting interregional travel. No specific needs were identified in VTrans for the Coastal Corridor segments [See Figure 2] within the County, however, the Mills Godwin Bridge in Suffolk was identified as a bottleneck due to its two-lane capacity on a four-lane corridor. This condition also applies to the Chuckatuck Bridge between Suffolk and Isle of Wight.

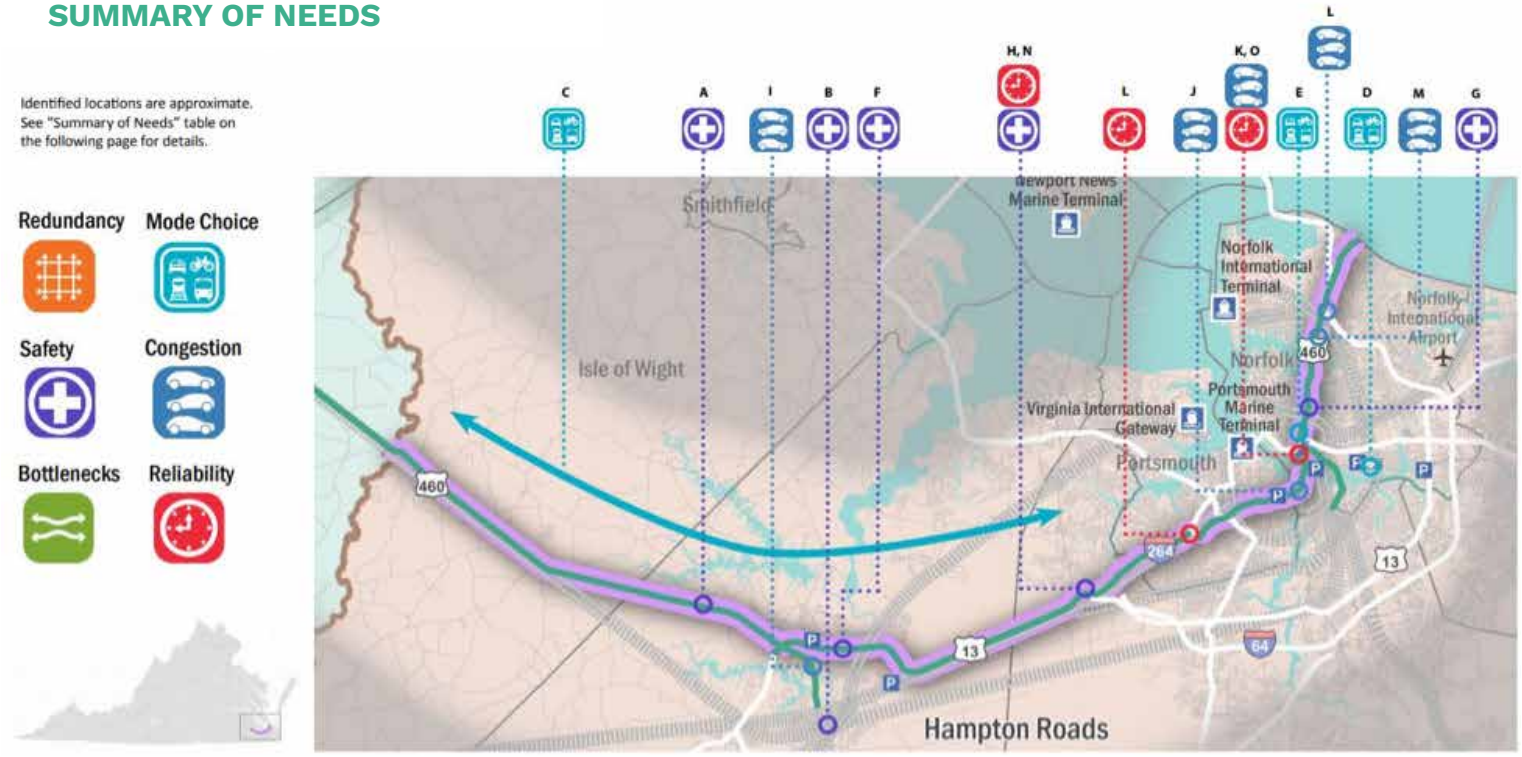
VTrans identified the Heartland Corridor within the County as having a need for redundancy [See Figure 2]. Segments of the corridor which met an identified level of trip demand were identified as needing to have a redundant path option for those trips. This is crucial in the event of emergency situations and as an alternative to reduce congestion on the main corridor.

VTrans did not identify any needs on the Southside Corridor within the County.

VTrans addressed the second level of need by identifying regional network as multimodal networks that facilitate intra-regional travel within urbanized areas and focusing on the transportation network needed to support the region's economic competitiveness. There are no regional roadways in the County which had a specific need identified in the VTrans assessment.

FIG 3 HEARTLAND CORRIDOR

SUMMARY OF NEEDS



Lastly, VTrans deals with the third level of need, Urban Development Areas (UDA). There are three identified UDAs within the County. They are consistent with the County's Development Service Districts. The VTrans assessment of these areas does not identify specific improvements at this time and does note that needs will be determined based on coordination with the locality. The complete transportation study in the appendix and its inclusion in the Comprensive Plan is the first step to identifying transportation solutions to be integrated into the regional transportation planning and funding framework.

Part of the statewide planning framework is the Virginia Six Year Improvement Program (SYIP). The SYIP is developed annually and used by the Commonwealth Transportation Board (CTB) to allocate funding for study, development, or construction of transportation projects. The SYIP includes a full range of projects, from new roadways and road widening, to traffic signals, paving shoulders, and turn lanes. The SYIP also includes bike lanes, sidewalks, rail, and public transit projects. As the name suggests, the SYIP is planned funding for six fiscal years at the state level. Each identified project includes expected dates for engineering, right-of-way acquisition, and construction. The current project list may be viewed at the VDOT website using the following link: https://syip.virginiadot.org/Pages/allProjects.aspx. There are currently 21 road improvements planned for the County, and include such activities as road resurfacing, pedestrian pathways, bridge repairs, turn lane additions, and even the installation of one electric vehicle charging station in Carrollton.

Based on the SYIP, the HRTPO develops a similar regional document called the Hampton Roads Transportation Improvement Program (TIP). The TIP is based on both statewide and regional transportation planning efforts and is fiscally constrained. The TIP closely matches the SYIP but may include some projects which were prioritized regionally or funded

locally. Smart Scale was created by Virginia House Bill 2 in 2014 as a way to try to ensure that the Commonwealth's limited transportation funding was utilized for the projects with the most critical need. Projects are reviewed on a biennial basis and objectively scored using factors such as congestion mitigation, safety, economic development, and environmental impacts, with the top scoring projects being chosen for inclusion in the SYIP and public funding. The County has had some success, having three Smart Scale projects chosen during the first two cycles of the program. However, it is worth noting that the County may be at a disadvantage in this process due to the weighting factors, which were changed between the first and second Smart Scale reviews. These factors are utilized for the Hampton Roads region in total and explained further in the transportation study in the appendix.

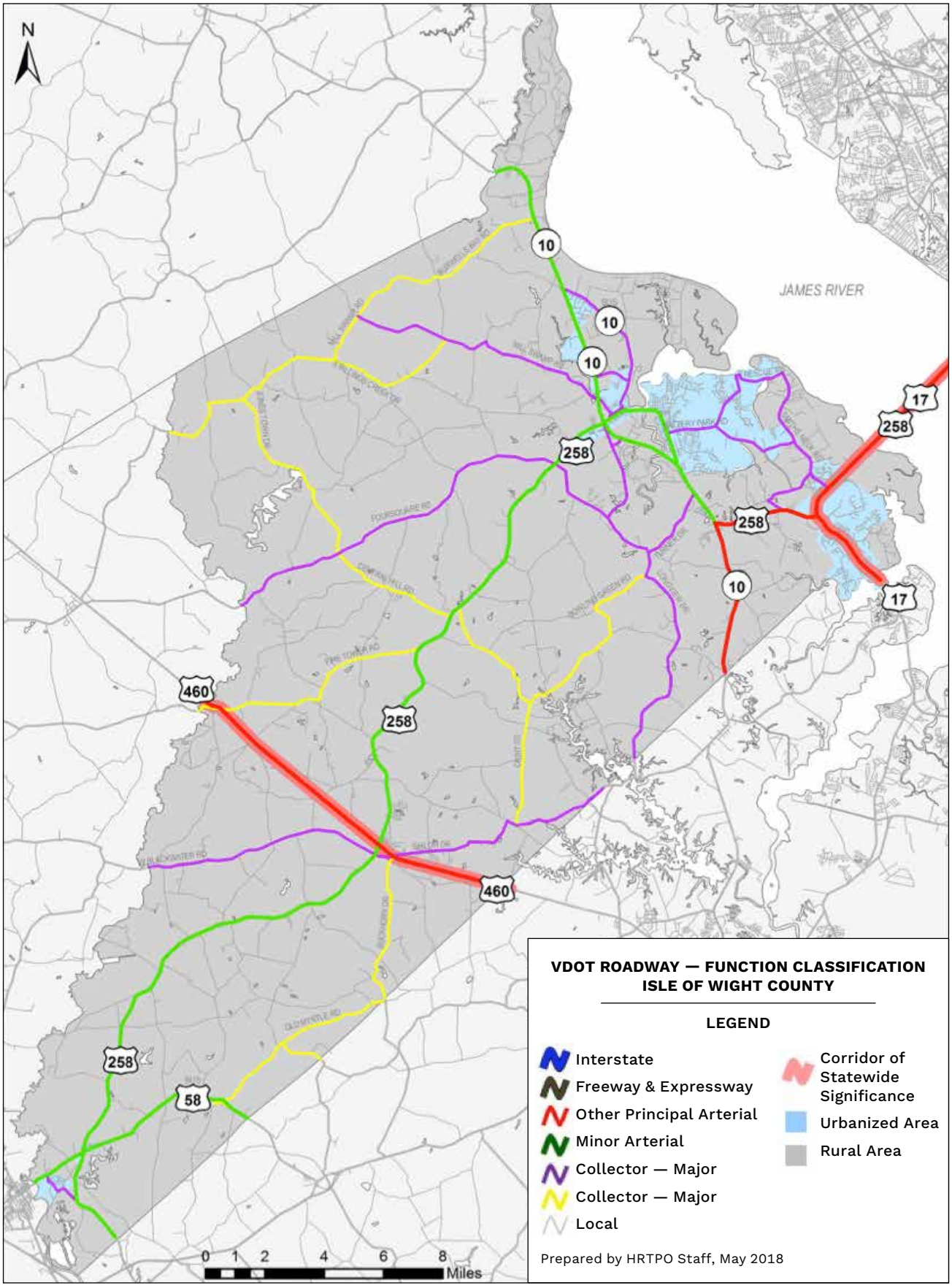
Countywide Transportation Network

When considering transportation in the County, all aspects of the transportation network have to be considered. This includes not only the roads you drive on to and from work. The transportation network includes railroads, airports, bridges, the waterways that connect our region, ports, bike and pedestrian facilities, and public transportation. Each aspect of the network supports the others and can negatively impact efficiency if not maintained and planned accordingly. Each aspect will be discussed briefly with more thorough discussion available in the appendix. Because OIPI was in the process of updating VTRANS concurrent with the Comprehensive Plan, new information may be available since the Plan's completion. Staff will coordinate any transportation project actions with VTRANS plans moving forward. For further information on VTRANS you can visit their website at www.vtrans.org.

Roads

Roadways are classified into three types based on their function. Those types are arterials, collectors, and locals. Arterial roadways include interstates, freeways and expressways, and other principal and minor arterials. They provide for mobility, which is the ability for traffic to pass through a defined area in a reasonable amount of time. Local roadways provide more accessibility which is the capability to provide access to and between land use activities within a defined area. Collector roadways, broken down as major and minor collectors, offer a mix between providing mobility and accessibility. Additionally, roadways are classified as urban or rural based on their location as defined by the Census Bureau. The majority of County roadways are classified as rural, with only three areas of the County classified as urban. These include the Smithfield Urban Cluster, portions of the County that are within the Franklin Urban Cluster, and portions of the Route 17 corridor which are within the Hampton Roads Urbanized Area on the Rt. 17 Connector. Figure 5 shows the roadway classifications within the County. A more complete description of roadways and their classifications can be found in the appendix.

FIG 4 ROADWAY CLASSIFICATIONS



Rail

There are two types of rail service in the County's transportation network, passenger and freight. Passenger rail service is offered by Amtrak between Norfolk and Petersburg and runs through the County without station access at this time. Additionally, Amtrak provides passenger rail service in the region from Newport News to Richmond. Both of these services make connections to the Northeast Corridor (along Interstate 95) and provide access to major cities like Washington DC, Baltimore, New York, and Boston.

The second rail type is freight. Norfolk Southern and CSX both provide freight service through the County with access locations within the County. Norfolk Southern operates on both the Route 460 and Route 58 corridors, while CSX operates in the Route 58 corridor only.

Rail service is a vital part of the transportation network, serving to move people and goods efficiently. However, it can also place a strain on other aspects of the network. Increased frequency and length of freight trains increase local delays at at-grade railroad crossings. These delays can effect both local traffic and regional roadway freight movement in locations like the Route 460 corridor. At-grade crossing delays can also negatively impact response times for emergency services and cause additional congestion on evacuation routes. Reducing at-grade crossings and mitigating crossing delays is a key factor in improving transportation efficiency in key freight connectors in the County. Identifying these conflict points and ways to mitigate delays is important to the efficiency of the transportation network.

FIG 5 BRIDGE PROJECTS

DEFICIENT BRIDGES IN ISLE OF WIGHT COUNTY 2025

FEDERAL NUMBER	FACILITY NAME	CROSSING
10392	Ballard Rd.	Corrowaugh Swamp
10419	Barrett Town Rd.	Antioch Swamp
10431	Carroll Bridge Rd.	Champion Swamp*
10427	Garrison Rd.	Burnt Mill Swamp
10394	Jenkins Mill Rd.	Kingsale Swamp
10414	Jones Town Dr.	Rattlesnake Swamp
10406	Mill Swamp Rd.	Stallings Creek
10429	Mill Swamp Rd.	Pope Swamp
10384	Shiloh Dr.	Ennis Pond
10429	Woodland Dr.	Great Swamp

Source: "Hampton Roads Regional Bridge Study Update 2025," Hampton Roads Transportation Organization, July 2025.

**Project previously completed as of February 2026.*

Bridges

The County has extensive water features which result in a total of 85 roadway bridges in the County. These bridges create critical connections for residents, and their maintenance is vital for an effective transportation network. There are several criteria for evaluating the sufficiency of bridges including age and condition of features such as the decking, endwalls, and lane width. A more detailed explanation of these criteria can be found in the transportation study in the appendix.

As of February 2024, the County has five structurally deficient bridges. This represents approximately 6% of the 85 existing structures in the County. This means a structural feature of the bridge requires monitoring or repair. Being structurally deficient does not mean the bridge is unsafe for daily travel. Unsafe bridges would be closed to public use. Improvements are currently funded in the VDOT Six Year Improvement Program for four out of the five with deficiency ratings.

In addition, the County has ten bridges currently classified with weight limits. A weight-posted bridge is defined as a structure to which the posted maximum legal truck weight limit cannot be exceeded. When weight restrictions are imposed on bridges, it is done to ensure the safe use of the bridge by the public. In Virginia, the maximum legal truck weight is 27 tons for a three-axle, single-unit vehicle and forty tons for trucks with semi-trailers. While interstate travel is restricted to forty tons in Virginia, DMV-issued overload permits may be purchased to extend the maximum weight to 42 tons to travel on non-interstate highways.

VDOT maintains an interactive map with detailed information on all bridges and culverts in Virginia, and can be found using the following link: https://www.vdot.virginia.gov/about/our-system/bridges-tunnels/state-structures-bridges/.

Airports

Within the County, the Franklin Municpal-John Beverly Rose Airport is a general aviation airport owned by the City of Franklin. It provides air access for a variety of private aircraft, but does not provide commercial passenger or freight service. It is not a viable option for typical air travel desired by citizens. For standard domestic or international commercial flights County residents can utilize Newport News-Williamsburg International Airport (PHF) or Norfolk International Airport (ORF), which are both readily accessible within the region.

Public Transportation

Currently, the County has two public transportation services, Hampton Roads Transit (HRT) and I-Ride provided by Senior Services of Southeastern Virginia.

HRT Route 064 serves the Carrollton and Smithfield areas of the County. The route receives funding support from the City of Newport News and is intended to serve as an option for the major employers of Newport News Shipbuilding and Smithfield Foods. Those destinations along with local park and ride locations are the only stops on the route [See Figure 6].

FIG 6 SMITHFIELD/CARROLLTON PUBLIC TRANSPORTATION

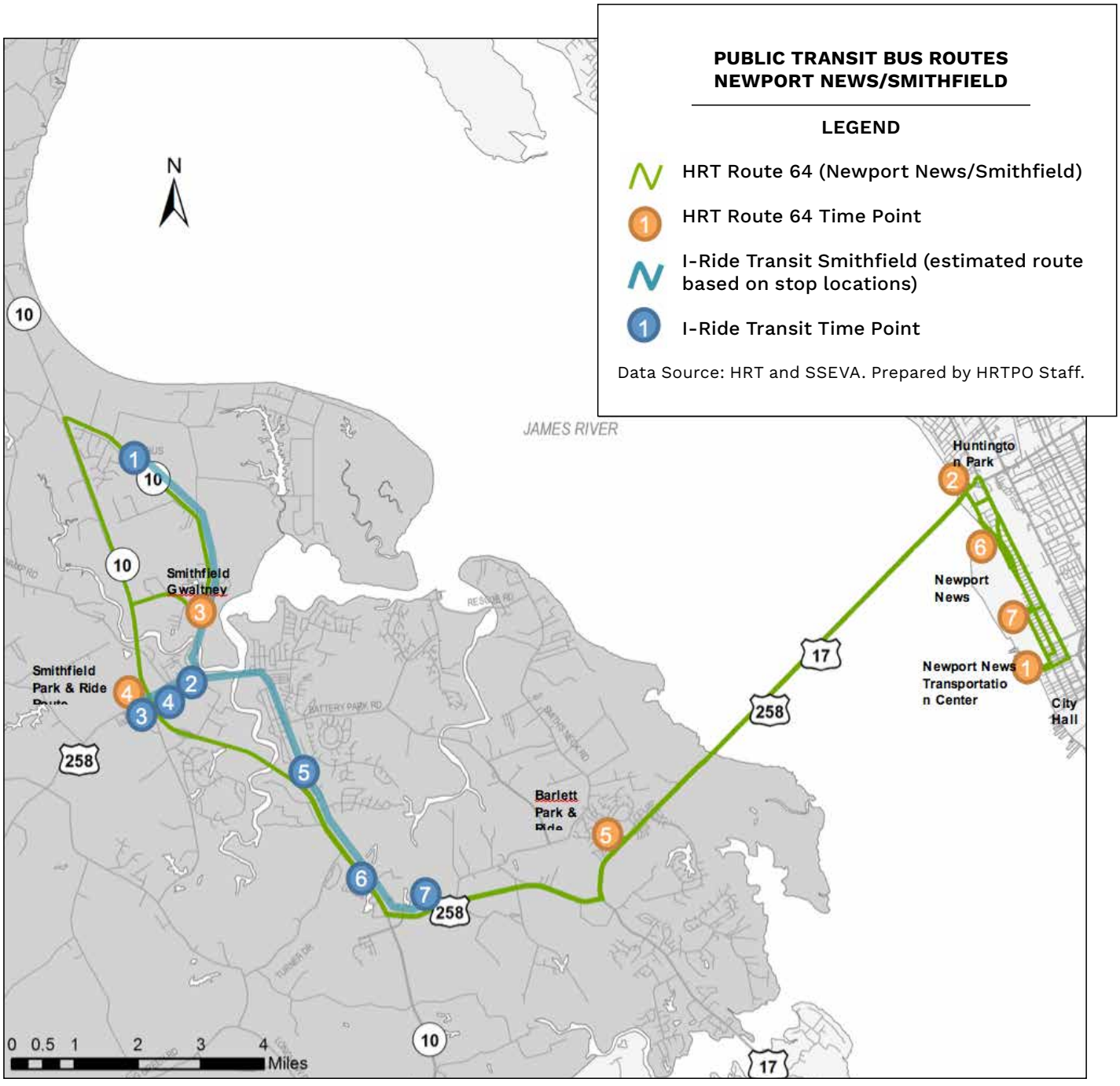


FIG 7 FRANKLIN AREA PUBLIC TRANSPORTATION

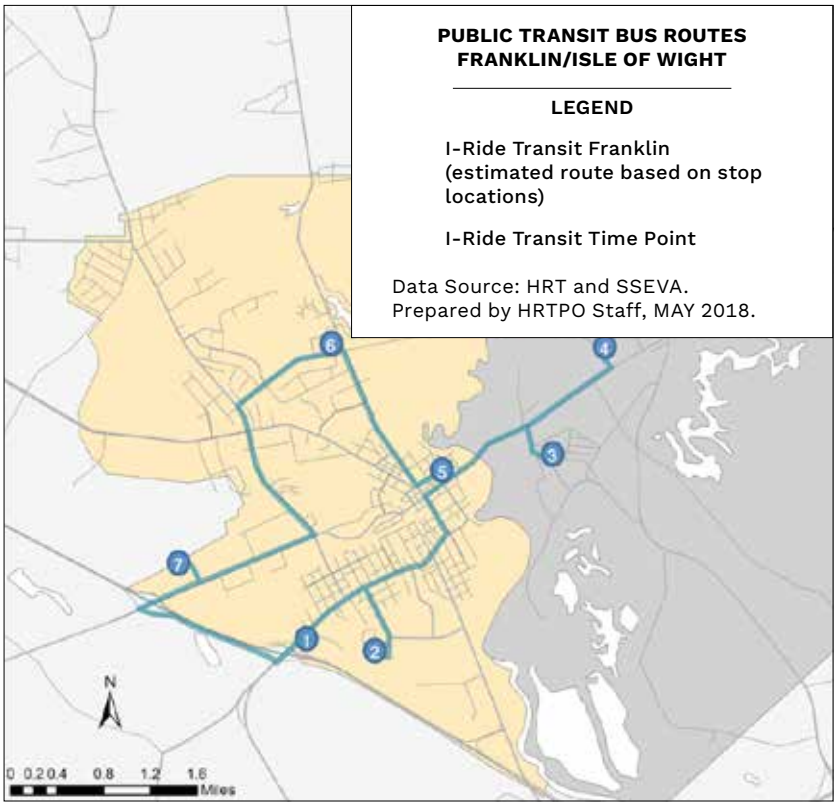
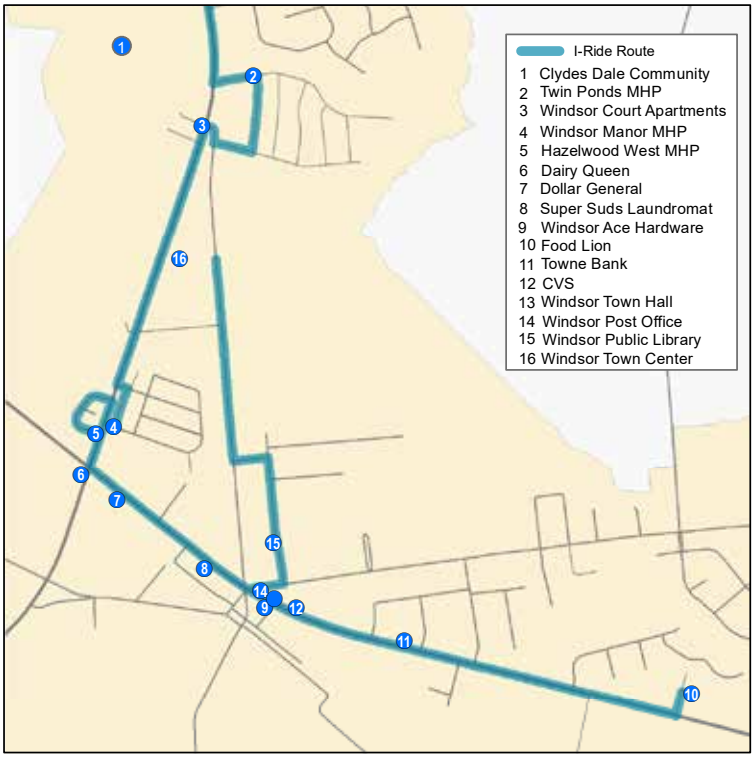


FIG 8 WINDSOR ROUTE



I-Ride is intended to be an accessible public transportation option in the region. Senior Services partners with other local organizations which provide transportation as well. I-Ride has fixed routes in the Smithfield and Franklin Areas [See Figure 6 and 7] as well as a newly added route in Windsor. This route connects the Windsor commercial area and public facilities with the residential areas of Clydes Dale, Twin Ponds, Windsor Manor, Hazel Wood, and Windsor Court Apartments. The IRide service also provides direct schedule medical and wellness rides specifically for seniors (60+).

The low total population and low population density of the County limit the effectiveness of public transportation. As the County continues to grow and sees increased population density in developed areas such as the Route 17 Corridor, the increased number of potential riders will support more public transportation options in the County.

Because of the County's aging and disabled population, public transportation and other mobility options for these residents is going to increase in importance. The County needs to work toward strategic expansions of public transit options in DSDs to support this segment of the population. This may include expanding service with HRT or developing new services in partnership with Suffolk Transit to connect residents with key services provided elsewhere in the region. Partnering with Social Services to enhance I-Ride options should also be seen as a key component of serving elderly citizens. Because of Senior Services' focus on this specific segment of the population, expansion of their services in the County provides the most viable option at this time. Partnering with Senior Services to enhance the I-Ride service should be seen as an important key in serving the transportation needs of the elderly. All of these options will have financial implications which will have to be addressed by the County. Additional study of the locations and demands of the elderly and disabled population of the County would help to guide these discussions.

Another underserved segment of the population which could benefit from enhanced public transportation is the County's youth population. Providing opportunities to reach employment or after school programs can help enhance these individuals' role in the community and provide them new opportunities to be productive. One option for providing these connections could be partnering with Isle of Wight Schools for an after school activities bus which goes to strategic County locations, thereby, creating opportunities for young individuals after school without significant demand for new equipment and service expansion. The County should have discussions with Schools about how a transportation option of this nature could be created using existing bus and driver infrastructure in conjunction with normal school transportation.

Bike and Pedestrian Facilities

An interconnected bike and pedestrian network of sidewalks, multi-use paths, bike lanes, and other facilities is a critical component of the transportation network. There are many segments of the population who do not have access to a personal vehicle. Being able to safely walk and bike for local trips greatly enhances their everyday life and ability to function in the community. Additionally these facilities provide an important opportunity for recreation and enhance public health.

The County has a Bike and Pedestrian Facilities Master Plan completed by a consultant in 2006 in order to outline the vision and improvements for a pedestrian network in the County. Support for this idea has come from past Comprehensive Plan efforts and was seen again throughout the *Envisioning the Isle* process. Through the County zoning ordinance and other development codes, the County requires construction of sidewalks and multi-use paths with new development. To further support this concept, the Board of Supervisors adopted a policy for the construction of bike and pedestrian facilities and a Design Specifications Manual in 2009.

Implementation of these facilities is an ongoing process which can at times seem ineffective. Because facilities are constructed as part of market driven new development, they are often built in a piecemeal or non-linear fashion. There can be gaps in the network where property has yet to develop or where development existed prior to the requirements for bike and pedestrian facilities. Identifying gaps in the network and making those connections is an important aspect of improving the transportation network in the future.

As part of an ongoing effort to enhance bike and pedestrian facilities in the County, several infrastructure projects have been completed or are in process, including sidewalk improvements on North and South Church Street in Smithfield, sidewalk construction in Windsor along North Court Street and Route 258, ongoing construction of the Nike Park Trail, and Smart Scale funded pedestrian crossings of Route 17 in the Eagle Harbor area of Carrollton.

Continued development of a connected bike and pedestrian network is an important component of providing access for young citizens who cannot

drive and for elderly citizens who may not be able to drive or wish to drive less and are in close proximity to services. It also reduces overall congestion by removing local vehicle trips from the roadway. Review of the zoning ordinance and policy requirements for bike and pedestrian facilities should be performed and consideration of increased requirements to implement these facilities should occur.

Port and Freight

The Port of Virginia (POV) with several terminal locations in Hampton Roads has a major impact on the transportation network in the County. While the Port does not have a terminal in the County, a significant amount of the freight moving to and from the Port for distribution passes through the County. The County also has several businesses based around the import and export of goods and materials through the Port. Freight transport by barge also impacts the James River Bridge, a critical access point to and from the northern end of the County.

Due to the expansion of the Panama Canal and the depth of the POV in relation to other ports on the east coast of the United States, a large increase of freight traffic is expected in our region. In anticipation of this increase, the POV has developed a master plan which identifies projects to support port growth.

Currently 3.7 million tons, a little over 13%, of Port freight, moves through the County utilizing the Route 460 corridor, resulting in thousands of truck trips per day. That volume of freight is expected to double by 2040, resulting in a proportional increase in truck trips along that corridor. While the Route 460 corridor does have the lane capacity to support those trips, an increase of that magnitude poses a variety of impacts to the local Windsor community and the safety of other vehicles traveling along the corridor. Additionally, increased freight traffic on the corridor creates increased safety risks, signal delay, can block access points, and reduces efficiency of the evacuation route.

Waterways

The County has a variety of navigable waters which could present an opportunity to enhance the transportation network. At present there is ferry service between Surry County and Williamsburg which provide an opportunity for travel to the peninsula. There are no other water based services in operation or planned that would serve the County directly at this time. Providing public access points to waterways for recreational use is important to the County. To learn more see the “Serve the Isle” chapter.

Evacuation Routes

The County has several corridors which serve as evacuation routes for the region in the event of hurricanes [See Figure 9]. Through experience with past storm events, some safety and efficiency issues have been identified and continue to garner discussion both locally and regionally. The Route 460 corridor has challenges with moving evacuees due to numerous small towns along the corridor causing local congestion points and the management issues created by single-direction evacuation traffic. Additionally, there are low lying areas on the corridor which are prone to flooding and can block both exit and re-entry routes. The corridor also has vulnerable public utilities immediately adjacent to the corridor which could impede emergency access and travel if they were damaged. These issues have led to the discussions in the past of an alternative Route 460 alignment which would eliminate these problems. That option has been determined to not be viable, but ongoing planning continues to look at improvements to the existing corridor to mitigate some of those issues.

Sea Level Rise and Recurrent Flooding

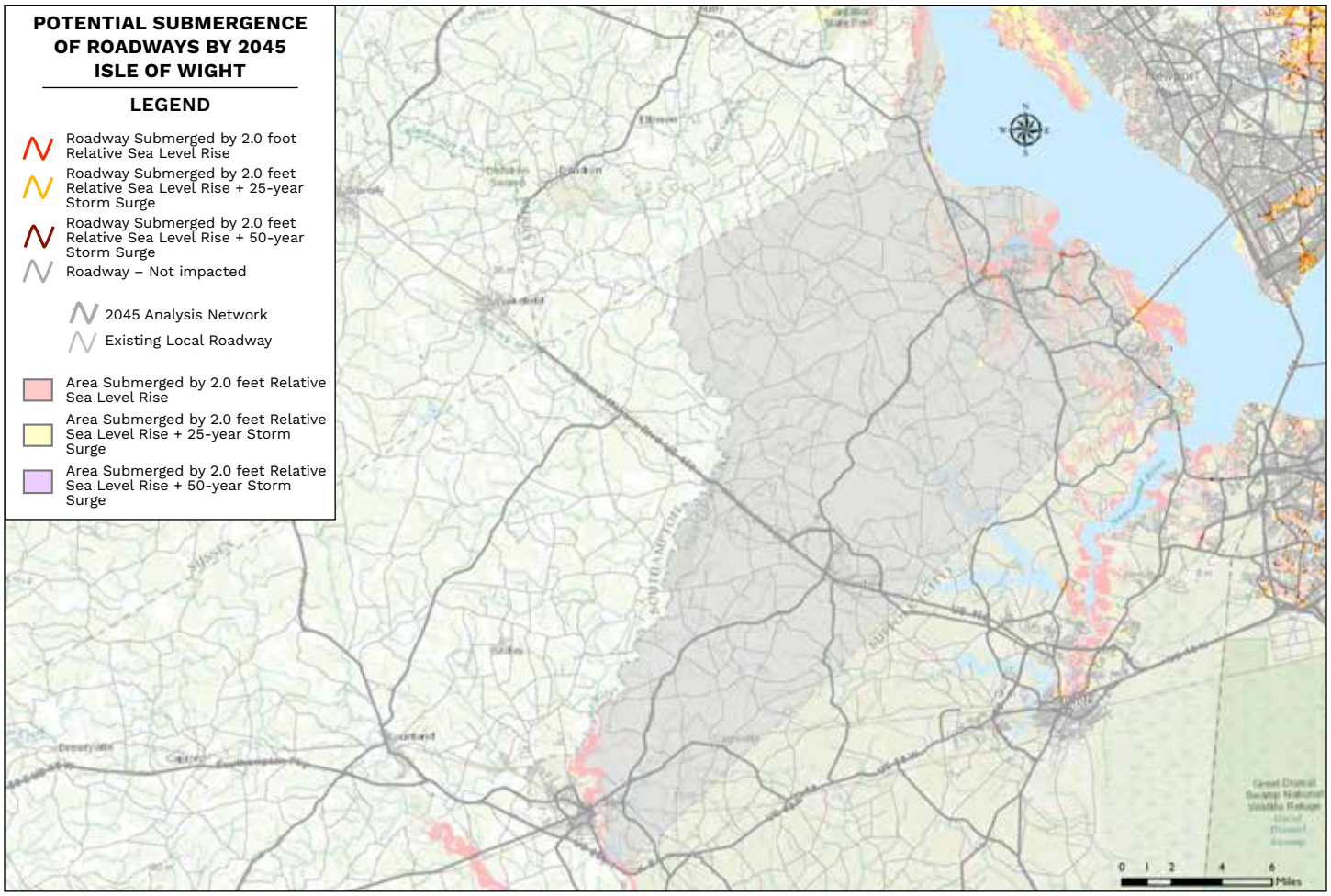
Human-induced climate change is resulting in a variety of environmental impacts including rising sea levels and increased frequency and severity of storms. Hampton Roads, due to its coastal nature and low lying topography, is one of the most affected regions in the country. The County has several roadways which can become flooded under current conditions during storm events, negatively impacting the transportation network. This condition is expected to become more severe in the future.

The HRTPO completed a study which looks at the impacts of sea level rise and recurrent flooding on regional roadways. They modeled two feet of sea-level rise plus two storm conditions in order to identify impacted facilities for improvement [See Figure 10]. In the HRTPO report there are several roadways in the County with the potential to be submerged in future storm events, including: Titus Creek Drive, Rescue Road, Nike Park Road, Church Street, and, most critically, Route 17. Identifying these locations now provides time to study and prioritize improvements which can most cost-effectively prevent future flooding. Roads with very low volumes may remain unimproved if the cost of improvements does not provide adequate public benefit, allowing limited transportation funds to be utilized on more critical projects. As road projects in these locations occur, the inclusion of sea level rise mitigation measures should be included in their design.

FIG 9 EVACUATION ROUTES



FIG 10 SEA LEVEL RISE IMPACTED ROADWAYS



Traffic/Congestion

A recurring comment throughout the *Envisioning the Isle* process was the concern with increased traffic congestion in the County, particularly on the Route 17 corridor. When considering traffic, the County must identify what are acceptable congestion levels from a local perspective, but also how that compares to regional and statewide standards of congestion, called Level of Service (LOS). Often times the level of congestion considered unacceptable to an individual or rural community may not be considered severe by VDOT standards. A visual example of the VDOT LOS can be seen in Figure 11.

Additionally we have to compare the County's level of traffic congestion with surrounding regional localities. When applying for funding for roadway improvements congestion mitigation is an important factor. If one segment of Route 17 has a lower level of congestion than Suffolk's segment of Route 17, our request for funding will be significantly less competitive.

Total roadway volume is also a contributing factor. If the County's segment of Route 17 moves 15,000 vehicles per day at a LOS F and Suffolk's segment of Route 17 moves 30,000 vehicles per day at LOS E, the County project may have a lower public cost/benefit score. Simply put, traffic congestion isn't determined or measured by how many traffic signal cycles one has to sit through. A good visual of this is to look at GPS traffic mapping, such as on Google or Inrix, of the region during peak travel periods [See Figure 12].

As part of the HRTPO study for the County, traffic congestion levels were analyzed using a variety of trip data. The analysis looked at both the morning (AM) and evening (PM) peak hours. Based on that analysis, sixteen road segments were found to have moderate or severe levels of congestion currently during the AM and PM peak periods. The affected segments vary from AM to PM, but generally speaking, they are Smithfield, Route 17 near Eagle Harbor,

FIG 11 LEVEL OF SERVICE DEFINITIONS

"LOW" CONGESTION







Source: HRTPO Congestion Management Process report

"MODERATE" CONGESTION



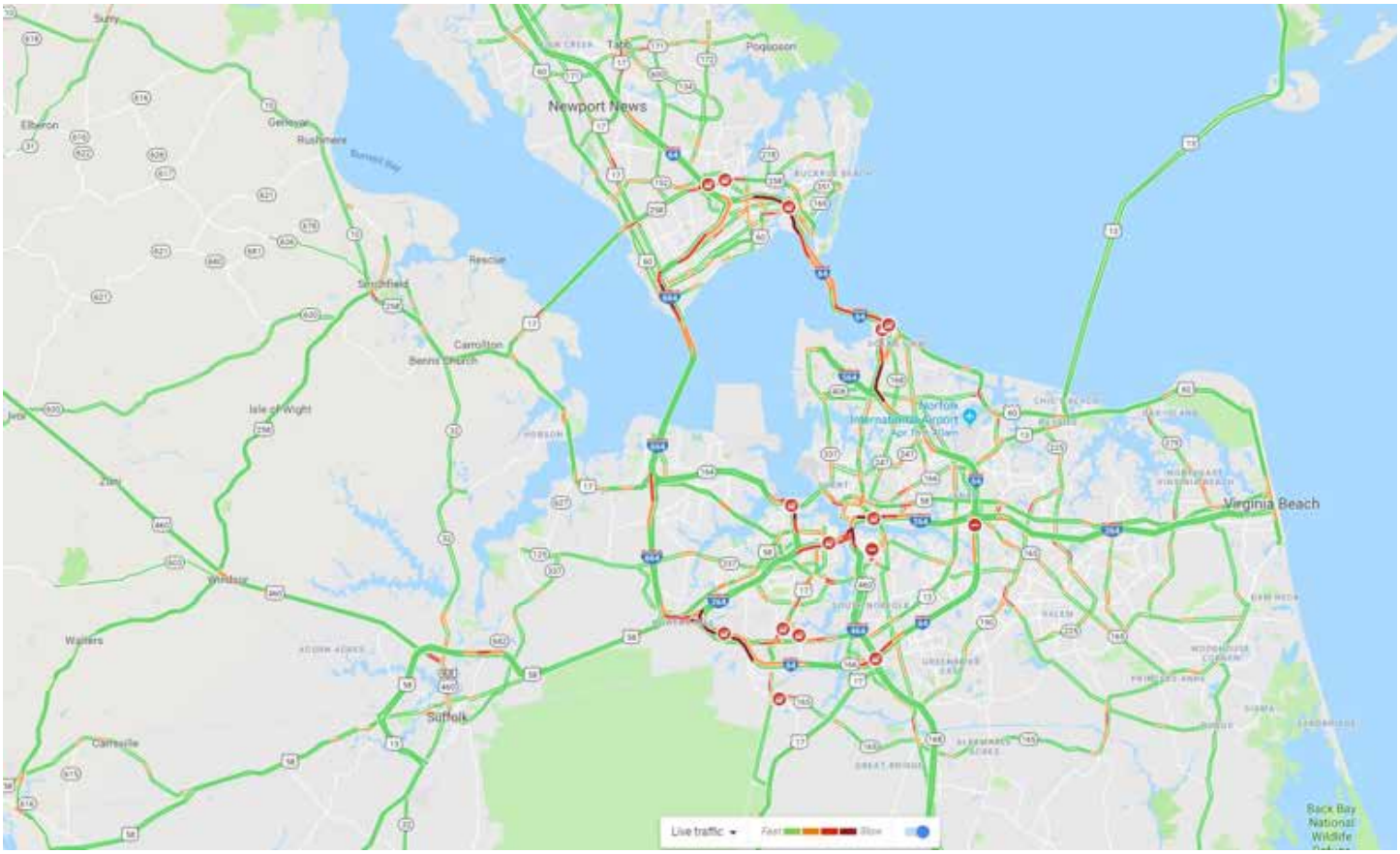
"SEVERE" CONGESTION





and Windsor around the Church St./Court St./Route 460 intersection. For more detailed information on the locations see the appendix. The HRTPO Study also looked at projected traffic volumes in the final land use scenario and identified roadway segments with congestion issues. The study identifies projects [See Figure 13] to alleviate the congestion issues identified. With inclusion in *Envisioning the Isle*, these projects can now be proposed for inclusion in regional transportation plans and submitted for state and federal funding. Many of the projects involve significant cost and major improvements such as adding lanes. Identifying smaller, more achievable projects, such as small intersection improvements, which can make small steps in the interim, will be an important ongoing task.

FIG 12 REGIONAL CONGESTION



Source: HRTPO, 2020.

Traffic congestion on the Route 17 corridor can also be created by unique situations specific to the corridor's regional role. A specific limitation to the Route 17 corridor is the James River Bridge (JRB). Bridge openings to allow ships to pass on the James River can create significant congestion. Nautical transportation is given priority over vehicular transportation at conflict points such as the JRB. This can result in bridge openings during the AM or PM peak period. These openings create larger than normal periods of traffic congestion and, due to the higher number of vehicles which build up, can take extended periods of time to dissipate. Previous discussions to prevent openings during these peak hours could be reinvigorated to successfully help prevent these recurrent congestion situations.

A second unique regional condition which impacts this corridor is situational or incident management on other major regional corridors. When Interstate 64 and 664 have issues (e.g. vehicle collisions), Route 17 is suggested as an alternate route via informational signs on the interstate, public radio, and other information sources. Extended issues on these interstates can drive a significant number of additional vehicles to Route 17 increasing the volume of cars on the roadway and the congestion experienced by drivers. A recently approved regional project will expand the Hampton Roads Bridge Tunnel on Interstate 64 and may reduce the frequency of these events due to the increased capacity on that roadway.

Alternative Intersections

Signalized intersections are the single biggest delay in the transportation network, preventing vehicles from moving in the primary direction in order to allow one or two secondary movements to occur. These delays create the congestion that we experience on roadways. Intersections are also a point of significant conflict due to vehicular paths crossing, resulting in collisions. Alternative intersection designs present an opportunity to reduce the amount of time vehicles are stopped and reduce the opportunities for conflict between vehicles. People typically think of roundabouts when alternative intersections are mentioned, but

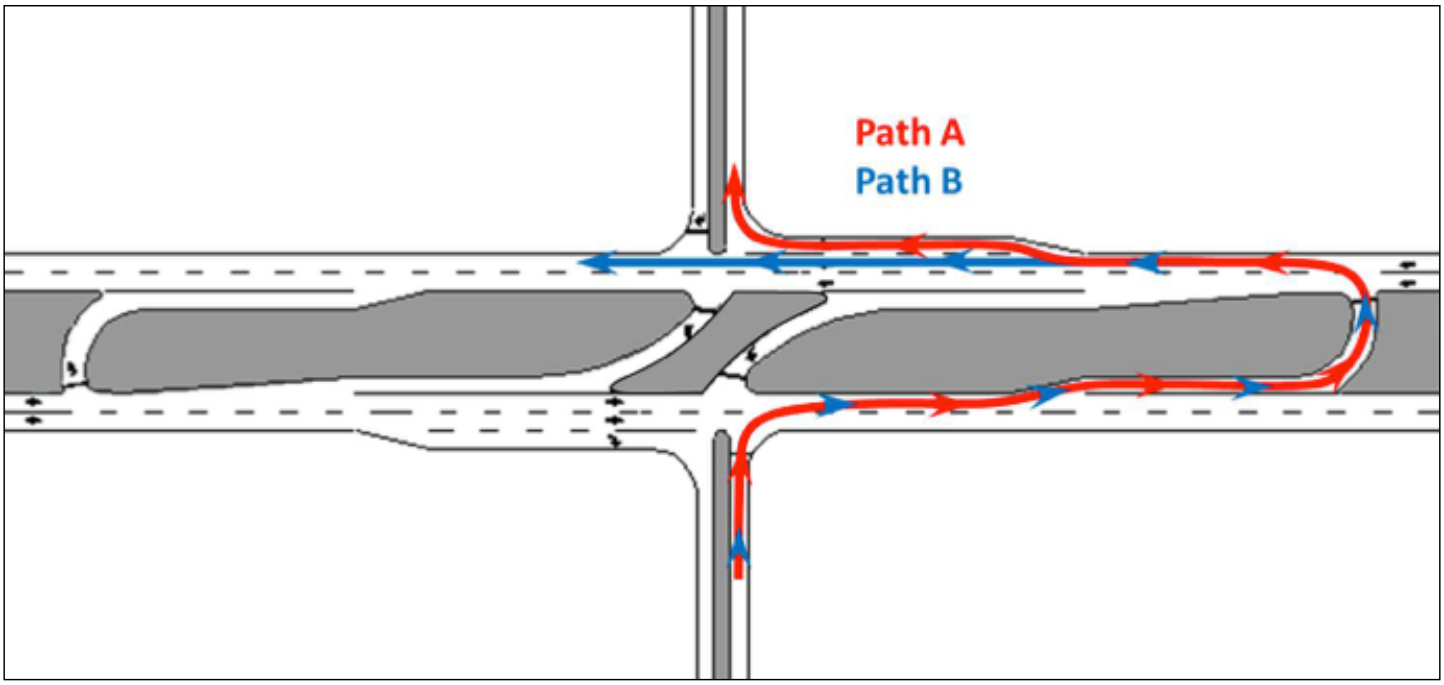
FIG 13 FUTURE PROJECTS

ROADWAY IMPROVEMENTS

FACILITY	APPLICABLE SCENARIO				CANDIDATE PROJECT	INCLUDED IN OTHER STUDIES	PROJECTED PLANNING LEVEL COST ($2018 MILLIONS)	PROJECTED LOS			
	HRTPO 2040 BASE	SCENARIO 1	SCENARIO 2	FINAL LU PLAN				HRTPO 2040 BASE	SCENARIO 1	SCENARIO 2	FINAL LU PLAN
Battery Park Rd from S. Church Street to Nike Park Road	X	X	X	X	Widen from 2 to 3 lanes	—	$13.4 – $22.0	SEV	LOW	LOW	LOW
					Widen from 2 to 4 lanes	A	$23.6 – $39.1	LOW	LOW	LOW	LOW
Benns Church Blvd from Brewers Neck Blvd to Turner Drive			X	X	Widen from 4 to 6 lanes	—	$23.0 – $37.2	LOW	LOW	LOW	LOW
Benns Church Blvd from Turner Drive to South Church Street		X	X	X	Widen from 4 to 6 lanes	—	$22.1 – $35.8	LOW	LOW	LOW	LOW
Carrollton Blvd (Route 17) at the Chuckatuck Bridge	X	X	X	X	Widen bridge from 2 to 4 lanes	B, C	$27.2 – $39.9	LOW	LOW	LOW	LOW
Carrollton Blvd (Route 17) from Route 258 to the James River Bridge	X	X	X	X	Widen from 4 to 6 lanes	A, C	$52.9 – $85.7	LOW	LOW	LOW	LOW
					Improve to Superstreet standards	—	$26.2 – $28.7	MOD	SEV	SEV	SEV
Nike Park Road from Battery Park Road to Titus Creek Drive	X	X	X	X	Widen from 2 to 3 lanes	—	$15.6 – $25.7	LOW	LOW	LOW	LOW
					Widen from 2 to 4 lanes	A	$27.5 – $45.5	LOW	LOW	LOW	LOW
Nike Park Road Extension from Reynolds Drive to Route 17	X	X	X	X	Widen from 2 to 4 lanes	A	$12.6 – $21.6	LOW	LOW	LOW	LOW
Route 10 Bypass from South Church Street to Main Street	X	X	X	X	Widen from 2 to 4 lanes	—	$29.0 – $49.7	LOW	LOW	LOW	LOW
Route 258 from River Run Trail to Route 460	X	X	X	X	Widen from 2 to 3 lanes	—	$52.8 – $70.1	LOW	MOD	MOD	MOD
					Widen from 2 to 4 lanes	B	$75.2 – $99.4	LOW	LOW	LOW	LOW
Route 258 from Scotts Factory Road to WCL Smithfield	X				Widen from 2 to 3 lanes	—	$9.2 – $12.2	MOD	MOD	MOD	MOD
					Widen from 2 to 4 lanes	—	$13.0 – $17.2	LOW	LOW	LOW	LOW

A–Brewers Neck Corridor Study B–Countywide Transportation Plan C–Route 17 Corridor Master Plan

FIG 14 EXAMPLE OF AN ALTERNATIVE INTERSECTION



there are a variety of options, including Restricted Crossing U-Turns and Displaced or Channelized Left Turns [See Figure 14], which are seeing increasing usage locally, regionally, and nationally. VDOT has requirements for studying alternative intersections whenever a new signal or intersection is considered and the HRTPO Study also suggests consideration of alternative intersections particularly on the Route 17 corridor. There was some support for considering alternative intersections in the public comments received throughout the *Envisioning the Isle* process. The County should consider alternative intersection options during zoning application processes and study alternatives in locations with moderate or severe levels of congestion. Alternative intersection improvements may be a more cost efficient way to reduce congestion levels without widening roadways, or expanding right-of-way.

Transportation Technology

Technology is causing significant changes to personal transportation. Ride-sharing and autonomous vehicles are radically changing the way people move around. At present, neither of these technological advances has had much impact on the County, but they will undoubtedly have an impact in the future.

Ride-sharing services such as Lyft and Uber allow people to direct-schedule rides which are provided by other citizens for a fee. Ride-sharing services have historically been provided as commercial taxi services. Users contact the provider and direct-schedule transportation services, as needed, for a fee. The use of ride-sharing apps such as Uber and Lyft has modified the traditional model by facilitating easier driver-user connections, widening the pool of transport into the private sector, and lowering

costs. While the County is served by drivers from the Hampton Roads region, costs due to the time and distance required to access rural areas can be cost prohibitive and inefficient for travelers. Increased density, particularly in designated DSDs, may improve access and value of these services. This has the opportunity to provide a mobility option for seniors, disabled individuals, and citizens without personal vehicles. However, due to the cost, it is not nearly as accessible as public transportation is to lower income individuals.

Autonomous Vehicles (AVs) are seen as the next evolution of vehicular travel with constant mention of the technology in the news.

AVs have the potential to provide great benefits to the transportation network such as:

- Enhanced safety because coordination between vehicles prevents collisions;
- Reduced congestion because coordination between vehicles allows for greater speeds and coordinated movements;
- Enhanced productivity by allowing passengers to perform other activities since they are not driving; and
- Reduced parking demands due to AVs serving other trips, moving to offsite locations, or "circling."

Along with these benefits comes a variety of questions and potential problems which will have to be addressed, such as:

- What is the cost impact of AVs technology and does it result in a slow adoption of the technology?
- How does the current road network facilitate passenger drop-offs at trip destinations?
- What happens when AVs come to roadways without clear markings or older sub-standard roads?
- How do AVs interact with vehicles which have human drivers during the interim years before AVs reach market saturation?
- Do AVs actually increase overall driving trips and have negative environmental impacts?

The impacts of AVs are still unknown but it is clear the technology is advancing rapidly and will result in transportation impacts within the planning horizon identified by *Envisioning the Isle*. Continued monitoring of AV technology and regular updates to County transportation plans to address the changing technology will help to ensure a smooth adoption of the technology.

Unpaved Roadways

The County has a significant number of unpaved roadways in rural areas. Finding ways to improve these roadways with limited funds has been a challenge for many years. In order to address these roadways, the County performed an unpaved roadways assessment and prioritization report in 2015 and adopted a policy for the paving of rural roads in April 2016. More information can be found in the "Unpaved Roads Program" section of the County Policy Manual or by contacting the County Transportation Manager. The County should perform updates of the assessment every five years or in conjuction with the Countywide Transportation Plan.

Project Prioritization and Development

As the County identifies projects, incorporates them into the regional plans, and advances them for funding and construction, it is important to have flexibility.

Some considerations for having enhanced flexibility and improving the implementation of transportation projects include the following:

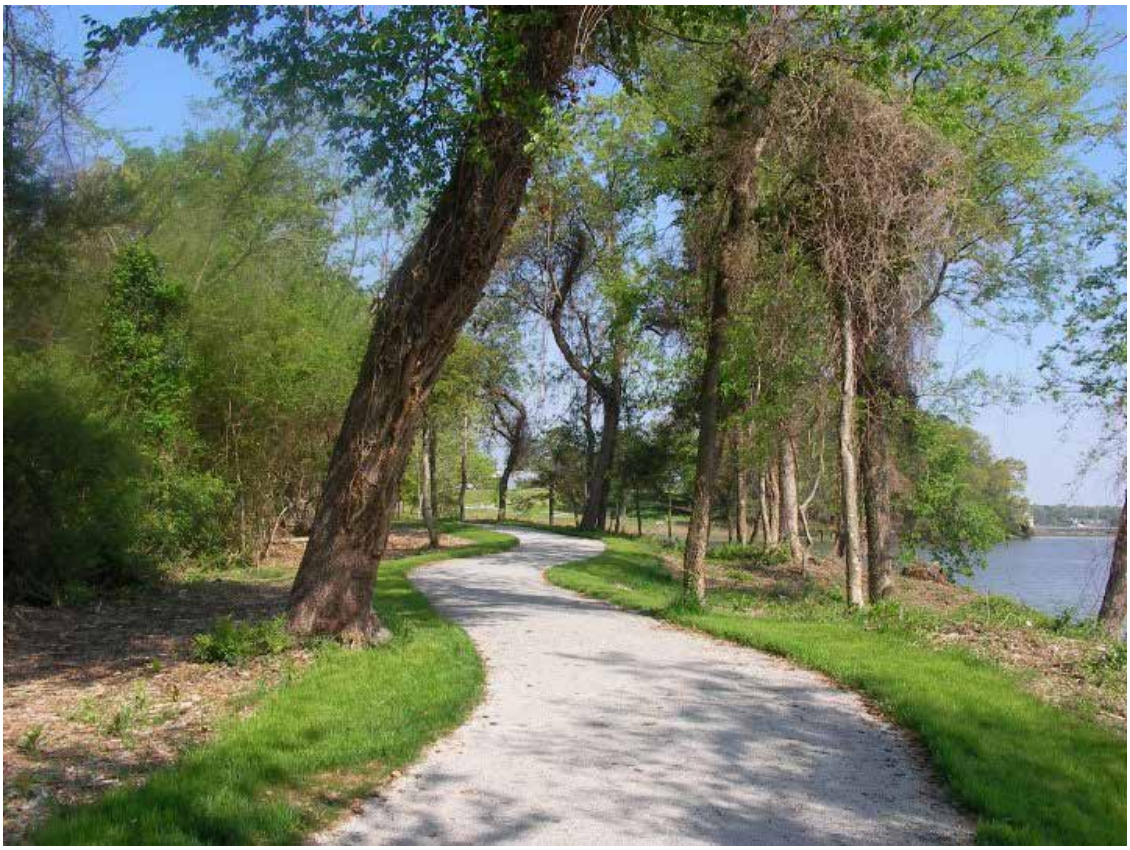
- Funding sources can fluctuate resulting in the need to have projects ready on short notice to try and capitalize on extra funding which might become available. Having detailed project scopes with estimates can help advance projects quickly.
- Understanding the sequence of projects is critical to ensuring that connectivity is maintained and enhanced effectively. Building projects out of order may result in reduced benefits and could cause delays to subsequent projects.
- Acquiring Right of Way (ROW) and shared easements which allow for roadways, bike and pedestrian facilities, and utilities during the development process can reduce the time and cost needed to implement transportation projects. If ROW or shared easements are acquired during the zoning and plan development processes, when transportation projects come to fruition the process can be sped up significantly, because the ROW/ easement acquisition process has already occurred. By having these areas dedicated there may be little or no cost to the County which can benefit the transportation project.
- Prioritize transportation projects based on their costs and benefits to the transportation

network and not on public and political opinion. Through transportation studies clear understanding of the benefits of projects can be identified. Constructing projects based on these benefits will provide the most improvement to the transportation network. Developing a prioritization tool which focuses on cost/benefit and removes opinion and subjectivity from the process should occur.

- Construction or maintenance of projects should be coordinated across disciplines to ensure effective use of time and funds. If a road improvement is planned other departments such as Utilities should be consulted during the process so that projects within their purview in the same area can be aligned. A small delay to one project which prevents the need to redo aspects of the second project will ultimately be more cost effective.

Future Projects

The following is a complete list of projects developed through the HRTPO study, as well as past County transportation studies, and a map of their locations within the County. These projects should be moved forward in the appropriate fashion. Some require further study and analysis to develop a solid scope and benefit.



WINDSOR CASTLE PARK BY BOB BARNES (PEDESTRIAN WALKING PATH)

FIG 15 PRIORITY PROJECT LIST BASED ON FUTURE RECOMMEND LAND USE MAP

ROADWAY IMPROVEMENTS

FACILITY	CANDIDATE PROJECT	PROJECTED PLANNING LEVEL COST ($2018 MM)
Battery Park Rd from S Church Street to Nike Park Road	Widen from 2 to 3 lanes	$13.4 – $22.0
	Widen from 2 to 4 lanes	$23.6 – $39.1
Benns Church Blvd from Brewers Neck Blvd to Turner Drive	Widen from 4 to 6 lanes	$23.0 – $37.2
Benns Church Blvd from Turner Drive to South Church Street	Widen from 4 to 6 lanes	$22.1 – $35.8
Carrollton Blvd (Route 17) at the Chuckatuck Bridge	Widen bridge from 2 to 4 lanes	$27.2 – $39.9
Carrollton Blvd (Route 17) from Route 258 to the James River Bridge	Widen from 4 to 6 lanes	$52.9 – $85.7
	Improve to Superstreet standards	$26.2 – $28.7
Nike Park Road from Battery Park Road to Titus Creek Drive	Widen from 2 to 3 lanes	$15.6 – $25.7
	Widen from 2 to 4 lanes	$27.5 – $45.5
Nike Park Road Extension from Reynolds Drive to Route 17	Widen from 2 to 4 lanes	$12.6 – $21.6
Route 10 Bypass from South Church Street to Main Street	Widen from 2 to 4 lanes	$29.0 – $49.7
Route 258 from River Run Trail to Route 460	Widen from 2 to 3 lanes	$52.8 – $70.1
	Widen from 2 to 4 lanes	$75.2 – $99.4
Route 258 from Scotts Factory Road to WCL Smithfield	Widen from 2 to 3 lanes	$ 9.2 – $12.2
	Widen from 2 to 4 lanes	$13.0 – $17.2

SAFETY

FACILITY	CANDIDATE PROJECT	PROJECTED PLANNING LEVEL COST ($2018 MM)
Route 460/Bank Street/Court Street/Church Street Intersection	Intersection Congestion Improv.	$ 1.8
Reynolds Drive/Smiths Neck Road Intersection	Add northbound left-turn bay	$ 2.3 – $ 3.7
	Additional Reynolds Drive signage	$0.002
	Install roundabout	$ 3.1 – $ 6.1
Berry Hill Road/Route 10 Bypass Intersection	Improve intersection lighting	$0.20 – $0.24
Route 258 from Scotts Factory Road to WCL Smithfield	Widen from 2 to 3 lanes	$ 9.2 – $12.2
Route 460 from Route 258 to Bank Street/Court Street/Church Street	Widen from 4 to 5 lanes	$10.0 – $19.4
	Intersection Congestion Improv.	See above

BIKE/PEDESTRIAN

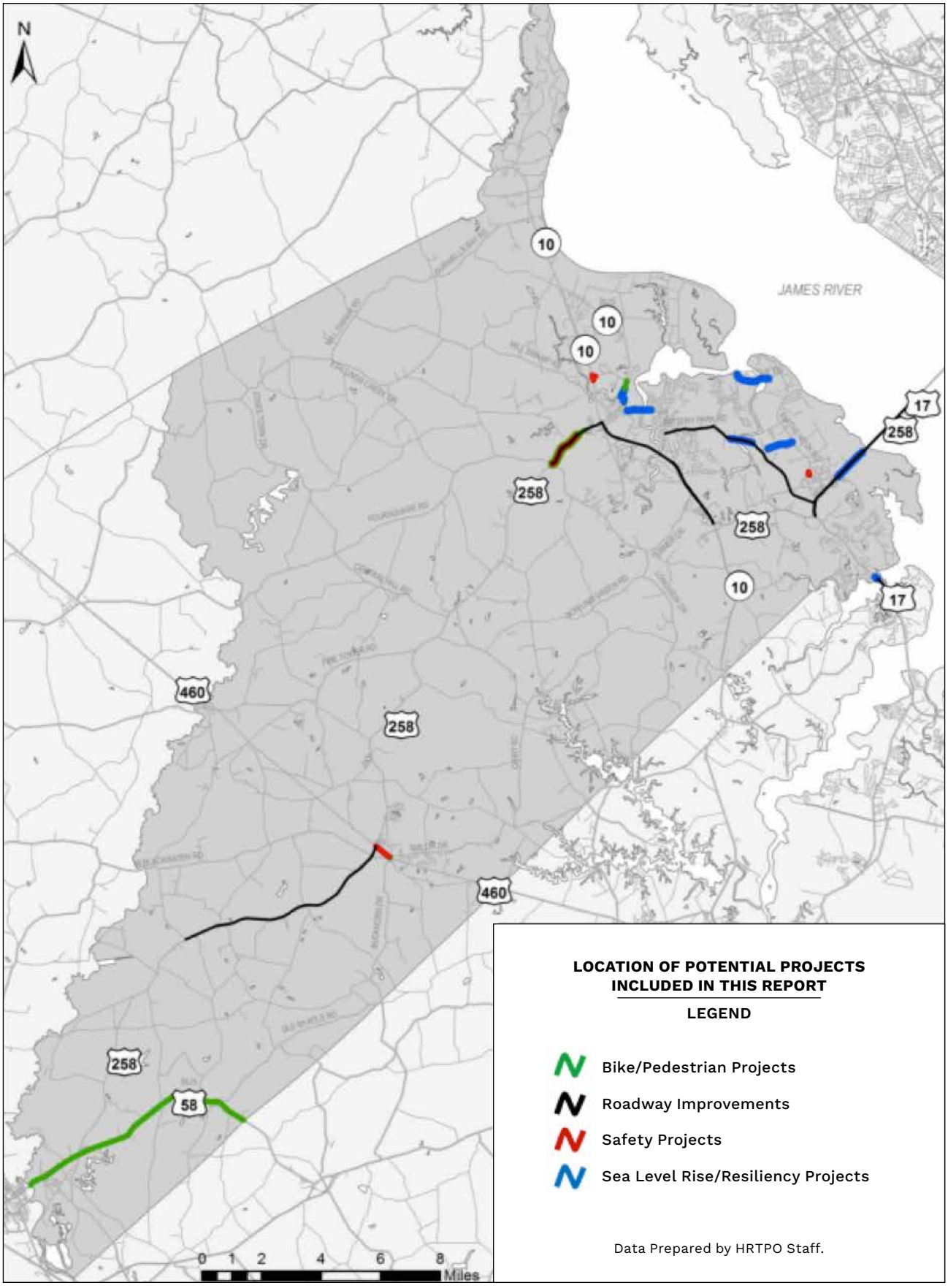
CANDIDATE PROJECT	PROJECTED PLANNING LEVEL COST ($2009)
US 460 & VA 603 & VA 610 Intersection Pedestrian Crossing Improvements	$156,000
Crosswalk Improvements at the packing plants associated with Smithfield Foods Corporation (VA 10 Bus.)	$ 28,000
US 258/West Smithfield Pedestrian and Bicycle Facilities	$607,000
Lake Gaston Pipeline Trail (Phase 1)	$762,000
Signed Bicycle Routes	$ 38,000
Share the Road Signage	$ 8,000
Sidewalks in New Developments:	$312,000 per mile
Bicycle Parking at Commuter Parking Lots	$ 63,000
Mountain Bike Trails and Hiking Trails	$ 45,000 per mile

RESILIENCY

CANDIDATE PROJECT	PROJECTED PLANNING LEVEL COST ($2018 MM)
Raise Roadway - Route 17 west of James River Bridge	$4.8 – $6.2
Raise Roadway - Route 17 near Chuckatuck Creek	$0.3 – $0.4
Raise Roadway - Titus Creek Drive near Jones Creek	$0.3 – $0.4
Raise Roadway - Rescue Road	$1.1 – $1.4
Raise Roadway - Nike Park Road near Jones Creek	$0.4 – $0.5
Raise Roadway - Church Street/Commerce Street near the Pagan River	$1.9 – $2.4

MM–Millions (Projected Planning Level Cost)

FIG 16 PRIORITY PROJECTS MAP—FROM TPO



POLICY	ACTION
Strategically expand public transit options in the more heavily populated areas of the County such as DSDs and the Towns.	Study of the locations and demands of the elderly and low income populations of the County to inform transit decisions.
	Investigate expanding service with HRT or developing new services in partnership with Suffolk Transit to connect residents with key services provided elsewhere in the region.
	Investigate partnering with Social Services to enhance I-Ride options in order to better serve elderly citizens transportation needs.
	Investigate partnering with Isle of Wight Schools on an after school activities bus, creating transportation option and community opportunities for young individuals after school without significant demand for new equipment and service expansion.
Increase the opportunity for safe and efficient pedestrian access within the County.	Review of the zoning ordinance and policy requirements for bike and pedestrian facilities should be performed and consideration of increased requirements to implement these facilities should occur.
	Periodic review and update of the Bike and Pedestrian Master Plan should be performed to ensure proposed facilities align with constructed facilities and development trends.
Identify and advance transportation projects in a manner which makes them competitive regionally and provides flexibility in advancement based on changing funding conditions.	Bring the projects identified within *Envisioning the Isle* to the HRTPO for inclusion in the appropriate regional transportation plans in order to pursue future funding opportunities.
	Develop detailed project scopes with cost estimate in order to advance projects quickly when funding sources fluctuate or extra funding becomes available.
	Identify a sequence of construction for all projects in *Envisioning the Isle* to ensure that projects are constructed in a manner which allows connectivity to be maintained and enhanced effectively, preventing project delays and ensuring maximum cost/benefit.
	Acquire Right of Way (ROW) and shared easements which allow for roadways, bike and pedestrian facilities, and utilities during the development process to reduce the time and cost needed to implement transportation projects
	Use transportation studies to clearly understand the benefits of projects and prioritize transportation projects based on their costs and benefits to the transportation network and not on public and political opinion. Developing a prioritization tool which focuses on cost/benefit and removes opinion and subjectivity from the process should occur.
	Coordinate construction and maintenance projects across County departments, such as transportation and utilities, to ensure projects in the same area can be aligned for schedule and impacts coordinated, ensuring effective use of time and funds.
	The County should require consideration of alternative intersection options during zoning application processes and study alternatives in locations with moderate or severe levels of congestion.

POLICY	ACTION
Monitor and respond to changing conditions and advancing technologies to ensure the transportation plan remains current.	Monitor and update sea level rise impacts as identified by the HRTPO and include sea level rise mitigation measures in the design of projects within those impacted areas.
	Continue monitoring AV technology and regularly update County transportation plans to address the changing technology and ensure a smooth adoption of the technology.
Update existing policies and discussions based on *Envisioning the Isle* and the associated transportation analysis.	Reinvigorate discussions to prevent JRB openings during peak hours to help prevent recurrent congestion situations on Route 17.
	Perform updates of the unpaved roadways assessment on a recurrent basis, such as every 5 years or in conjunction with the Countywide Transportation Plan.
	Update the countywide transportation plan.

PAGE INTENTIONALLY LEFT BLANK

SERVE THE ISLE



Provide a high standard of living for citizens by safeguarding public, economic and environmental health and safety through reliable law enforcement, superior fire and emergency services, sustainable drinking water, effective wastewater and solid waste management, efficient energy production, and by providing superior parks and recreational opportunities.



SERVE THE ISLE

The focus of this chapter is on maintaining the County's above average quality of life by maintaining the service levels of the County's community facilities and public services. The community feedback received during the public forums identified improved public safety and emergency services, public health, environmental protection, parks, and recreational opportunities among its top priorities for the future.



Successful implementation of the goal is achieved by establishing objectives for the following services, including:

- Public Safety (law enforcement);
- Fire Protection and Emergency Medical Services;
- Water Supply;
- Wastewater Management;
- Solid Waste Management;
- General Government Administration;
- Energy Production; and
- Parks and Recreation.

The Plan will identify existing conditions of these services as well as future potential issues based on the County's projected growth and recommended future land use plan.

Public Safety

LAW ENFORCEMENT

The Isle of Wight Sheriff's Office is the primary law enforcement agency for the County. The Sheriff's Office receives some support from the Virginia State Police Division 5. State police maintain patrols within the County and assist with providing traffic enforcement, investigating traffic accidents, providing backup to the Sheriff's Office personnel, investigative assistance, and other support as needed.

COMMENTS FROM THE PUBLIC FORUMS

PUBLIC FORUM 1
WHAT ARE THE BIGGEST ISSUES FACING ISLE OF WIGHT COUNTY IN THE FUTURE?

- "Strain on law enforcement/ fire department due to increase in new housing"
- "Development too rapid for infrastructure support"
- "Land preservation for recreation and open space opportunities"

The Sheriff's Office has also established mutual aid agreements with neighboring jurisdictions in emergency situations. Despite having half the national average number of officers for its population size, the Office continues to achieve a five to eight minute average response time as well as meet other obligations, such as investigating crimes, providing court services, serving warrants and performing school checks. In addition to law enforcement responsibilities, the Sheriff's Office oversees the daily operations of the County's emergency dispatch center. The agency received accredited status through the Virginia Law Enforcement Professional Standards Commission (VLEPSC) in 2014.

In addition to the headquarters building based at the County Courthouse Complex, the Sheriff's Office recently established a new satellite office at the Carrollton Fire Department on Carrollton Boulevard which is located in the most populated area of the County with the highest demand for service. However, the Sheriff's Office foresees the need to establish a full-service facility in the area in order to accommodate the resources needed to serve the future growth. The Office has also recently completed a renovation to the emergency dispatch center allowing them to grow from four dispatch positions to six to accommodate future increases in call volume.

Since 2020, the number of full-time sworn officers in the Sheriff's Office has grown from 51 to 70, increasing the ratio from 1.4 to 1.75 officers per thousand residents, not including officers in the two towns. Although there is no uniform standard for the recommended number of officers based on population size, the 2019 "Police Employee Report" published by the Federal Bureau of Investigations (FBI) found that County agencies nationwide reported an average of 2.4 officers per 1,000 inhabitants. As of 2019, agencies nationwide reported an average of 2.4 officers per 1,000 inhabitants. As of 2019, both towns and the County had a total of 79 sworn officers, or about 83%

of the national average number of officers, or two officers per 1,000 residents.

The County's per capita 2023 crime rate (including violent and property crimes) of .012 crimes per capita is below the national average of .031 crimes per capita. Since the County's population is projected to increase over the next twenty years, an assessment should be performed on an annual basis of the agency's current and projected future workload to determine appropriate staffing levels in order to maintain the current level of service.

KEY FACTS AND TRENDS

- **Although current staffing levels are sufficient to cover current needs, future growth could create the need for additional staff to provide the same of level of service for the Sheriff's Office.**

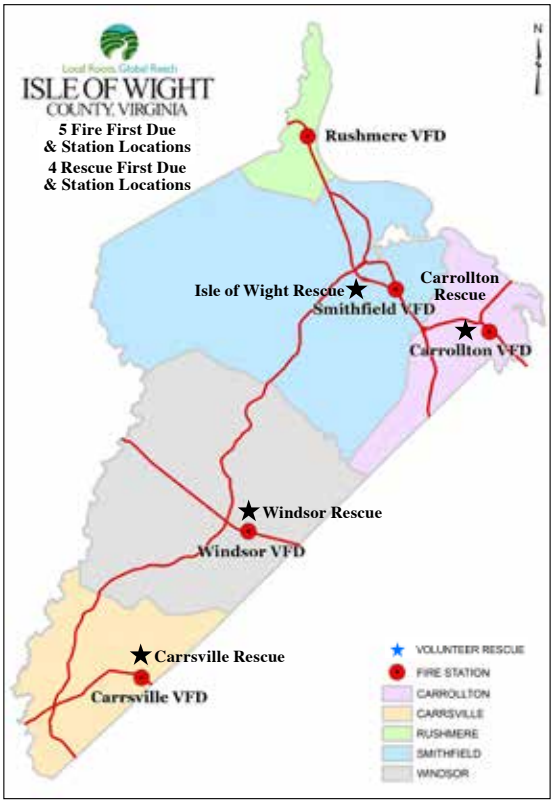
EMERGENCY MEDICAL SERVICES (EMS) AND FIRE PROTECTION

Fire and Emergency Services in Isle of Wight County are provided through a combination of a volunteer and career staff system. Services are delivered from five independent volunteer fire companies and two independent volunteer rescue squads.

The County currently has over 300 fire and rescue volunteers. The County Emergency Services Department provides full-time and part-time staffing support to many of the volunteer fire and rescue departments serving the County to ensure services are available to citizens in their time of need. The County has mutual aid agreements with surrounding jurisdictions, including the City of Franklin, the City of Suffolk, Southampton, and Surry County to provide assistance in emergency situations.

The County Emergency Services Department also provides disaster planning services and maintains the emergency alert system. The Department coordinated the planning and construction of the County's new 800 MHz public safety radio project in 2018, including six new communication towers with leasable co-location space.

The County has established a response time standard of ten minutes for at least 80% of calls within the Development Service Districts (DSDs) and a fourteen minute standard for at least 80% of calls for rural areas of the County outside of the DSDs. In calendar year 2025, the County responded to 7,224 calls for service; 84% of these were EMS related. This represents a 9% increase over 2024. This is a 31% increase in the number of calls in 2018. There has been a continual increase in calls over the last five years.



The last ten years since the 2008 Plan has seen an increase in paid staff support to the volunteer agencies, an expansion of the role of the Department of Emergency Services, an upgrade to the County's previously unreliable communication radio system, and a new Isle of Wight Rescue Squad building built in 2014.

The County's future growth will continue to place pressure on its network of EMS and fire service agencies to maintain an appropriate level of service, especially in the northern end of the County where the greatest amount of growth has historically occurred. This development trend is projected to continue with the Plan's recommended future land use plan. An increased focus of growth in the Windsor DSD is also recommended in the Plan.

The facility locations and their primary service area are illustrated by the maps below.

Continued population growth and subsequent increases in call volume will increase pressure on existing stations to provide the expected level of service. Any new station placement planning is largely done based on demand for service and response standards, usually a certain response time. As development continues in the Newport DSD, it can be assumed that demand for service will increase as well. This increase, however, does not necessarily constitute an additional station in this area. An additional station could be added elsewhere in the County, reducing the demand on stations adjacent and inside of areas experiencing growth and also help with meeting any established response standard.

With the construction of the new Riverside Hospital in the Newport Development Service District, there will be a reduction in transport times which will result in medics returning to service sooner, therefore increasing availability for response in the County.

KEY FACTS AND TRENDS

- **The County's future population growth will place pressure on the ability of Fire and EMS to provide an appropriate level service as call volumes increase.**
- **The County should consider appropriate growth triggers for planning future fire and EMS facilities.**

Water Supply

The Public Utilities Division is responsible for providing a safe public water supply throughout the County. The County has approximately 4,000 customers (an 18% increase over 2020) and owns seventeen water systems, which is four less than 2020.

Approximately 80% of the drinking water systems in the County rely on groundwater. The primary water systems in both Windsor and Smithfield are also groundwater wells. The County obtained two permits for new wells in the Camptown DSD which it never built. As was the case in 2008, high fluoride levels and potential reliability of existing systems remain concerns for private groundwater systems in the County. As groundwater aquifers continue to shrink, the Virginia Department of Environmental Quality has curtailed the number of large groundwater well permits it issues and has even begun to mandate reductions in withdrawals of existing wells.

As recommended in the 2008 Comprehensive Plan, the County has continued to provide and plan for public water service extensions in the DSDs which serve as target areas for growth. By design, public water systems are very limited in the areas outside of the DSDs which are recommended for future agricultural and low density residential uses, thereby preserving the County's rural character and controlling public service costs.

The County recently completed the design of a new water line extending from Benn's Church Boulevard south along Route 10 to the City of Suffolk. The new line will provide redundancy with the existing line located on Route 17 helping to ensure continued water service in the case of an emergency. The County also extended a new water line from the Town of Smithfield north along Route 10 to serve the new Hardy Elementary School. The County also built a new 500,000 gallon elevated water storage tank adjacent to the new school to provide adequate fire suppression supply as well as serve existing well customers in the area. Traveling south on Route 10, a new 750,000 gallon elevated water storage tank is currently in design adjacent to the new Riverside Hospital adjacent to Route 10.

The County entered into a boundary line adjustment agreement with the Town of Smithfield in 2018 allowing the Town to incorporate a 184 acre area at its eastern boundary on Battery Park Road. In exchange, the County will sell water to the Town to serve the southern Route 10 corridor area within the Town limits. As the newly incorporated area develops, the Town will be able to provide service with the additional water supply capacity purchased from the County.

The County continues to purchase bulk water from the Town of Windsor to serve its existing customers in Shirley T. Holland Intermodal Park. As the Intermodal Park grows, the County will serve future growth with a new water line extension from the City of Suffolk. The County currently serves the Camptown DSD with water it purchases from the City of Franklin. The small amount of remaining capacity of Franklin's system may limit commercial and industrial growth in the area unless another source is identified.

In order to meet the water demand of future growth, the County entered into an agreement with the Western Tidewater Water Authority (WTWA) in 2006, which will grow the County's potable water supply to 6.75 million gallons per day by 2048. In order to finance the increased water supply from the WTWA agreement, the County's utility division seeks to increase its customer base by providing public water to new residential and commercial development as well as to the Shirley T. Holland Intermodal Park. The slowing of the County's population growth rate since the last decennial census together with improving water conservation practices has decreased revenues to help pay for the increased water supply.

KEY FACTS AND TRENDS

- **A future issue for the County's water supply will include the challenge of meeting the WTWA water supply costs.**
- **The shrinking availability of safe groundwater supplies remain a public health concern for the County.**
- **The continued problem of high fluoride levels and other health risks associated with private water systems may necessitate the development of an emergency water line extension policy for areas outside of the DSDs.**

Wastewater Management

Along with potable water, wastewater management is a critical component of ensuring the future public and environmental health of the County as well as providing for future economic development.

Although the County does not own any wastewater treatment plants, it does own a public sewer service system comprising of gravity sewer, force mains and pump stations in each of the three DSDs. In 2025, the number of pump stations the County owns has increased to 37 compared to 32 in 2020, and provides services to approximately 4,000 customers, an increase of 1,150 since 2020.

The County is a part of the Hampton Roads Sanitation District (HRSD) which provides wastewater treatment at its Nansemond River Treatment Plant in Suffolk. HRSD provides treatment service for the Newport DSD and the Town of Smithfield. The Town of Windsor and Windsor DSD also utilize HRSD, while the Camptown DSD is served by the City of Franklin wastewater treatment plant.

HRSD recently completed a sewer line south along Route 10 between the Surry County and the existing service line in the Town of Smithfield. The County is currently undergoing a special land use study for the Route 10 corridor to guide potential future development in the village of Rushmere.

The HRSD system possesses sufficient capacity to serve current and future growth needs in the Newport, Smithfield and Windsor areas of the County. The County has a cooperative agreement with the City of Franklin to discharge up to 330,000 gallons per day into the City of Franklin's wastewater system. Based on the current growth projections for the Camptown area, this is sufficient capacity to meet the needs of future growth over the next twenty years.

Future extensions of public wastewater service are implemented according to the County's Master Water and Sewer Plan. The current Master Water and Sewer Plan was approved in 2007 and is currently being updated. Well-conceived and properly implemented plans will not only ensure the success of the DSDs, they will ensure the proper distribution of services throughout the County.

Although most of the area within the DSDs and Towns are served by public sewer service, properties outside of these areas still rely on private wastewater treatment systems. As these systems increase in age, the prospect of failure and the resulting negative environmental and public health consequences are a future concern for the County. The 2007 Master Water and Sewer Plan identifies those areas of the County with documented private wastewater system challenges.





KEY FACTS AND TRENDS

- **The current Master Water and Sewer Plan is over twelve years old.**
- **There are existing failing septic systems within the boundaries of the DSDs.**

Solid Waste Management

The County provides a range of solid waste management activities consisting of waste reduction and diversion, litter recycling, processing, collection, transfer and disposal. The County's solid waste management services are coordinated by the Public Works Refuse Collection and Disposal Division. The Division oversees weekly curbside collection via a franchise agreement with a private contractor. The Towns of Smithfield and Windsor maintain similar yet separate franchise agreements for the collection for their residents; however, the County is responsible for the disposal. The County serves over 2,000 single family residential units with curbside refuse collection service.

The Refuse Collection and Disposal Division provides additional efficiency to its program by the generation of revenue derived from the sale of recyclable materials. What cannot be recycled in the waste stream is then deposited in a regional landfill operated by the Southeastern Public Service Authority (SPSA).

SPSA handles all municipal solid waste generated in the cities of Chesapeake, Franklin, Norfolk, Portsmouth, Suffolk, and Virginia Beach, and the counties of Isle of Wight and Southampton under Use and Support Agreements with each member community. The current Use and Support Agreement began January 25, 2018, with an expiration date of June 30, 2027. However, the Use and Support Agreement will automatically renew in 10-year increments unless a member community chooses to withdraw.



The SPSA Regional Landfill, located on 833 acres in the City of Suffolk, became operational in January 1985. The landfill consists of seven permitted cells and receives approximately 240 tons of waste per day. Four of the seven cells have reached existing Permitted contour elevations are no longer receiving waste. In its present configuration, the life expectancy of the landfill is over thirty years dependent on the amount of waste disposed in the landfill.

As the County's population continues to increase, so does its waste stream. Over the last ten years, residential waste has trended upward from 15,178 to 18,000 tons per year. This trend is based upon an improving economy and additional residences. Future increases in tonnage can be expected as additional rooftops are added within the County.

The County operates eight full service refuse and recycling renters, which is an increase of three centers since 2008. The centers provide a combination of 20, 30, and 40-yard containers and compactors to take a variety of waste from residents. These centers are conveniently located throughout the County. The centers receive waste from approximately 30,000 residents per month. Yard waste has also seen an increase at the Refuse and Recycling Centers. In 2018, the County implemented a more efficient disposal option for yard waste that decreased the transportation cost. Residential Household Hazardous waste, also known as (HHW) waste, is also collected at the centers. There is a significant cost associated with providing this service for County residents. Several steps have been put in place to make this operation more efficient and environmentally friendly. Curbside collection is available through a franchise agreement with Bay Disposal for an additional fee. All new residential developments are required to have curbside solid waste collection.

SPSA operates a refuse transfer station on Foursquare Road under a land lease arrangement with the County and is designed to handle 150 tons of waste daily. The average number of tons collected at the transfer station has decreased from 67 to 60 since 2019, however the tipping fee will increase from $59 to $71 beginning in July 2026. This transfer station is used by Isle of Wight residents for residential waste disposal and contributes approximately 68 tons of waste per month.

The County continues to participate in recycling by providing recycling containers at each of its convenience centers. The sustainability of recycling in the future is uncertain. Due to the decrease in markets and the stringent quality criteria for recyclables, the cost of recycling has drastically increased. Over the last five years, commingled recycling markets have changed from paying for recyclables to charging for them. The cost of sorting has increased labor costs associated with this process which further decreases any cost savings from recycling. In the last two years, Isle of Wight County's cost has increased from zero to $10 per ton. The projection for the 2019 budget is $60 per ton. If costs continue to increase, the recycling program will be in serious jeopardy. This may become more of an issue in the future if more markets close.

Although the Towns and the County provide curbside service through a private contract, the majority of residents outside the DSDs still rely on the County's convenience centers for refuse disposal. The County has undertaken improvements recently to its eight convenience centers to increase capacity and improve flow. As demand for these services increase, the County may have to assess the need for future centers as well as increased staffing.

KEY FACTS AND TRENDS

- **The County's increasing population will have a substantial impact on the County's waste disposal system.**
- **A future challenge for the community will be to efficiently meet the increased refuse and recycling needs for its growing population.**

General Government Administration

The County owns or leases buildings for administration departments, constitutional officers, the court system, the Virginia Department of Health, the Virginia Cooperative Extension Service, the Smithfield-Isle of Wight Tourism Office, and the Department of Social Services which contributes state revenues for the building through its Central Cost Allocation Plan. As of 2019, the County owns over 450 facilities.

As of 2025 the County currently has 343 full-time employees and 184 part-time employees. The number of full-time employees has increased by 118 people



since 2020. The County also has many volunteers who assist County residents in tourism, emergency services, law enforcement, the libraries, and the animal shelter, thereby increasing the efficiency of County revenues. Currently, the County does not track the total number of volunteers or their overall financial impact.

Numerous facilities have been constructed, purchased, improved, or leased since the County's previous Comprehensive Plan was adopted in 2008.

The most notable of these facilities include:

- A new, 6,820 square foot animal shelter in 2010 with 39 dog kennels and 30 cat kennels to replace the existing 1,858 square foot shelter building with 24 dog kennels and 24 cat kennels that was built in the 1950's.
- The new 17,700 square foot Isle of Wight Volunteer Rescue Squad Building in 2014 to replace the former 7,000 square foot facility built in 1985.
- The newly renovated former Sentara Medical Building at 919 South Church Street purchased by the County in 2015 to create new office space and better meet future space needs for the Health Department.
- The new silver LEED certified 46,347 square foot Young-Laine courts building in 2010. The building houses three courtrooms, including circuit, general district, and juvenile and domestic relations courts. It also houses the Commonwealth's Attorney's office, clerk offices for the aforementioned courts, and a records room.
- The former pottery building at Nike Park converted in 2018 to meet office space needs for the Parks and Recreation Department.

Many of the buildings utilized by the County for public purposes contribute to the historic and community character of the County. Their continued renovation and maintenance help to preserve these historic structures and reduce the cost burden on taxpayers to meet space needs as the County grows. Where existing buildings are not available for expansion, renovation or adaptive reuse to fulfill space needs, then new sites should be identified and carefully planned to serve multiple needs and to be compatible with existing community character.

A capital impact study and space needs assessment can help identify future facility and staffing needs. Planning for facility needs and implementation through a capital improvements plan can assist in meeting demands.

KEY FACTS AND TRENDS

- **As population growth and service demands increase, the local government staff and facilities may also need to expand to continue providing a satisfactory level of service.**
- **The County should consider appropriate growth triggers and space needs for planning future facilities.**

Community Energy

Isle of Wight County's energy needs are primarily met by three electrical companies and a private natural gas provider. Dominion Virginia Energy supplies electricity to most of Isle of Wight County, including multi-phased power to most industrial sites. Portions of south and central Isle of Wight are served by Community Electric Cooperative, while Franklin Municipal Power and Light serves the southern portion of the County in the area of the Camptown DSD. Natural gas is supplied by Columbia Gas of Virginia.

There are no power generation facilities within the County. Natural gas is supplied by multistate pipelines originating from the Gulf of Mexico. Although there is adequate supply of natural gas to meet future residential growth, an uninterruptable supply of natural gas to meet the needs of future commercial and industrial users is dwindling. This is due to the constraints of existing infrastructure in the natural gas supply chain. The decreasing supply and increasing demand for natural gas has led to several efforts to build new gas pipelines into the Hampton Roads region. Columbia Gas is currently replacing an existing twelve inch transmission line with a new 24-inch line to transport more gas to the region.

Renewable sources of energy utilized by County property owners primarily consist of small wind turbines or solar panel systems that supply individual homes or businesses. As of December 2025, the County has approved eleven utility scale solar energy generation facilities, also known as solar farms. The electricity generated from these facilities is used by Dominion Virginia Energy to sell to large customers elsewhere in the state. Because there are no local electrical generation facilities to receive the electrical power generated by these solar farms, County electrical consumers do not directly monetarily benefit from the location of these energy sources.



Due to continued emphasis on the development of sources of renewable energy and the County's supply of large tracts of reasonably priced agricultural land and existing electrical distribution infrastructure, the County continues to be a prime location for potential solar energy facilities. As the number of these facilities increases, there is also an increasing number of concerns expressed by members of the community on the potential loss of agricultural lands, visual impacts, use of toxic materials in the panels, the potential for groundwater and soils contamination, and decommissioning criteria for returning the site to its pre-existing conditions.

Because of the size of such uses, a solar facility can change the character of an area and the nature of and suitability of that area for future development. The Code of Virginia (§15.2-2232) provides for a review by the Planning Commission of public utility facility proposals to determine if their general or approximate location, character and extent are substantially in accordance with the Comprehensive Plan. Based on the priorities established in the *Envisioning the Isle* public forums, the following is a list of potential location considerations for large solar facilities to help ensure their compatibility with the community's future vision:

- Research appropriate target density parameters for future facilities to mitigate the impacts related to the scale of these facilities;
- Set a maximum percent usage of assembled property to mitigate impacts to habitat, soil erosion, and stormwater runoff;
- Require facilities to be located adjacent or close to existing electric transmission lines;
- Require facilities be located outside of DSDs;
- Avoid or minimize impact to prime farmland or farmlands of statewide importance as defined by the USDA and Commonwealth of Virginia, respectively; and
- Facilities should be located outside of the viewshed of any scenic, cultural, or recreational resources (i.e., solar facilities may not be seen from surrounding points that are in line-of-sight with a resource location) or within the Highway Corridor Overlay district.

Solar energy generation facilities are included as a major utility service use type in the County Zoning Ordinance which requires a conditional use permit in all of its zoning districts, except for Planned Development Industrial Park, where it is permitted by right.

In May 2023, the County adopted new supplemental use regulations in the Zoning Ordinance for utility scale solar energy generation facilities that include enhanced performance criteria, such as additional application requirements, height restrictions, distance to high voltage power lines, soil testing requirements, emergency management plans, and enhanced setback requirements. The Ordinance also specifies a 2% cap on the conversion of prime soils, prime if drained, and soils of statewide importance to utility scale solar energy facilities.

In February 2023, the Board of Supervisors also established a citizen working group, the Energy Task Force (ETF), to assess Isle of Wight County's current energy infrastructure, the remaining capacity of high-voltage transmission lines, potential future energy generation projects, emerging energy technologies, and other related items. The ETF operated from June 2023 to August 2024, identifying the County's energy planning strengths, weaknesses, opportunities, and vulnerabilities, and offered recommendations to enhance sustainability, reliability, and economic growth. The ETF's final report, issued on August 1, 2024, outlined several key recommendations for the County's next steps. Implementation steps with the highest priority include consideration of location requirements for battery storage and data center facilities as well as a review of emergency management protocols for emerging energy technologies. Staff began the development of a draft battery storage facility ordinance in the summer of 2025.

KEY FACTS AND TRENDS

- **The County has no energy generation or supply facilities, and therefore the community's energy supply and pricing are controlled by forces beyond its direct influence.**
- **Energy conservation efforts can provide insulation from, and reduce the community's vulnerability to, volatile energy pricing.**

Parks and Recreation

Access to parks, recreation, trails, and open space enhances the livability of a community and contributes to the well-being of its residents. These amenities provide a variety of opportunities for residents and visitors to enjoy both active and passive activities, while also helping to preserve open space, wildlife habitat, and natural resources.

STANDARDS FOR PUBLIC FACILITIES

FACILITY	NRPA STANDARDS	ISLE OF WIGHT COUNTY
FIELDS		
ADULT BASEBALL	1/12,000	1/19,000
YOUTH BASEBALL/GIRLS SOFTBALL		1/9,000
ADULT SOFTBALL	1/5,000	1/19,000
FOOTBALL	1/10,000	N/A
ADULT SOCCER	1/10,000	1/7,000
YOUTH SOCCER	N/A	1/4,000
COURTS		
BASKETBALL (INDOOR)	1/5,000	1/38,000
BASKETBALL (OUTDOOR)	1/5,000	1/12,000
TENNIS	1/2,000	1/6,000
VOLLEYBALL	1/5,000	1/38,000
SHUFFLEBOARD	N/A	1/38,000
HORSESHOE	N/A	1/19,000
OUTDOOR AREAS		
PICNIC SHELTERS	N/A	1/12,000
PLAYGROUNDS	N/A	1/4,000
TRAILS	1/REGION	1M/1,000
CAMPING	N/A	N/A
ARCHERY	1/50,000	N/A
SPECIALIZED		
COMMUNITY CENTER	1/20,000	1/19,000
SWIMMING POOLS	1/20,000	N/A
GOLF COURSE	1/25,000	N/A
BICYCLING		
URBAN	N/A	3 MILES
RURAL TOURING	N/A	2.5 MILES
CANOEING		
STREAM MILEAGE	N/A	1 MILE
STREAM ACCESS	N/A	4 SITES
SKATEBOARD SITE	N/A	1/38,000
IN-LINE SKATING	N/A	N/A
IN-LINE HOCKEY RINKS	N/A	N/A
AMPHITHEATERS	N/A	N/A

During the *Envisioning the Isle* public input process, community members identified a future where a wide variety of recreational opportunities are available through a diverse system of parks, trails, and open spaces. This system would be distributed throughout the community and easily accessible from all neighborhoods. It includes not only developed parks, but open spaces to protect natural resources that the community holds in high regard.

The County's Department of Parks and Recreation manages the community's recreational facilities as well as maintains its parks, open spaces, landscaped areas and grounds for all County-owned property. The Department implements programs, classes and special events, and works with the Isle of Wight County Fair Committee to produce the annual County Fair.

As of the spring of 2019, the County maintains 3,000 acres of parkland, or about 80 acres per 1,000 residents. According to the National Recreation and Park Association, the national average is approximately 10 acres per 1,000 residents. The National Recreation and Parks Association (NRPA) standards are general national standards that local Parks and Recreation Departments use as a general starting point to guide their facility plans. The Department proposed a new master plan in its Fiscal Year 2020 budget. A comparison of how County facilities measure up to NRPA standards is included in the chart.

The County has two additional facilities which are currently undeveloped, including Henry H. Bradby Park and the Blackwater Forest Preserve. In January 2025, the County submitted a preliminary site plan for Phase I of the Bradby Park improvements, to include a walking trail, playground, and parking, for review and approval.

The Blackwater Forest Preserve makes up 2,500 acres out of the total 3,000 acres of County park land. In March 2019, a task force made up of private citizens and County staff developed use recommendations for the Preserve which was acquired by the County in 2010.

The task force recommended multiple uses of the park, including the following:

- Hunting,
- Hiking,
- Fishing,
- Biking,
- Paddling,
- Horseback riding,
- Bird and wildlife viewing, and
- Rare plant viewing.

As of January 2025, the County has constructed two gravel parking lots and improve the gates and gate signs. Parks and Recreation has added a Master Plan project for the Blackwater River Park Development to the CIP in an out-year (FY27-28).

Facilities within the developed parks include three boat ramp facilities, nine playgrounds, four softball fields, six outdoor tennis courts, three outdoor basketball courts, 24 soccer fields, four picnic shelters, two picnic areas, a 2.5 mile mountain bike trail, one memorial tree garden, a thirty acre fairground facility, a skateboard park, three adapted army buildings used for programming and rentals, and one community center.

The County continues to make improvements to the Heritage Park Fairgrounds in accordance with the 2010 Heritage Park Master Plan. To date, the County has implemented several of the recommended design elements, such as a motorized/ATV trail and permanent restroom facilities.

The County has initiated a trail program, consisting of six miles of trails both completed and under construction. These trails provide both recreation opportunities and transportation links throughout the community.

In addition to County-owned facilities, the County partners with other agencies and localities to augment recreational opportunities to serve the entire community. The Town of Smithfield has its own Parks and Recreation Department which includes Windsor Castle Park consisting of 208 acres of park land, 3.8 miles of walking trails, a fishing pier, a kayak launch, a mountain bike path, picnic facilities, playground, and several historical buildings available for event rentals. The new Luter Sports Complex completed in 2018 has one football and soccer field and four baseball and softball fields. In addition, there is a .25 mile track around the football and soccer field. The design of the facility can accommodate regular season games as well as tournaments. The Town has entered into a long term lease of this facility to the Smithfield Athletic Association with limited opportunities for use by the County Parks and Recreation Department. The County also partners with the Isle of Wight County Schools to utilize indoor basketball courts for the youth basketball program. The County recently partnered with the Town of Windsor to assume management of the newly renovated Windsor Town Center which has indoor basketball courts, classroom space and meeting rooms.

The County does not have any public equestrian trails, swimming pools or golf courses. There are two private membership swimming pools and a private golf course where members of the public can pay to play a round or use the driving range.



POLICIES AND ACTIONS

"Serve the Isle" summarizes the community's vision for continuing its exceptional quality of life by maintaining the service levels of the County's community facilities and public services as identified by the community during the public forums. This goal has a set of policies that identify actions that provide the best course of action for regulations and procedures to achieve the goal. The final chapter of the Plan, "Create the Isle," establishes timeframes and responsible parties for the implementation of each action step.

POLICY	ACTION
The Isle of Wight County Sheriff's Office will continue its high quality public safety initiatives to maintain the County's low crime rate and exceptional level of community safety.	Annually evaluate population growth and demographic changes to effectively maintain services at the highest level.
	Develop level of service standards and criteria for initiating new capital improvement planning.
	Meet the appropriate response times for emergency calls.
	Evaluate new technological advances and programs to modernize public safety efforts and provide efficient and effective services in the most cost-effective manner.
	Direct resources to education and prevention programs, such as Neighborhood Crime Watches, that encourage residents to be proactive regarding personal property and share responsibility for community safety.
The County's EMS and Fire Protection network will continue its high level of service to ensure the health and safety of the County's residents and property.	Annually evaluate population growth and demographic changes to effectively maintain services at an appropriate level.
	Develop level of service standards and criteria for initiating planning efforts for new capital improvements.
	Respond to and prepare for continued increases in emergency and non-emergency medical responses, with consideration to the aging population, new senior living facilities, and the evolving socioeconomics of the County.
	Increase the use of joint or shared facilities between public safety and other County service providers, when possible, to provide residents with efficient services, reduce costs, and maintain public safety infrastructure.
The County will contribute to its high quality of life by ensuring an environmentally and financially sustainable source of clean drinking water and potential fire suppression to its citizens.	Continue to meet all drinking water quality standards per Virginia Department of Health regulations.
	Implement the goals in the County's Master Water and Sewer Plan and update every five years or as needed to prioritize and schedule projects for the Capital Improvement Plan according to future growth needs.
	Assess the County's existing and new water supply systems to determine fire suppression capability and develop recommendations for needed improvements.
	Develop a formal asset management program.
	Work with the Towns of Smithfield and Windsor to develop fully compatible facility specifications and water supply standards.
	Work with the Towns of Smithfield and Windsor to provide a stable source of potable water as the needs of the Towns increase as their population grows and the reliability of groundwater supplies diminish.
	Develop a policy that requires new development in the DSDs to connect to a public water system.
	Develop a small area plan for the Smith's Neck Road corridor to assess the future viability of private water systems.
	Develop an emergency water line extension policy for areas outside of the DSD which experience documented water system failure.



CONTINUES NEXT PAGE

POLICY	ACTION
The County will contribute to its high quality of life by ensuring public and environmental health and encouraging economic development with adequate sewage disposal.	Refer to the goals in the County's Master Water and Sewer Plan during development plan review and the County's own long range and capital planning efforts.
	Continue efforts to reduce sanitary sewer overflows in accordance with Special Order by Consent.
	Provide public sewer service to new residential and commercial development in the DSDs.
	Encourage collaboration with the private sector to provide integrated infrastructure in the most efficient way possible.
	Develop a formal asset management program.
	Assess areas with known and documented failing onsite wastewater systems within the DSDs and develop a plan to extend public wastewater service to these areas.
	Develop a small area plan for the Smith's Neck Road corridor to assess the future viability of private wastewater systems.
	Develop a policy that requires new development in the DSDs to connect to a public sewer system.
	Develop an emergency sewer line extension policy for areas outside of the DSD which experience documented septic system failure.
The County will continue to provide solid waste management to local residents and businesses in a reliable and cost-effective manner while being protective of both public health and the environment.	Continue to provide an integrated, cost-effective and environmentally sound solid waste disposal system for the residents of the County.
	Increase recycling participation through education of citizens and encouragement from our convenience center attendants.
	Identify waste reduction initiatives that could be implemented with the greatest potential for increasing waste stream diversion.
	Develop a social media presence and print media distribution with the focus of informing citizens and volunteers of pollution prevention and green initiative achievements within the Division.
The County will maintain its above average level of service to meet the needs of existing residents and future growth by assessing future needs and planning public facilities to control costs and preserve community character.	Commission a capital impact study and space needs assessment based on the community's desired level of service in order to plan for future public building space needs in a cost-efficient manner.
	Encourage adaptive reuse and shared use of community facilities by two or more departments or agencies.
	Coordinate expansion of facilities with the County's Comprehensive Plan to ensure they are strategically located to satisfy the demand prompted by future growth.
	Relocate County's Public Utilities Department's offices, vehicles, and equipment to a centralized utility yard on County-owned land near the center of the County or private property acquired in the future to fulfill unmet space needs and to maintain a satisfactory level of service.
	Track the total number of volunteer hours contributed to the County and their overall fiscal benefit to County operations.
	Design and develop public facilities, wherever possible, that take advantage of alternative energy sources and conserve energy in operations by incorporating LEED-STAR principles and practices.
	Perform a corridor study of Rt. 10 between Surry County and the Town of Smithfield, in conjunction with a possible Hampton Roads Sanitation District sewer line, to determine potential service impacts and land use opportunities.

POLICY	ACTION
Encourage progressive, alternative, and environmentally compatible energy production and conservation practices that support the local economy and supports the foundation of a rural and scenic atmosphere that contributes to the desirable quality of life in Isle of Wight County.	Ensure all major utility service use types mitigate any potential negative impacts to the character and future viability of surrounding land uses. Design and develop public facilities, wherever possible, that take advantage of alternative energy sources and conserve energy in operations. Encourage the design of the built environment through County plans and ordinances that incorporate Leadership in Energy and Environmental Design (LEED) or other accepted standards or achieve a minimum certification. Continue the expansion of the County's existing bicycle and trail network in accordance with the County's Bicycle and Pedestrian Master Plan to provide recreational opportunities, lessen reliance on the automobile and associated fuel costs, reduce pollution, and conserve energy. Review and revise regulations to encourage mixed-use zones to encourage working, living, and shopping in the same neighborhood that can result in energy conservation and local cost savings. Include a provision in the County's transportation plan to provide future public transit to the County's major employment and population centers in the DSDs to reduce energy consumption and expand transportation alternatives.
The County will develop and maintain a comprehensive system of park, trail, recreational, fitness, and sports facilities and programs that keeps pace with the its changing demographics, creates multiuse destinations, and improves the health, wellness, and morale of the citizens.	Prepare a County-wide Parks and Recreation Master Plan and update it every five years. Develop and maintain a comprehensive program of parks and recreation facilities based on the park classification system and master plan that includes current facilities and approximate locations for future facilities. Improve efficiency and cost effectiveness of providing certain programs and facilities through public/private partnerships and joint operations with other public entities, such as the two towns and Paul D. Camp Community College. Promote the shared use of community facilities by two or more departments or agencies in order to expand recreational opportunities. Continue to implement the County's Bike and Pedestrian Master Plan to enhance the trail network and create interconnectivity of neighborhoods, commercial areas and other places of interest where feasible. Identify and prioritize projects required to complete the park system for inclusion in the Capital Improvements Plan (CIP) fiscal year budget. Examine the impact of changing demographics and recreational needs on parks, facilities and programming through research of trends and gathering public feedback on an annual basis. Complete the renovation of Tyler's Beach Marina and develop a master plan for the facility. Plan and install an equestrian trail system for the County. Develop the Henry H. Bradby Park in accordance with the Master Plan. Implement initial programs for the Blackwater Forest Preserve in accordance with the Blackwater Task Force recommendations. Identify, solicit, and acquire grant funding to enhance the County's adult and youth recreational programs and facilities. Continue to improve access to parks, trails, and other facilities in order to serve all citizens, regardless of ability.

EDUCATE THE ISLE



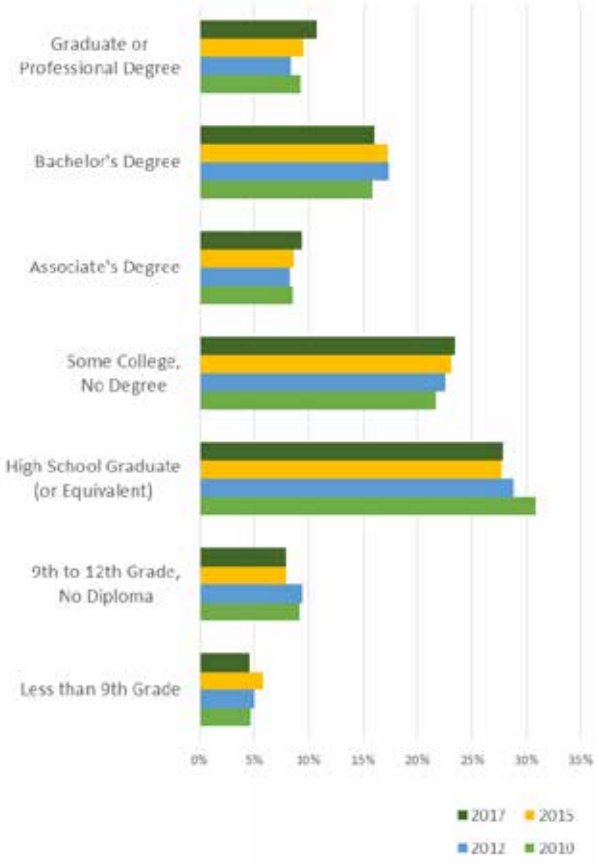
Provide all residents equal access to primary and secondary education, workforce development, continuing education, and enrichment opportunities to enable them to succeed as productive citizens.



EDUCATE THE ISLE

Investing in public education has immense social and economic benefits. Students who have access to quality, safe education throughout primary and secondary school are more likely to graduate, find gainful employment, have stable families, and be active and productive citizens in their community. Thus, a good education provides substantial benefits to individuals and, as individual benefits are aggregated throughout a community, creates broad social and economic benefits. A major factor in the consideration of a community for potential business locations is the quality of educational opportunities provided to the residents as well as the skill levels of its local workforce. Investing in public education and workforce development raises overall wealth levels for both individuals and the community. Community members ranked the public school system and its facilities as one of the top five future priorities for the County based on feedback received during the Plan's public engagement efforts. Because the Plan helps to inform budget decisions during the development of the County's Capital Improvement Plan, the Community requested that education be addressed as a component of the Comprehensive Plan.

AGE 25 AND OVER HIGHEST LEVEL OF EDUCATION ATTAINMENT



CITIZEN COMMENTS

PUBLIC FORUM 1

WHAT ARE THE BIGGEST ISSUES FACING ISLE OF WIGHT COUNTY?

- "Maintain[ing] a quality educational system to ensure that our youth can compete in a global market"
- "Ensur[ing] schools can meet capacity with new development"

WHAT SHOULD STAY THE SAME IN ISLE OF WIGHT?

- "The focus on a diverse education pathway for the workforce"

IN THE FUTURE I WANT ISLE OF WIGHT TO?

- "Prepare young people for the workforce"

Educational Achievement

The average overall level of education in Isle of Wight's population is comparable to that of the State. According to the American Community Survey (ACS) estimates, more than 92% of the population over age 25 have completed high school compared to 91% of the state as a whole. This number, however, is racially skewed within the County with only 84% of the black population over 25 possessing a high school diploma compared to 94% of the white population within the same age range according to the 2019-2023 ACS. These same numbers within the entire State of Virginia are 90% and 95% respectively. The most recent 2023-2024 data from the Virginia Department of Education (VDOE) show a 91% graduation rate for all students from IWCS, with a 92% graduation rate for white students and a 86% graduation rate for black students. A table showing graduation rates across demographic groups tracked by the school system is included below.

While there is no definitive source of all postsecondary enrollment records, according to the VDOE, 60% of Isle of County Schools (IWCS) graduates in 2023 (compared to the 64% of graduates statewide) pursued postsecondary education within sixteen months of graduation. This represents a decrease from 65% in 2016 for the County. While the percentage of female students who went on to enroll in higher education within the County reached 73% in 2023 compared to the State's 71%, only 45% of male graduates from IWCS did the same compared to 58% statewide.

ISLE OF WIGHT COUNTY PUBLIC SCHOOLS 2024 GRADUATION RATE

Student Group	Current Rate	Annual Target	Long-Term Goal
All Students	91%	84%	84%
Asian	<	90%	84%
Black	86%	83%	84%
Hispanic	100%	83%	84%
White	92%	86%	84%
Multiple Races	100%	89%	84%
Economically Disadvantaged	84%	82%	84%
English Learners	<	77%	84%
Students with Disabilities	73%	74%	84%
Homeless	<	—	—
Foster Care	<	—	—

< = A group below state definition for personally identifiable results
— = Not applicable or no data for group

IWCS students also received 817 industry certifications in the 2023-2024 school year. Those who leave high school with no employable skills or educational credentials are at a significant disadvantage when attempting to advance in the labor market. Isle of Wight residents who obtain a high school diploma or the equivalent reduce their likelihood of falling into poverty in half. According to the 2023 ACS, 18% of those in poverty report having no high school degree compared to 7% of those who report having a high school degree. Those who obtain a bachelor's degree or higher consist of 2% of the population falling within poverty. The poverty rate is set by the Census Bureau each year and varies by household type and size, for example a senior couple has a different threshold than a family with two children under the age of eighteen years. The official poverty definition uses money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps).

IWCS currently employs several tools to help increase educational attainment across all socioeconomic groups. Title I of the Elementary and Secondary Education Act (ESEA) is a federally funded program that provides financial assistance to support instructional programs in school divisions and schools with high number or percentages of low-income students to ensure that all children meet challenging content and achievement standards.

Title I also authorizes federal grant programs that provide funds for reading and/or math instruction, services to migrant children, services to neglected and delinquent children, comprehensive school reform and dropout prevention. The Title I program generally offers:

- Additional teachers;
- Professional development opportunities;
- Additional small group instruction;
- Access to supplemental teaching materials;
- An individualized educational program for students.

For example, the Title I program provides funding for a parent center liaison that rotates time at three of the elementary schools to provide resources for parents to check out.

Other tools IWCS utilizes to increase educational success and graduation rates include participation in the Virginia Preschool Initiative that provides early childhood developmental programs aimed to promote future school success.

The Every Student Succeeds Act (ESSA) of 2015 requires annual testing in reading and math in grades 3 through 8 and once during high school and in science at least once during elementary school, once during middle school and once during high school. The ESSA sets performance annual and long-term performance targets in each of these categories based on a certain rate of improvement since 2015. The ESSA also sets annual and long-term targets for increasing the percentage of students who graduate with a Standard Diploma or Advanced Studies Diploma within four years of entering the ninth grade. Current year data shows IWCS either meeting or exceeding its annual and long-term graduation targets across all demographic groups.

The Standards of Learning (SOL) for Virginia Public Schools establish minimum expectations for what students should know and be able to do at the end of each grade or course in English, mathematics, science, and history/social science. SOL tests in reading, writing, mathematics, science and history/social science measure the success of students in meeting the state Board of Education's expectations for learning and achievement. Testing scores for all County students on average have continued to improve over the last three years and exceed the average scores for the state. More information on test results can be found using the following VDOE link: https://schoolquality.virginia.gov/divisions/isle-of-wight-county-public-schools#desktopTabs-2.



Schools in Isle of Wight County

The Isle of Wight County School (IWCS) system consists of nine schools—five elementary schools, two middle schools, and two high schools. All nine of the County's schools are accredited by the Virginia Department of Education. The northern portion of the County is served by Carrollton Elementary, Hardy Elementary, Westside Elementary, Smithfield Middle, and Smithfield High Schools. The southern portion of the County is served by Carrsville Elementary, Windsor Elementary, Georgie Tyler Middle, and Windsor High Schools.

In addition to the County's public school system, there are two private schools located in the County which offer educational programs for grades kindergarten through grade 12. Each school also offer the opportunity for both before and after school child care programs.

While public school enrollment in the northern portion of the County experienced large growth in early 1990s, the County's overall public school enrollment has increased from 5,311 students in 2020-2021 to 5,493 in 2024-2025. Although total enrollment varies slightly from year to year, there is an overall upward trend in school enrollment over the last five years. In the coming years, approved residential growth brings potential for continued improvements and additions to be made to existing school facilities. In the coming years, approved residential growth brings potential for continued improvements and additions to be made to existing school facilities. Additional information can be found on the IWCS website.

According to the 2023-2024 Isle of Wight County Schools Annual Report, the average expenditures per student was $14,701 in 2024. The state categories include (a) Instruction, (b) Administration, Attendance, and Health, (c) Transportation, (d) Operations and Maintenance, (e) Food Services, and (f) Technology. Debt service is not included. For context, the U.S. Census Bureau reported that national average public school spending per student rose almost 9% to $15,633 in fiscal year 2022.

AVERAGE PER PUPIL EXPENDITURES IN ISLE OF WIGHT COUNTY

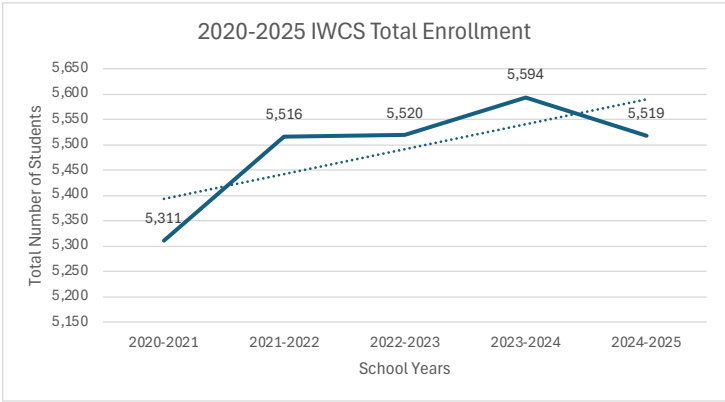
Funding Sources	FY 2024 Actual	FY 2025 Estimate	FY 2026 Budget
Sales & Use Tax	$ 1,454	$ 1,572	$ 1,654
State Funds	$ 6,621	$ 7,628	$ 7,624
Federal Funds	$1,116	$ 1,124	$ 959
Local Funds	$ 5,510	$ 6,255	$ 7,039
Total Per Pupil	**$ 14,701**	**$ 16,580**	**$ 17,277**

For a comparison on how much each locality in Virginia spent on instruction and other costs per student in Fiscal Year 2023 can be found at the following link: https://www.vpap.org/visuals/visual/back-to-school-education-spending/.

Facilities and Programs

The IWCS system provides a comprehensive program for grades kindergarten through twelve with special programs for gifted students and students with disabilities, remedial instruction in basic skills, advanced placement classes, alternative education, preschool, and conventional education. These programs allow students opportunities to develop their unique gifts and talents and ensure every child is college, career, and life ready.

IWCS ENROLLMENT



Source: Weldon Cooper Center and Virginia Dept. of Education

NOTABLE AWARDS RECEIVED BY IWCS

- Five Isle of Wight County Schools earned the designation of “Project ADAM heart safe schools” which means they have met the criteria to show their preparedness for responding to a sudden cardiac arrest on school grounds.
- Windsor Elementary and Westside Elementary were the first schools in the state to receive the designation.
- Windsor High was the first high school in the state to be designated as a “heart-safe” school.
- HES and GTMS received the designation this year.
- Distinguished Title I schools
- 2019 Virginia School Boards Association Excellence in Workforce Readiness Award
- 2019 Youth Development Award from Peninsula Metropolitan YMCA
- 2019 Virginia Clean Cities Fuel and Innovation Award
- Virginia School Boards Association (VSBA) Showcases for Success 2019, 2018, 2017
- 2018 Workforce Innovation Award, Hampton Roads Workforce Development Board (Opportunity, Inc.)
- 2018 WHRO Grace Little Spirit Award
- VSBA School Board of Distinction 2017, 2014
- VSBA Food for Thought 2016, 2014
- National Blue Ribbon School, Carrsville Elementary School 2013
- Gates Millennium Scholars Windsor High School and Smithfield High School
- Virginia Board of Education Virginia Index Performance (VIP) Awards











High-quality early childhood education offers one of the highest long-term returns of any public investment. To capitalize on these formative years, IWCS offers a pre-kindergarten program for a limited number of students at four of the five elementary schools each year. The division’s preschool program, The Learning Center, provides a healthy learning environment that prepares students for success in kindergarten. The program operates on a full day schedule and addresses physical, academic, social, and emotional needs of attendees.

However, for parents whose children are not able to attend the offered program, there are not many other options. Fewer than ten daycare facilities are located within Isle of Wight, creating a hardship for working parents and making it increasingly difficult for young families to both work and live within the County. Recognizing this hardship, IWCS developed the “Little Sprouts” program. The ‘Little Sprouts’ program opened in September 2020 and is a single classroom located at Windsor Elementary School. This program provides a paid daycare service from the hours of 7 AM to 4:30 PM daily during the school calendar. This full day Pre-K program partners with the high school Early Childhood Career and Technical Education program by pairing high school students with preschoolers in a safe, nurturing, interactive environment. In addition, a new program called ‘Isle Grow’ was piloted in 2023, which is a reverse inclusion pre-school with a 50/50 non-disabled to disabled student ratio open during the school year for all day school hours. ISLE Grow is currently available in three of five elementary schools in the County.

Two programs in particular, career and technology education (CTE) and dual enrollment, are specifically geared to give interested students a head start for college or a career. The dual enrollment program allows students to take courses at Paul D. Camp Community College (PDCCC) and graduate from high school with college credits already obtained. CTE

allows middle and high schoolers to begin career exploration through career and technical education programs with current offerings in agriculture, business and information technology, marketing, technology education, military science, health and medical sciences, and trade and industrial education. CTE also equips participating students with college credits while attending high school, essential employment skills, job-specific technical skills, and industry certifications necessary for the workplace.

An emphasis on authentic learning prompted a new approach to the division's agriculture program and the creation of a working farm. Since opening in September 2017, the students have transformed the Land Lab from six acres of uncut grass, to four fenced pastures, a vegetable garden, and housing for chickens, rabbits and goats. The Barn and Classroom Building at the Land Lab opened December 5, 2018, behind Windsor Elementary School to provide students with real-world learning in the areas of agricultural business management and mechanization, along with plant, animal, and soil science. A full-time farm manager and agriculture teacher collaborate to provide real world experiences through the Land Lab, such as participation in "farm to table" marketing from the sale of farm products to the public and to the division's culinary arts program. The division's culinary arts program lab has recently been in discussion to partner with the school division in supplying the cafeteria with fresh produce for students in the future. The lab has welcomed groups of elementary students as teachers introduce science standards in their classes. The working farm has made agriculture come to life throughout the division. The experiences provided through this program allow all interested students to experience the industry which is so important to the economies of both the County and the State.

On March 6, 2019, IWCS also opened the Career Building at Smithfield High School. The facility is home to five of the IWCS CTE programs, including welding, nursing, culinary arts, manufacturing, and engineering. Students in the welding, manufacturing, and engineering programs receive hands-on learning and access to industry standard equipment that allows them to take an idea from concept to finished





KEY FACTS AND TRENDS

- In 2014, Georgie Tyler Middle School opened to replace the aging Windsor Middle School.
- Since 2017, IWCS completed a Building Trades facility and a new greenhouse at Windsor High School; constructed a JROTC fieldhouse, an athletics fieldhouse, and heavily renovated an existing facility for the Career Building at Smithfield High School; and constructed the Barn and Classroom building behind Windsor Elementary School.
- IWCS altered the grade structure at Hardy Elementary to alleviate overcrowding at Westside Elementary School.
- In 2024, a new, larger Hardy Elementary School opened to replace the aging, smaller school.
- Long-range plans for the division include a new elementary school to address growth in the Carrollton area and significant renovations to Westside Elementary Schools to bring both aging buildings up to modern standards.
- In 2024–2025, both Windsor High School and Smithfield High School saw the installation of improved football fields, outdoor tracks, and tennis courts.
- Work began in 2025 for a full replacement of the HVAC system at Carrollton Elementary School.
- IWCS renovated and repurposed parts of the old Hardy Elementary School to create a new Central Office space and warehouse facility.
- Renovated middle school CTE labs to support the school-to-work pipeline.





product. Students in the nursing program have access to a mock medical facility with beds, manikins, and diagnostic equipment. Culinary arts students learn in a commercial kitchen and operate a student-run restaurant. These classroom experiences, as well as school-arranged internships and apprenticeships, prepare students for a successful future; and upon graduation, students in the program are given the opportunity to begin a career with a company in their field of study. In 2025, the division launched a Patient Care Technician program for additional student opportunities in the field of health science.

In 2024, the Virginia Department of Education selected Camp Community College to establish a Lab School that will offer maritime trades training to area high school juniors and senior students. The new Lab School, known as the Isle Maritime Trades Academy (IMTA), is a joint effort between Camp, Isle of Wight County Schools (IWCS), and HII's-Newport News Shipbuilding division. The dual enrollment (DE) program will be conducted at Camp's Center in Smithfield, Smithfield High School, Windsor High School, and Camp's Workforce Trades and Innovation Center (WTIC) which is currently in development in Suffolk. Students will enter the academy as juniors in one of two career pathways: marine welding or marine electrical.

School Safety

IWCPS prioritizes student safety and security through various measures, including partnering with the Isle of Wight Sheriff's Office for School Resource Officers (SROs), a multi-layered risk management strategy, and the use of a mass notification system. Isle of Wight County Schools partners with the Isle of Wight Sheriff's Office to provide School Resource Officers (SRO) in all middle and high schools, and now in all elementary schools beginning in the fall of 2022. The SRO program provides school administrators and staff with law enforcement resources and expertise to maintain safety, order, and discipline throughout the school environment. IWCPS also erected a security vestibule in each school to enhance school safety. Weapons detection systems were also added to both high schools, along with School Security Officers (SSOs) and Dean of Students to focus primarily on student discipline. Nightlock door security devices, which creates a simple door barricade, are installed in all schools throughout the division.

School Transportation

Safe, efficient bus transportation is critical to the success of the local educational program, because it provides safe and reliable access to schools for students who may not have other transportation options. It plays a crucial role in ensuring equitable access to education for all students, regardless of their family's circumstances. In Fiscal Year 2023, IWCS developed a recommended replacement cycle for its existing school bus fleet, recognizing the need for replacing buses still in operation well beyond their life expectancy. The division will also need additional vehicles through the local budget process as County growth creates the need for additional routes.

Future Growth

Isle of Wight County Schools is in the process of creating a plan to address the future facility needs of the division. This long range, comprehensive plan will be a proactive solution to accommodating enrollment changes for multiple decades. The plan will look at construction and renovation of existing facilities, as well as class size. Current enrollment and program capacity will be used to develop the plan. The proposal will identify specific projects and explain how each project will address enrollment concerns for the future. More information can be found on the IWCS website at https://www.iwcs.k12.va.us/apps/pages/planning.

In 2025, IWCS contracted with TischlerBise, Inc. consultants to perform a subdivision yield and future school needs study. It is important to note that



the developments outlined in the report are in various stages of planning and construction, so any student influx from these developments will occur over an extended period of time and not all at once.

Current facility needs in the division include replacement of a 50+ year old bus garage, construction of a new facility to replace Westside Elementary School, and a solution increased program capacity in schools in the northern end of the county, particularly Carrollton Elementary and Smithfield Middle and Smithfield High School.

Through its long range facility planning efforts, IWCS will continue to assess the impact of future growth trends to plan for future facility space needs to provide the community's desired level of service.

Workforce Development

Increased public investment in aiding noncollege-bound youth and unemployed or underemployed adults in acquiring the training, skills, and experience needed to get good jobs will increase the strength of Isle of Wight's labor pool. Workforce development programs are effective antipoverty tools when they create avenues for low-income individuals to gain skills and find secure, better-paying jobs. These programs also provide another route to building a successful career path by providing access to valuable skills needed on the job. Instead of choosing between college or starting a career, students can now employ both to achieve their personal goals.

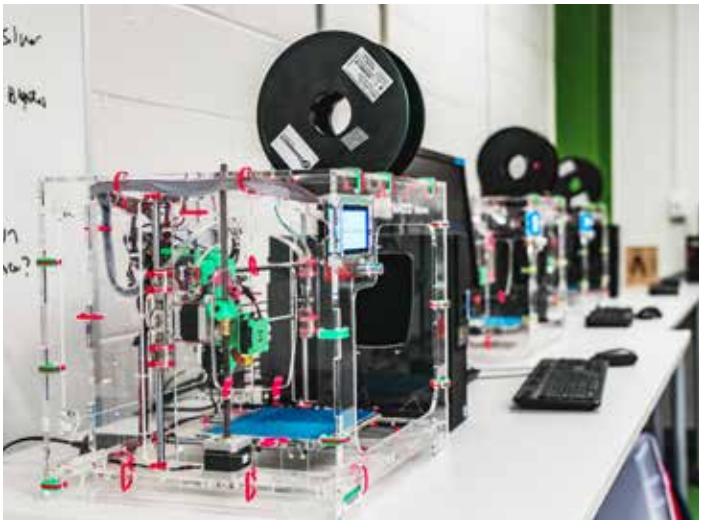
Isle of Wight County is positioning itself to be a premier destination for business growth and for workforce innovation. Isle of Wight County Economic Development has partnered with IWCS to establish the Workforce Development Working Group, which includes local, regional, and state workforce partners. The goal of this group is to create a County-wide workforce development program that supports the workforce training efforts of new and existing businesses.

In addition, PDCC'S Division of Workforce Development provides training to assist job candidates and existing workers to improve their skill sets. The College also offers transfer degrees and career and technical degrees. For those interested in continuous learning throughout adulthood, PDCCC also offers non-credit courses open to individuals over 21 as well as courses available to seniors via a membership-based program. In addition to courses offered at PDCCC, Blackwater Regional Library, IWCS, and Isle of Wight Department of Parks and Recreation offer classes in foreign and sign languages, athletics, crafts, and hobbies to ensure that residents can continue learning throughout
their lives.

POLICIES AND ACTIONS

The United States' economy has shifted from one of manufacturing to one of technology and knowledge-based services. To remain competitive, Isle of Wight must continue to provide opportunities for our future and current workforce to acquire skills to meet changing needs and retain high levels of competence in the constantly shifting economy. The support and strengthening of the planning efforts by the County and their educational partners will allow those opportunities within the County to continue to grow. The final chapter of the Plan, "Create the Isle," establishes timeframes and responsible parties for the implementation of each action step.

POLICY	ACTION
Support early childhood education and life-long learning through schools, libraries, continuing and higher education programs, community-based education programs, and recreation programs for people of all ages.	Partner with Isle of Wight County Schools to develop level of service standards and criteria for initiating planning efforts for new capital improvements.
	Improve community access to books (in paper and electronic format), computers and the internet, and spaces for programming and civic engagement.
	Develop strategies to increase the locations and availability of childcare.
Enhance Isle of Wight's quality of life to retain and recruit a highly skilled workforce for the community.	Continue to grow programs that enhance job skills of County residents needed by employers.
	Support efforts by area schools, colleges, and businesses to integrate recent graduates into the local workforce.
	Create public-private partnerships to expand housing choice and availability in key areas.
Improve public access to high speed networks.	Develop a County broadband access plan to promote commerce, educational opportunities, and social engagement.
	Identify partnership opportunities to expand broadband coverage throughout the County.





ENHANCE THE ISLE



Promote sustainable economic growth that increases opportunities for all residents and increases overall quality of life.



During the public forums, citizens expressed their desire to obtain additional goods and services, jobs, and more housing options locally rather than having to drive outside the County to fulfill these needs. The community can seek to address these issues by diversifying the local economy, investing in technological advances to facilitate commerce, and implementing policies to ensure a diversity of housing types. These measures can improve overall quality of life by raising local wealth levels through job creation, access to online resources, and offering housing choices.

The County's economic development strategy has direct consequences for land use, transportation, housing, and provision of community facilities and services. The ability to pay for costs of growth and to manage growth effectively is related to the balance achieved between commercial and industrial employment opportunities and residential development.

In order to support a wide range of community facilities and services and reduce the tax burden on existing residential development, the County must attract and sustain non-residential development. If local commercial and industrial development does not occur, more reliance will be placed on residential taxes to pay for needed services, affecting both present and future homeowners.

CITIZEN COMMENTS

PUBLIC FORUM 1

WHAT ARE THE BIGGEST ISSUES FACING ISLE OF WIGHT COUNTY?

- "Protecting our farmland from disappearing"
- "Balanced full range of housing from highest mini estates to low income housing"
- "Bedroom community—need more major employers"

WHAT IS THE BEST THING ABOUT ISLE OF WIGHT?

- "Support of economic development and business assistance"

PUBLIC FORUM 2

SCENARIO COMPARISONS

- "The focus on a diverse education pathway for the workforce"
- "Agriculture is important, but we need to look at how the County can assist our farmers to diversify and promote alternatives such as more fresh vegetable farms"

PUBLIC FORUM 3

PREFERRED SCENARIOS

- "We need high speed internet in rural areas of the County"

Local Economy

Residents and businesses of Isle of Wight County enjoy a quality of life equal to if not greater than the state as a whole and the nation as evidenced by socioeconomic indicators such as higher than average graduation rates, homeownership, and household income while maintaining low unemployment and crime rates. The County's higher than average quality of life is a powerful marketing tool in recruiting and retaining industry to the County.

Isle of Wight County has experienced strong population growth in recent years, outpacing growth across the Hampton Roads region. Strong population growth has largely been the result of the County's attractiveness to families who commute outside of the County for work, but who are drawn in by the value of housing. While the County has experienced strong residential population growth, job growth in the County (total number of jobs located in the County) decreased by 7%, or by 1% annually, between 2018 and 2023.

Prior to the recession beginning in 2008, employment in the County peaked with approximately 12,200 jobs. As of the second quarter of 2024, the total number of jobs in the County is 10,088 according to data from Virginia Works. Since the COVID Pandemic in 2020, the County has maintained an average unemployment rate of approximately 3% which is slightly less than that of the region and State at approximately 4%. According to the *Market Assessment of Growth Scenarios for Isle of Wight County Comprehensive Plan* (November 2018), gradual growth in both employment and the number of residents in the County will occur. A full copy of the report is included as an appendix to *Envisioning the Isle*.

Due to limited diversity of employment opportunities in the County, approximately 66% of County workers commute outside of the County for employment. Approximately 14,149 of them commute to jobs outside the County compared to 6,830 outside workers who commute into the County for work. Roughly 3,256 workers both live and work in Isle of Wight.

TARGET INDUSTRIES



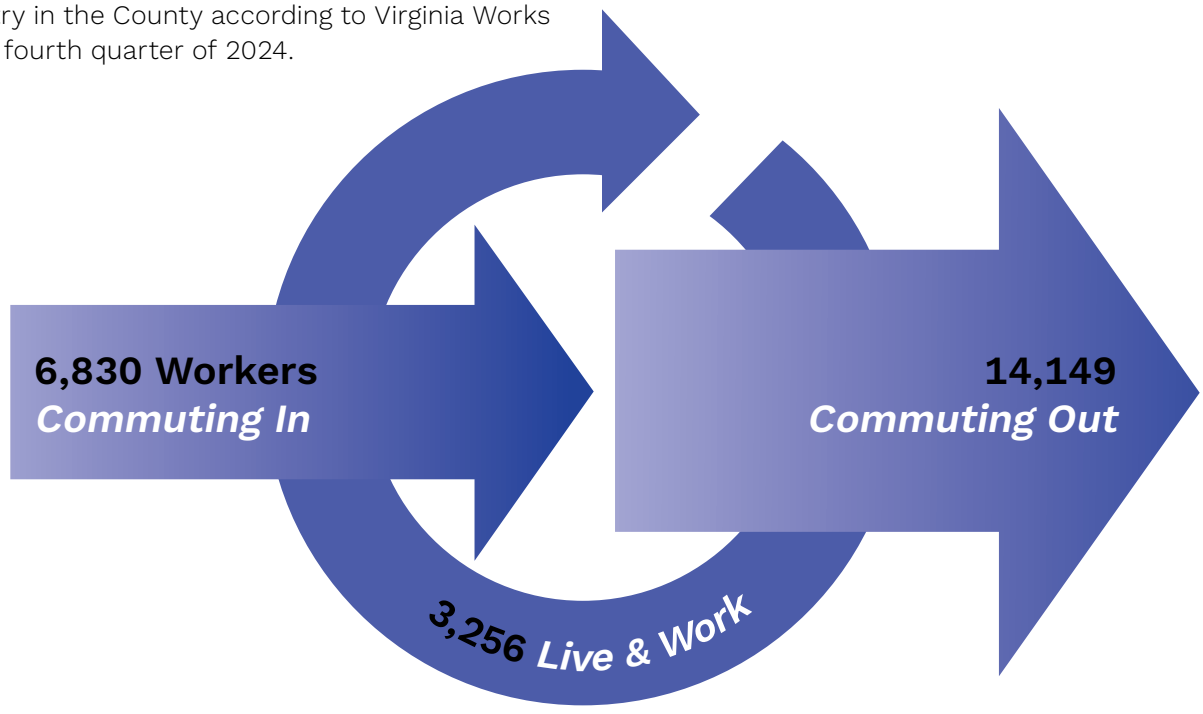
The lack of daytime employment in the County both forces residents to leave the County for employment and discourages the establishment of goods and services within the County that rely on daytime customers to stay in business. Transportation costs also place a burden on personal income which further reduces the flow of dollars into the County's economy. This lack of local job opportunities increases vehicle miles traveled, increases fuel costs for local workers, reduces disposable income, and increases fossil fuel consumption.

Of all the private sector jobs available within the County, the manufacturing sector employs the most people, representing 21% of total employees as of 2024. The next largest employers include the retail industry and accommodation and food services industry, with 10% and 11% of total jobs respectively. The table on page 94 illustrates the largest employers by industry in the County according to Virginia Works as of the fourth quarter of 2024.

The *2024 Annual Report* identifies target industries with future growth potential for the County.

By promoting industries that are growing both nationally and locally, the County can help strengthen its local economy by attracting additional investment, encouraging job creation, and lessening its reliance on any one industry.

In keeping with its long history in agriculture and paper production, manufacturing and agriculture remain pillars of the County's economy. The agriculture sector comprises establishments that are primarily engaged in growing crops, raising animals, harvesting timber, and harvesting fish and other animals in farms or their natural habitats. The products of this sector are then often transformed into new products through manufacturing. These two historically tied industries



Source: U.S. Census Bureau's 2022 Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES).

LARGEST EMPLOYMENT BY INDUSTRY

PRIVATE SECTOR	EMPLOYEES	%
Manufacturing (Including food processing and packaging; processing paper, wood & agricultural products)	2,140	21%
Retail Trade	1,045	10%
Accommodation & Food Services	1,096	11%
Health Care & Social Assistance	932	9%
Transportation & Warehousing	356	4%
Construction	550	6%
Administrative, Support, Waste Management & Remediation	347	4%
Other Services (Except Public Administration)	347	4%
Wholesale Trade	220	2%
Professional, Scientific & Technical Services	286	3%
Management of Companies & Enterprises	286	3%
Finance & Insurance	176	2%
Agriculture, Forestry, Fishing & Hunting	208	2%

PUBLIC SECTOR	EMPLOYEES	%
Government (Federal, State, Local)	1,602	16%

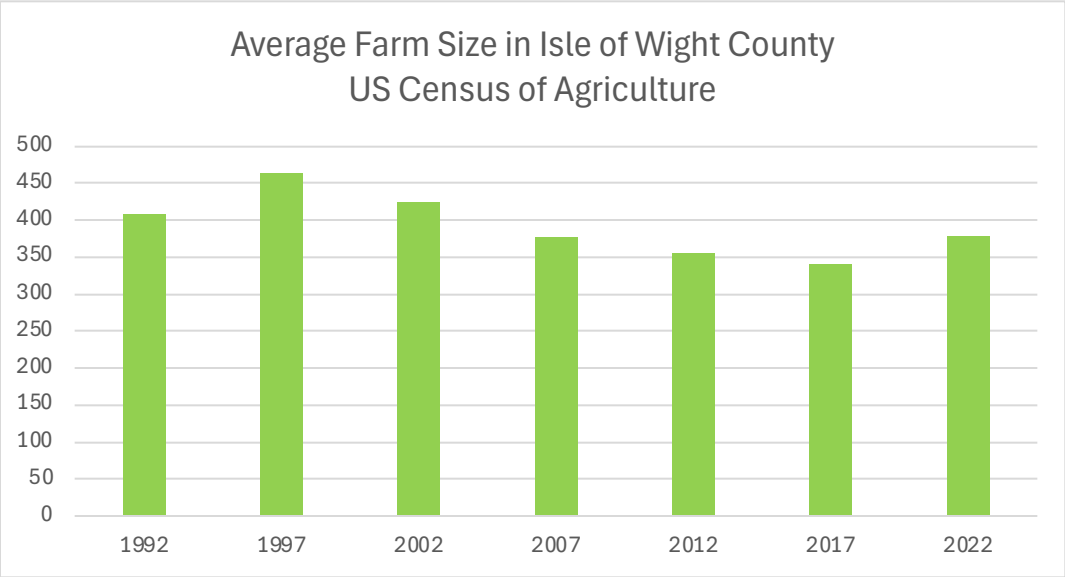
Source: Virginia Works, Economic Information & Analytics, Quarterly Census of Employment and Wages (QCEW), 3rd Quarter (July, August, September) 2024. Numbers are rounded and reporting is subject to privacy restrictions for businesses with less than ten employees.

KEY FACTS AND TRENDS

- **By the end of 2024, manufacturing employment was only about 8% of total employment nationwide, but this sector represents 21% of total employment in the County. The concentration of manufacturing employment in the County could represent a strength in local technical labor skills and experience that could be attractive to new economic development prospects.**
- **Warehousing and distribution in Isle of Wight makes up approximately 4% of total employment in 2024 compared to almost 5% in 2020. The industry makes up 5% of total employment nationwide in 2024. Employment in transportation and warehousing is projected to grow 8.6 percent over the 2022-2032 period, above the projected growth of 2.8 percent for the nation overall. This remains a target industry for the County.**
- **Veterans make up approximately 12% of the population of Isle of Wight County with 4,926 veterans living in Isle of Wight in 2023. Nationwide, veterans make up approximately 6% of the total US population. The higher percentage of veterans in the local community represents both a strength and challenge by lending both the socioeconomic benefit of the addition of skilled labor force members as well as the potential strains on local public resources such as disabled veteran services and local tax exempt benefits. The duality of this trend should be included in local budget and CIP future planning efforts.**

Source: American Community Survey 2019-2023, US Census Bureau and Bureau of Labor Statistics.

FARMED LAND



are a vital component of the local economy due to the outside revenues they bring into the County. As of the first quarter in 2024, approximately 21% of Isle of Wight County jobs are in manufacturing—a larger share of workers than any other sector of the economy. Like much of the United States, however, manufacturing jobs continue to decline in number in the County. Just twenty years ago in 2005, over 50% of jobs in the County were in manufacturing. It should be noted that a reduction in employment for a particular sector does not necessarily signal a decline for that sector. For industries, automation and other investments that increase worker productivity can increase output with fewer workers. On a national level, manufacturing is a sector where employment numbers have decreased, but the level of output continues to increase. Utilities and manufacturing (including paper and food manufacturing) are two sectors that demonstrate this trend. Investment in technology can translate into increased revenues for the locality, and higher productivity can result in higher wages for workers which are then spent in the local economy.

The impact of agricultural activities in the County's economy has been gradually increasing over recent years. Even though 85% of the County lies outside of the DSDs, about 40% of the County's total land area is actively farmed, including cropland, pastureland, woodland or other agricultural use. Out of these farm uses, 70% is cropland, making agriculture a significant part of County life and a wealth generator due to most crop outputs being sold outside the County. In 2022, Isle of Wight produced $73.4 million in sales within the agriculture, forestry, fishing and hunting sector. This is a 19% increase over the $61.8 million reported in the 2017 Census of Agriculture and represents about 1% of the state's agricultural sales.

The proportion of economic output coming from the agricultural sector is smaller than several other sectors; however, given the growing strength of agriculture within the County and its support of the rural character and quality of life within the region, there is room for this industry to grow. An increase in the agriculture industry will contribute to the diversification of the County's economy and provide opportunities for the rural landowners while also



CASTLE CROPS BY TINA L. HILL

ECONOMIC IMPACT OF DOMESTIC TRAVEL ON ISLE OF WIGHT COUNTY, 2019–2023

SOURCE: VIRGINIA TOURISM CORPORATION

CATEGORY	2019	2020	2021	2022	2023	% CHANGE
Employment	506	452	478	513	534	4.1%
Expenditures	$41,331,487	$34,237,591	$46,728,533	$49,591,749	$52,130,669	5.1%
Labor Income	$10,942,745	$10,356,837	$12,037,192	$13,116,169	$14,495,446	10.5%
Local Tax Receipts	$2,004,409	$1,701,522	$2,045,380	$2,231,529	$2,365,922	6.0%
State Tax Receipts	$1,246,976	$1,001,920	$1,361,401	$1,491,763	$1,605,928	0.8%

**Income (wages, salaries, proprietor income and benefits)supported by direct visitor spending.*
Find more information at: http://www.vatc.org/research/economicimpact

AGRITOURISM is an agriculturally based operation or activity that brings visitors to a farm or ranch.

Top motivators for farmers to operate in the agritourism sector:

- Generate additional income
- Market farm products
- Share a way of living with others

BROADBAND is a high-speed, always-on connection to the internet that provides two-way data transmission at speeds equal to or greater than 25 Mbps download and 3 Mbps upload.

BROADBAND SPEED is the amount of data that a user can download or upload measured in megabits per second (Mbps).

DIGITAL DIVIDE refers to the gap between groups of individuals with access and those who lack access to modern technology such as digital devices and internet.

KEY FACTS AND TRENDS

- **Strong population growth, higher than average median age, low unemployment, and higher than average household income in the County demonstrates its increasing importance as a residential community.**
- **There is an identifiable need for additional employment opportunities in the County to reduce traffic congestion, fuel costs, carbon emissions, and to encourage the expansion of supporting goods and services.**
- **County's local economy is becoming increasingly diverse, especially in the areas of health care, professional and scientific sectors, and the warehousing and distribution industry.**
- **Strong local tourism industry makes significant contributions to County revenues.**

preserving the rural landscape and creating additional agritourism opportunities.

Tourism, part of the accommodation and food services industry, is another growing segment in the local economy. The County's rich history and agricultural nature provide opportunities for cultural, environmental, and agricultural tourism. Tourism, including agritourism, plays an integral role in supporting the County and the State's economies. According to a 2024 report by the Virginia Tourism Corporation, approximately 112 million visitors spent $33.3 billion (up 9.8% from 2022) and directly supported 224,269 jobs within Virginia. During that same year, travel-related spending within Isle of Wight increased from $49.6 million to $52.1 million and supported 534 jobs within the County.

Technology

In the time since the 2008 Plan was adopted, the world has witnessed an accelerated pace of technological innovations, such as the popularization of smartphones, the rise of social media, and the advance of e-commerce. New trends will continue to develop over time, and it is important to anticipate their potential impacts on community development in order to prevent unintentional barriers to progress or negative land use impacts.

There are several important technological trends that should be addressed by County policies in the short-term, including broadband and telecom access, Unmanned Aerial Vehicles (UAVs), autonomous vehicles, and social media.

- Broadband access and its applications are increasingly central to community development, agricultural production, education and

community engagement. In order to compete in a networked world, the availability, capacity, and performance of the supporting network infrastructure must operate at the highest possible capacity and be universally accessible. However, there are inequities of access to broadband usually due to private-sector decisions. These inequities greatly affect those in lower-income or rural areas. According to the Federal Communications Commission (FCC), 39% of rural Americans lack access to broadband, compared to only 4% of urban Americans. Rural areas, like many within Isle of Wight, are the most challenging to serve due to the required infrastructure needing to traverse longer distances to reach additional service users. This can make it increasingly difficult for farm operators as many of the latest yield-maximizing farming techniques require broadband connections. There are current County initiatives that are laying a foundation for broadband improvements. Six new emergency service radio towers were erected in 2018 with space for a service provider to install Wi-Fi broadband service that would improve the access for homes and businesses within the line of sight of each tower.

- In 2022, Isle of Wight County together with Charter Communications and Ruralband were awarded grant funds through the Virginia Telecommunication Initiative (VATI) grant and federal Rural Digital Opportunity Fund (RODF) to expand high-speed internet availability across rural areas of Isle of Wight as well as Southampton County and the city of Suffolk. The VATI grant project provided funds to Charter to help extend internet service availability to 1,378 homes. Charter also received RODF grant funds to extend service to another 1,839 homes. The project is on track to be completed in 2026. Ruralband, a subsidiary of Prince George Electrical Cooperative, won the right to extend internet availability to another 600 homes in northwestern Isle of Wight. As of May 2025, Ruralband decided not to proceed with their project. As a result, Charter has now committed to completing this portion of the project.
- Telecommunications carriers are currently implementing the new 5G network. This will involve the need for small cell sites impacting an already crowded public right-of-way. Additionally, the FCC has authorized (through FirstNet and AT&T) the build-out of a mandatory first responder network. In advance of this build-out, the County should look at the relevancy of its current zoning requirements, permitting processes and the development of associated standards.
- The Federal Aviation Administration forecasts that the recreational small drone fleet will likely (i.e. base scenario) attain its peak over the next 5 years, from the present 1.69 million units now to approximately 1.82 million united by 2027 thus attaining cumulative annual growth of 1.6% during 2022-2027. Based on registration data, the size of the commercial drone fleet (>0.5 lbs up to 55 lbs) came in around 727,000 aircraft by the end of 2022. As the present base (i.e. the cumulative total) increases, the FAA anticipates the growth rate of the sector will slow down over time, the FAA forecasts that the commercial drone fleet will likely (i.e. base scenario) be at around 955,000 by 2027. Efforts are underway to have drones carry out services hundreds of feet above the ground, such as with Amazon's new delivery system. The potential of drones moving at different heights and speeds across the County may raise safety, noise, and privacy concerns.
- Advanced driver assistance systems are already on the roads and improving safety by controlling specific driving functions; however, fully autonomous vehicles (AVs) will be capable of driving without any human operation. While the impact of AVs is likely to vary in different communities based on population density, rapid advancement in this technology may have a great impact on the efficiency of Isle of Wight's transportation system. To work toward building a better community, infrastructure and policy decisions (discussed in the *Connect the Isle Chapter*) must be made that enhance the societal benefits that AVs promise while mitigating the potential problems this

KEY FACTS AND TRENDS

- **•Efforts are already underway by telecommunication carriers to implement a system of 5G small tower sites throughout the County in the public right of way.**
- **Social media presents opportunities to expand public engagement.**
- **The County currently does not have policies or plans underway to address drones or autonomous vehicles.**

technology could create.

- Social media is changing the form of civic engagement. Community members can now submit comments on plans or applications by simply reaching for their mobile device. With emerging platforms like Nextdoor and Facebook, residents and businesses expect more opportunities to weigh in on activities like Comprehensive Plans. Benefits include greater community outreach by providing new channels for input.

Affordable and Attainable Housing

In order to create a County in which people of all incomes, backgrounds, ages, and abilities can thrive, Isle of Wight must provide a variety of housing types and sizes. Each person seeking a new place to call home must find a suitable match between price, location, housing type, and lifestyle. Isle of Wight Identified a lack of availability of workforce housing in 2008 and increased the number of townhouses and apartment units from 5.6% to 13.4% of the total housing supply by 2023. In addition to the approval of several new multifamily and attached dwelling unit projects, the County also modified its Zoning Ordinance in 2016 to permit accessory dwelling units in its lower density residential zoning districts. In 2024, the County further modified its Zoning Ordinance to allow for stand-alone accessory dwelling units. This is in addition to the County's long-standing practice of allowing manufactured homes in its rural residential

POLICIES AND ACTIONS

Improving the quality of life for Isle of Wight County residents should be the overriding concern of the County's economic development program. The growth of the County's local employment base can affect the location, timing, type, and quality of residential development. New commercial, office and industrial developments providing jobs for County residents can generate different housing demands than if Isle of Wight continues to develop as a residential suburb inhabited largely by people who commute to a nearby city for work. Different local industries will generate a variety of housing demands depending upon prevailing wages; and as the number of people living and working within the County continues to grow, traffic congestion will continue to increase unless more opportunities are provided for employees to both live and work within the County.

The improved welfare of County residents as measured by changes in unemployment, real incomes, standard of living, and environmental quality should be the goal of economic development efforts. Simple aggregate growth or industrial expansion is acceptable only when consistent with these goals and objectives. In order to maintain a high quality of life for County residents, commercial and industrial development should be reasonably encouraged due to its ability to generate revenue while having lesser impacts on County infrastructure and services than the impacts created by residential development. The final chapter of the Plan, "Create the Isle," establishes timeframes and responsible parties for the implementation of each action step.

POLICY	ACTION
Continue to facilitate nonresidential development to grow and diversify our economy.	Update the economic development strategic plan to reflect current conditions and identify actions to support existing businesses and attract target industries.
Promote environmental, cultural, and agricultural tourism which takes advantage of the rural, scenic, and historic qualities of Isle of Wight.	Complete a Tourism Strategic Study to determine the value of tourism to the County and identify opportunities for expansion. Create a way-finding program to help visitors find Isle of Wight's cultural and historic sites and commercial districts.
Improve public access to high-speed internet networks.	Develop a County broadband access plan to promote commerce, educational opportunities, and social engagement. Identify partnership opportunities to expand broadband coverage throughout the County.

districts. While this diversification in housing stock helped address the problem, the need remains for a variety of housing options with an increasing elderly population staying independent longer and as employers seek workforce housing for their workers.

The 2023 ACS lists the median home value in Isle of Wight County as $333,600, which is a 19% increase in value over the median home value in the 2020 Census of $280,600, which is higher than that of most nearby communities and the region. According to the Real Estate Information Network (REIN), the median sales price of both new and existing homes in April 2025 was $415,000 in Isle of Wight County compared to $350,000 for the Hampton Roads region. According to REIN, this represents a 2% increase in sales price over 2024 in Isle of Wight, and a 1.7% increase for Hampton Roads. The high median home value in the County is indicative of a market dominated by new, single-family, owner-occupied homes, which are generally valued higher than older, renter-occupied dwellings in urban settings. Large single-family homes are the dominant type of housing in the County. The need for more housing options is further illustrated by the fact that the majority, approximately 67%, of approved but unbuilt housing units in major residential subdivisions (not including infill lots or family member subdivision lots) is single-family detached homes.

KEY FACTS AND TRENDS

- **The County's current workforce housing study is over ten years old and does not reflect current conditions or trends.**
- **Most homes in the County are single-family detached homes.**
- **There is a need for housing that meets the needs of a variety of age groups and lifestyles.**

Communities can influence housing supply by controlling the amount of available residential land and availability of public services, creating development regulations regarding density and design, and providing support for low- and moderate-income housing through funding or incentives. The County also can assist in providing information to non-profit and private developers about state and federal funding opportunities, and design and development practices that promote construction of accessible, sustainable, attractive, and affordable housing.

POLICY	ACTION
Explore potential policies and use regulations for advances in telecom, drones and autonomous vehicle technologies.	Create a working group to identify potential issues with emerging technological trends and identify potential policies to address potential barriers or negative impacts.
Provide opportunities for a variety of housing types that meet the needs, preferences, and financial capabilities of present and future residents.	Update the 2008 Workforce Housing Study to include current County demographic trends, housing inventory, and affordable and workforce housing policies with implementation recommendations.
	Expand the County's current practices that allow for accessory dwelling units in appropriate districts.
	Identify regulatory changes that provide opportunities for housing for persons with special needs in proximity to supporting community services and activities.
	Review and revise regulations to support housing types that allow the elderly to remain in their community as their needs change.
	Increase opportunities within DSDs for residences to be in close proximity to retail, employment, and public facilities, such as schools and parks.
	Identify possible incentives to encourage the development of a range of housing choices near major activity centers such as employment, commercial areas, schools, and recreation areas.
	Develop a program to promote the availability of local, state, and federal affordable housing incentives and subsidies to those involved in the housing industry.
	Monitor regional and local housing trends on an annual basis to assess the County's status on meeting the community's housing needs.
	Increase code enforcement efforts to reduce blight and promote the habitability of existing housing stock.

ENVISION THE ISLE



ARTIST SKETCH CREDIT
WWW.JAMESRICHARDSSKETCHBOOK.COM

Outline the appropriate locations and uses for all land use types to inform good decision making on growth and development in the County.

How We Got Here

During the extensive *Envisioning the Isle* process, citizen input was used to gather information on what was important to the community. Using that information, eight land use scenarios, each tailored to a specific goal such as environmental preservation or economic development, were developed and presented for input. Using the hundreds of comments received, the strengths of the scenarios were carried forward and the weaknesses were mitigated or removed, resulting in two scenarios for further input. Using that additional input of hundreds of additional comments, as well as guidance from the Planning Commission, a final land use plan was developed. Each land use type is described in more detail in the following pages and the full map along with enlarged maps of specific areas are provided. Larger maps are provided as an appendix to this Plan.

PUBLIC FORUM 1
WHAT ARE THE BIGGEST ISSUES FACING ISLE OF WIGHT COUNTY?

- "Managing population growth vs quality of life"
- "Balancing residential and commercial growth"
- "Controlling growth in the right way, the right mix of residential and commercial"

PUBLIC FORUM 2
SCENARIO COMPARISONS

- "Effectively using remaining designated developable land"
- "Keep development in the high traffic areas of the County"

PUBLIC FORUM 3
PREFERRED SCENARIOS

- "Explore continued development between Smithfield and Suffolk Route 10 corridor"
- "Promote the expansion of Windsor"

Land Use VS Zoning

Land uses are the broad categories which recommend what the appropriate future use of land in the County should be. The future recommended land use map is a vision of the general layout of the County in the future; it is not a specific outline of exactly what type of development will occur on each parcel of land. Land use does not dictate specifically a Chick-Fil-A is allowed on a property, it tells you a variety of commercial uses may be appropriate on that property. For example, the land use category Business and Employment (BE) identifies areas appropriate for office, commercial, and some light industrial activity to occur. Anything from a small office building, to a shopping center, to a cabinet shop may be acceptable

LAND USE
LARGE AREAS OF ONE USE



ZONING
SEVERAL ZONINGS ARE APPROPRIATE





PUBLIC FORUM 2

in that area based on the BE land use. In order to build a Chick-fil-A you may have to go to the next step of applying for zoning on the property.

Zoning includes regulations that specify which uses are allowed on your property. Zoning also includes requirements like design guidelines outlining how features such as the building, parking, and landscaping on the property will be developed. Once you determine that your property has the right land use recommendation of BE consistent with the Chick-fil-A you want to build, you must then apply for a specific zoning that allows a Chick-fil-A. The decision to approve your zoning and allow your Chick-fil-A comes from the Board of Supervisors after a recommendation from the Planning Commission. One thing they consider is if you have the right land use of BE to ensure that your Chick-fil-A is generally part of the community vision for that location.

Land use does not equal development: just because a land use designation is recommended on an area of the map does not mean that development will occur. The land use designation is based on information like roads and utilities in the area that may be good for development as well as on public input. Based on the community vision, the area is given a specific land use (e.g. Business and Employment). However, those things do not require or force development to occur.

There are a huge number of variables which influence future development. Among them are the following:

- Does the owner want to sell or develop the land?
- Are the utilities adequate for the development?
- Do they need road improvements?
- Does the Board of Supervisors believe the zoning applied for by the owner is compatible with the land use map?

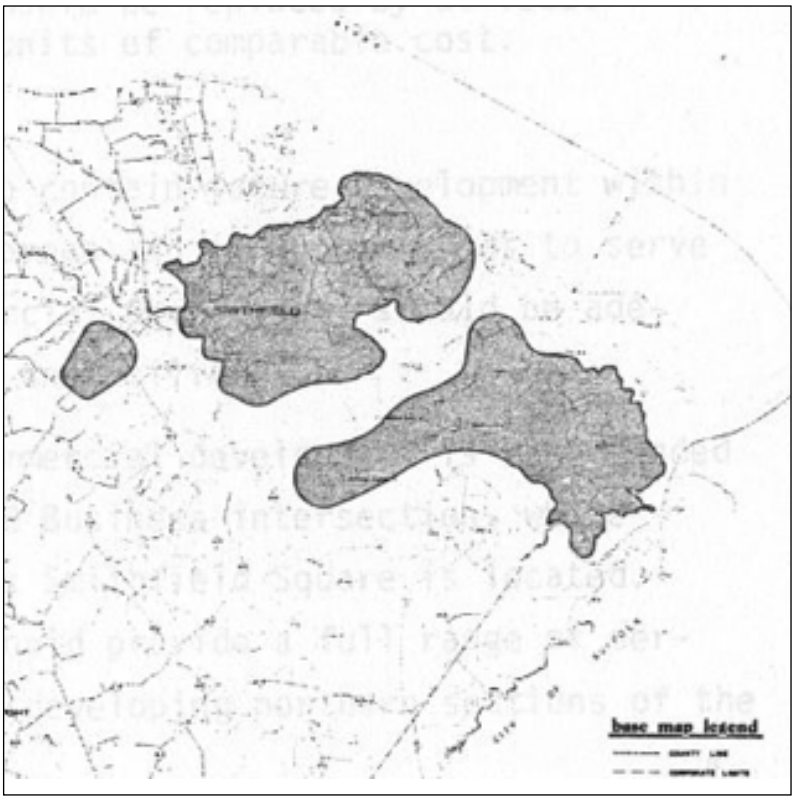
What Are DSDs?

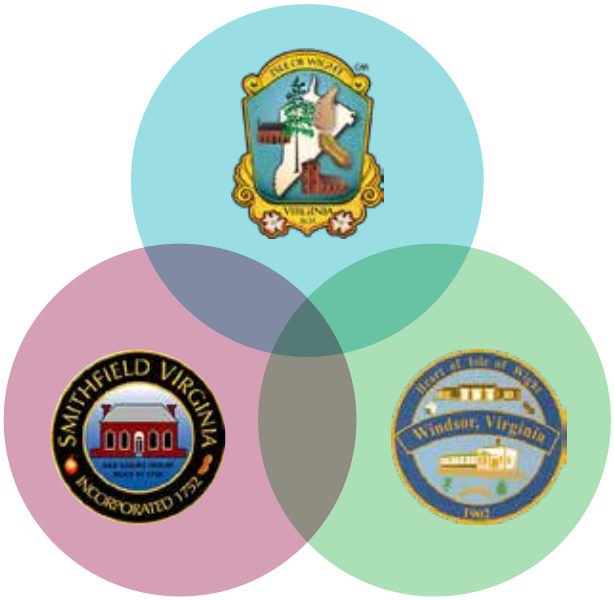
The County has a long history of focused and controlled growth. This decision was made based on the fact that focusing growth around existing transportation and utility infrastructure is cheaper than building new infrastructure, and that focused growth will preserve the rural areas of the County by removing development pressure and preventing sprawl. Public input has supported focused growth during every Comprehensive Plan update and rewrite for over 25 years. Based on these facts and the public support, the County put Development Service Districts (DSDs) into place in 1991. DSDs are a specific area identified for development to occur. Outside of the DSD boundaries all land is intended to stay in rural and agricultural uses and environmental protection. Within the boundaries of the DSD, the County has installed or has plans for water and sewer infrastructure and road improvements. Because development is focused within the DSD, the majority of police and E911 response is also focused in these areas which helps reduce costs. Following the DSD approach has allowed the County to protect roughly 85% of the County land area as rural and agricultural and continuing that approach will maintain that preservation for years to come. Map 13 shows the roughly 15% of the County where development can occur, including the 2008 Future Expansion in Windsor, an area earmarked for support of the Shirley T. Holland Intermodal Park if needed.

What About Towns?

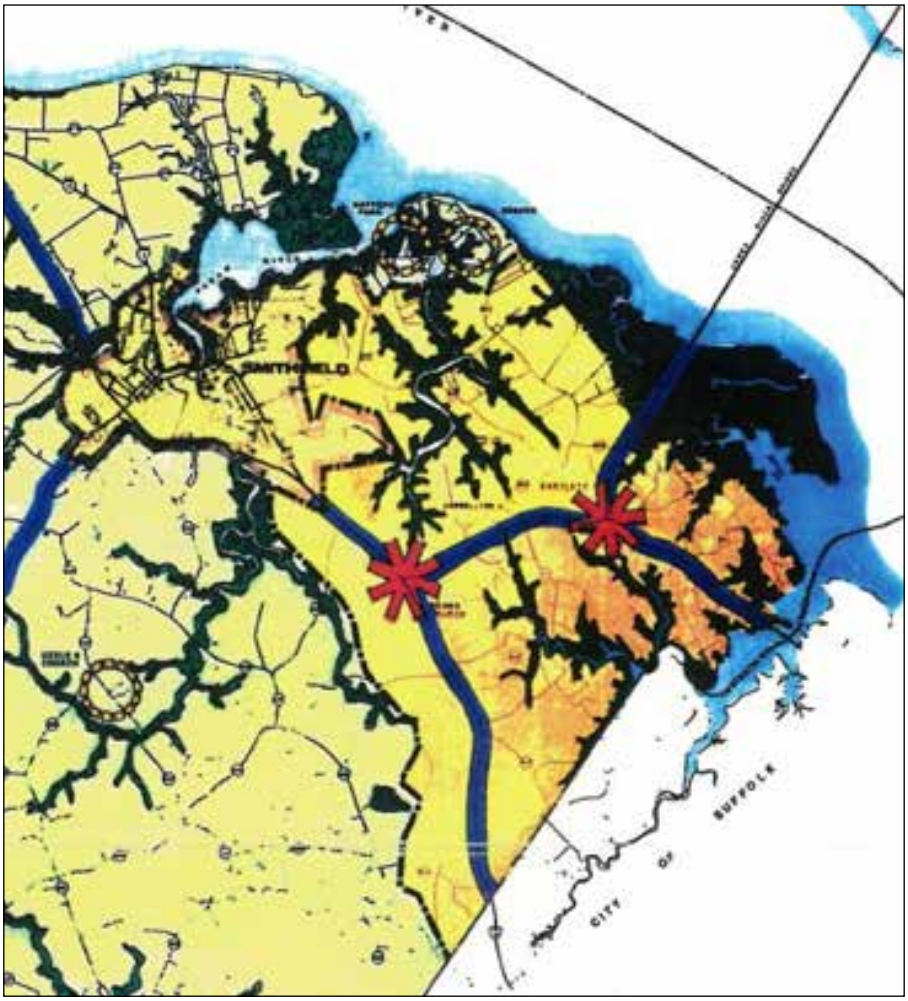
Within the boundaries of Isle of Wight County are also two independent towns, Smithfield and Windsor. Both towns perform their own long range planning, they have their own Comprehensive Plan, and their own future land use plan for the areas within the town limits. Both towns also handle their own zoning requests within their limits based on the guidelines of their plans. During the *Envisioning the Isle* process, staff from all localities met and looked at how the uses come together to try to ensure continuity between town and County development. The towns are similar to DSDs in that they have planned for development and provided infrastructure or have plans to do so to support development in the future.

1977 COMPREHENSIVE DEVELOPMENT PRESSURE AREAS

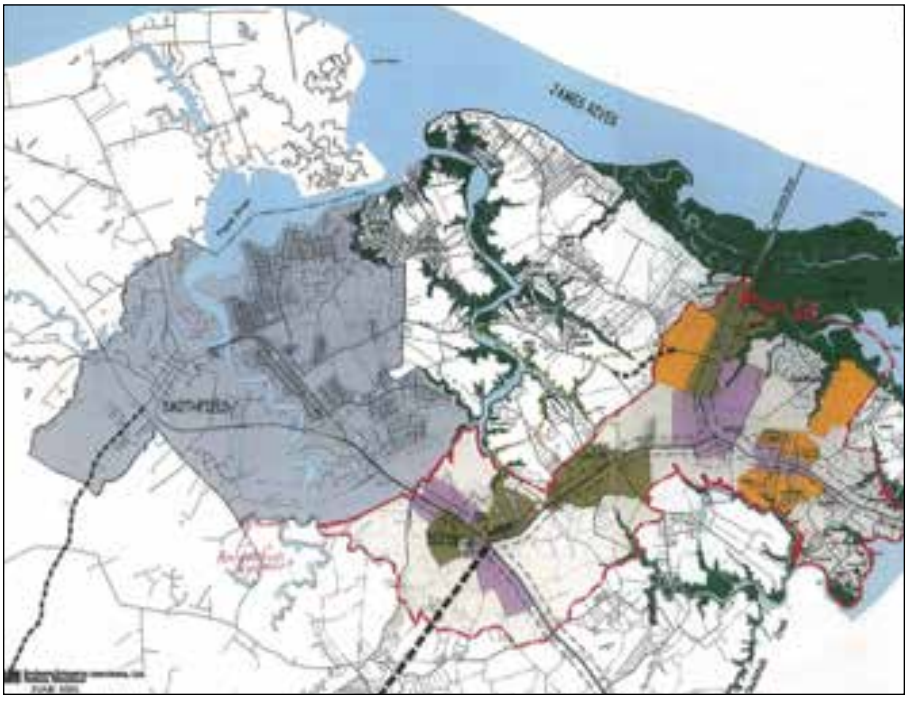




1997 COMPREHENSIVE PLAN NORTHERN DSD



2001 COMPREHENSIVE PLAN NORTHERN DSD



ENVIRONMENTAL CONSERVATION (EC)

What Is It?

It is all the important environmental features of the County that we want to protect. Preserving the environment including protecting wetlands, wildlife, and tree preservation were extremely important to citizens during the public input process. The environment ranked third on “things that should stay the same” in the County, and the “Environmental Scenario” had the strongest support during Forum 2. The Environmental Conservation (EC) land use was expanded considerably from the previous plan based on this input. The EC land use is identified for the protection of a variety of sensitive environmental features found in the County and serves to create natural connections for wildlife, protect commercial and recreational fisheries, and to provide breaks in and between developments.

Where Is It?

Environmental Conservation encompasses familiar wetland types such as marshes, rivers, streams, resource protection areas, and a protective buffer around those features. It also includes large areas of forested wetlands which often are not as discernable as wetlands. Due to their important environmental role and unsuitability for development, floodplains and steep slopes are also included. The EC land use can be seen on Map 2.

What Goes There?

Areas that should remain largely undeveloped consist of wetlands, floodplains, forest and some areas of farmland. Within residential developments, they should be preserved as protected open spaces. Limited low impact recreational uses such as trails and water access are also appropriate if sited correctly. Specific locations of Environmental Conservation areas should be determined with site specific delineations during the plan of development review process.



TIDAL MARSH



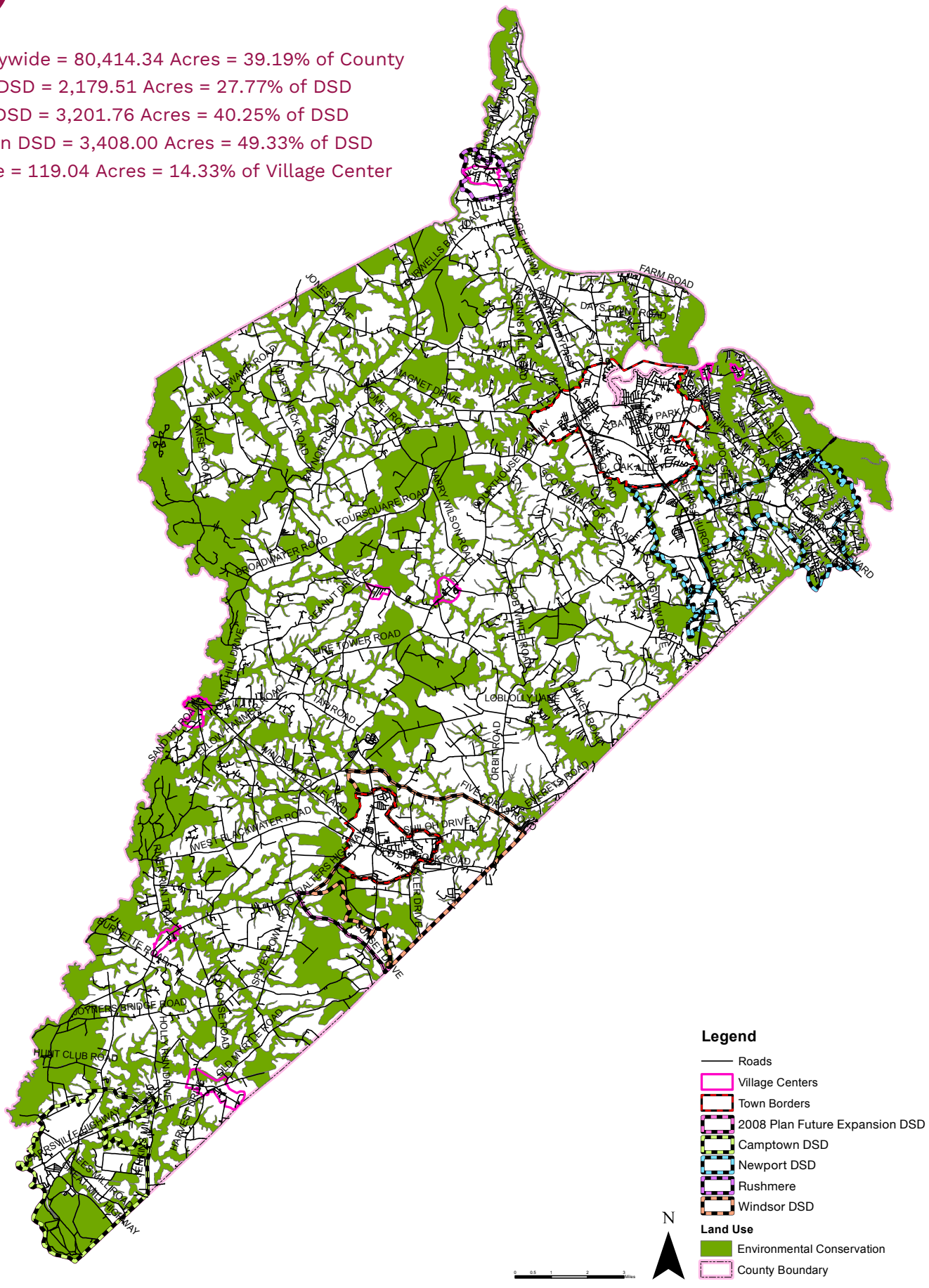
FORESTED WETLANDS



LAKES AND RIVERS

MAP 2 ENVIRONMENTAL CONSERVATION (EC)

EC Countywide = 80,414.34 Acres = 39.19% of County
Newport DSD = 2,179.51 Acres = 27.77% of DSD
Windsor DSD = 3,201.76 Acres = 40.25% of DSD
Camptown DSD = 3,408.00 Acres = 49.33% of DSD
Rushmere = 119.04 Acres = 14.33% of Village Center



RURAL AGRICULTURAL CONSERVATION (RAC)

What Is It?

It is the majority of agricultural and forested areas in the County. Preserving the rural character of the County and protecting our agricultural community were repeatedly top five concerns throughout all phases of public input. The Rural Agricultural Conservation (RAC) land use consists of large contiguous areas of agricultural and forest land, based on both current use and soil data. The RAC prevents these areas from becoming fragmented, helps maintain their viability for agricultural uses and maintains the rural character associated with the County.

Where Is It?

The RAC land use is meant for very limited development and therefore is located almost exclusively outside of the Development Service Districts (DSDs). RAC encompasses the agricultural fields typical throughout the County. It also includes large areas of forested land which is often managed for timber. Areas which have been identified as having high value agricultural soils, defined as prime soils and soils of state-wide agricultural significance, have also been incorporated into the RAC. The RAC land use can be seen on Map 3.

What Goes There?

These areas should remain largely in agricultural and forest uses. Non-farm uses such as agricultural and forest product processing and distribution, resource extraction, and uses reliant on large areas of land such as solar farms and agritourism activities may also be appropriate when sited correctly. Scattered or small clusters of residential uses are typical but should be oriented to avoid stripping out the road frontage.

Agricultural Preservation

The opportunity for possible future agricultural preservation was determined by the use of land for agriculture or forestry today, the size of the parcels of land, and the presence of high value agricultural soils. With these areas identified they can more easily be targeted for inclusion in Agricultural and Forestal Districts, conservation easements, and participation in other programs to protect their agricultural and forest use in the future.



PINE PLANTATION



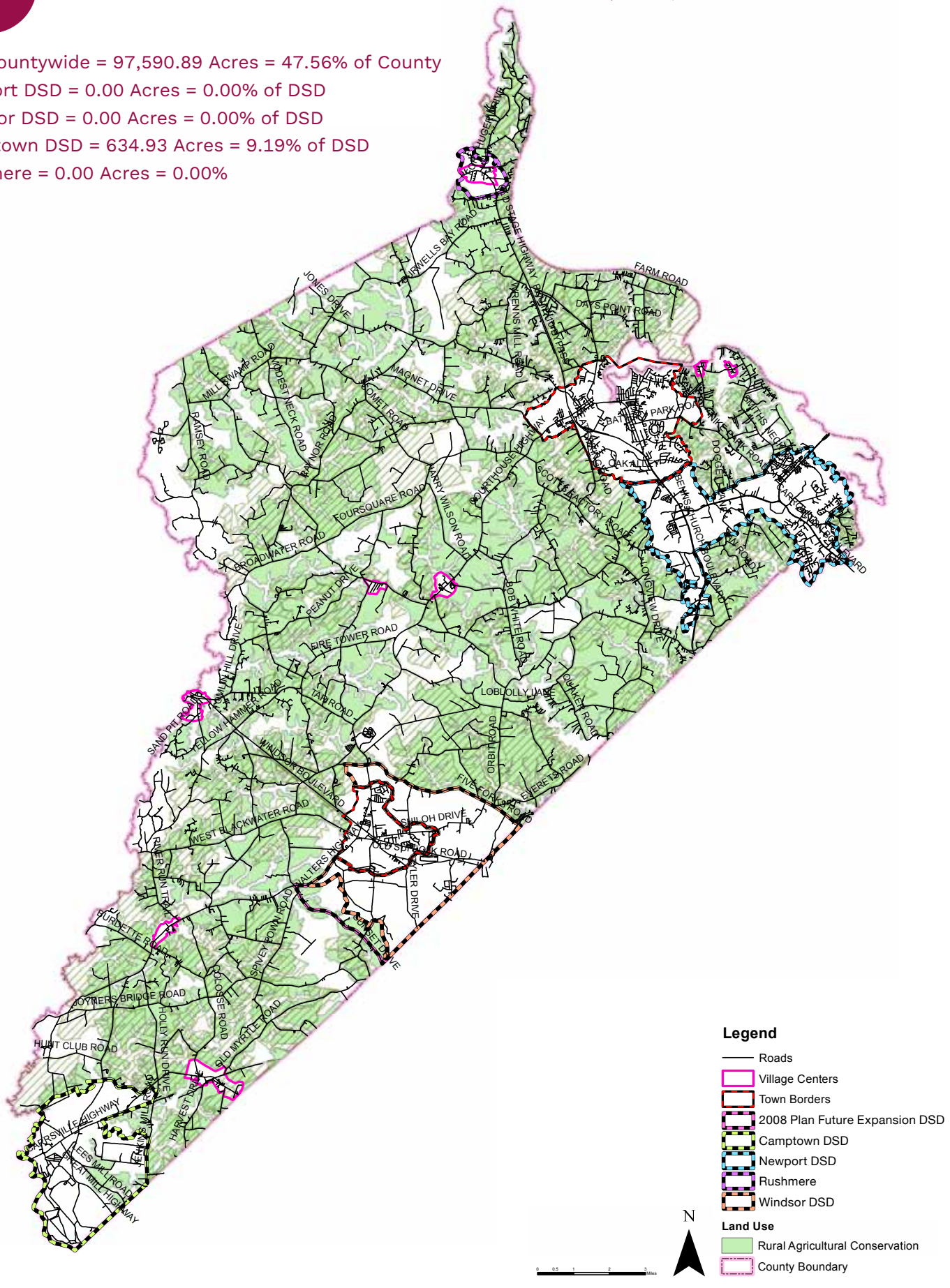
VINEYARD



FARM FIELD

MAP 3 RURAL AGRICULTURAL CONSERVATION (RAC)

RAC Countywide = 97,590.89 Acres = 47.56% of County
Newport DSD = 0.00 Acres = 0.00% of DSD
Windsor DSD = 0.00 Acres = 0.00% of DSD
Camptown DSD = 634.93 Acres = 9.19% of DSD
Rushmere = 0.00 Acres = 0.00%



CONSERVATION DEVELOPMENT (CD)

What Is it?

It is residential development with lot sizes of several acres. The Conservation Development (CD) land use is intended for development which is conservation or rural character oriented or for residential cluster development which preserves environmental features and large areas of open space.



TYPICAL CONSERVATION DEVELOPMENT

Where Is It?

The CD land use is best located either at the edge of Development Service Districts (DSD) or between land use types. In these locations, the large lot sizes, or large preserved open spaces, serve to transition from the more developed DSD to the rural areas of the County or to create a buffer between two varied use types such as residential and industrial. Locations that have limited transportation or utility access within the DSDs may also be appropriate, allowing for some limited development while responding to those limitations. The CD land use can be seen on Map 4.



TYPICAL CONSERVATION DEVELOPMENT

What Goes There?

These areas should be developed with large lot sizes typically around five acres in size, or clustered lots of a smaller size with large open space and preserved natural areas. Expected development in CD might include small farmettes, equine communities, or development oriented around a natural feature such as wetlands. Non-residential uses should be limited to things like parks and trails which are supportive of the conservation oriented nature of the land use.

Cluster Development

Cluster development (also called conservation development or conservation design) is a design approach which orients development around the edges of key natural features. It groups residential units on smaller lot sizes in order preserve natural features and open space within the development.

How Does a Conservation Subdivision Differ from a Conventional One?



Undeveloped



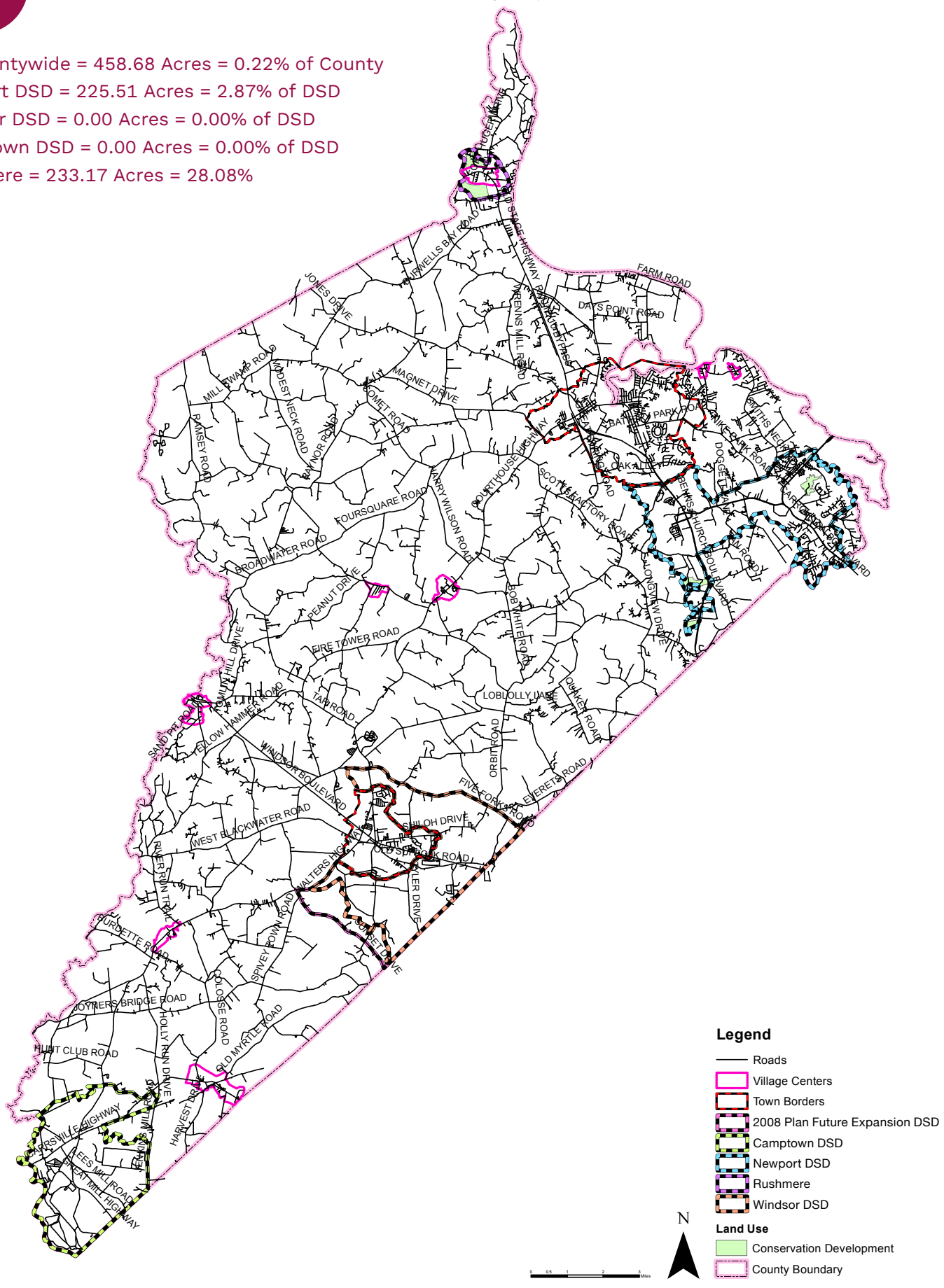
Conservation Design



Conventional Design

MAP 4 CONSERVATION DEVELOPMENT (CD)

CD Countywide = 458.68 Acres = 0.22% of County
Newport DSD = 225.51 Acres = 2.87% of DSD
Windsor DSD = 0.00 Acres = 0.00% of DSD
Camptown DSD = 0.00 Acres = 0.00% of DSD
Rushmere = 233.17 Acres = 28.08%



SUBURBAN ESTATE (SE)

What Is It?

It is a classic residential development pattern. The Suburban Estate (SE) land use consists of larger lot sizes with single family homes, some preservation of environmental features, and limited community amenities. A typical reference for SE in the County is residential developments from the 1950–80's such as Carrisbrook and Carrollton Forest.



TYPICAL SUBURBAN ESTATE

Where Is It?

The SE land use is similar to Conservation Development in that it is best located either at the edge of Development Service Districts (DSDs), or between land use types. The SE can serve as a transition from the more developed DSD to the rural areas of the County or to create a buffer between two varied use types such as residential and industrial. SE should have good transportation access, although not located directly on a major arterial or at a major intersection. SE should also have access to public water and sewer infrastructure to serve the development. All areas designated SE can be seen on Map 5.



AERIAL OF SUBURBAN ESTATE DEVELOPMENT

What Goes There?

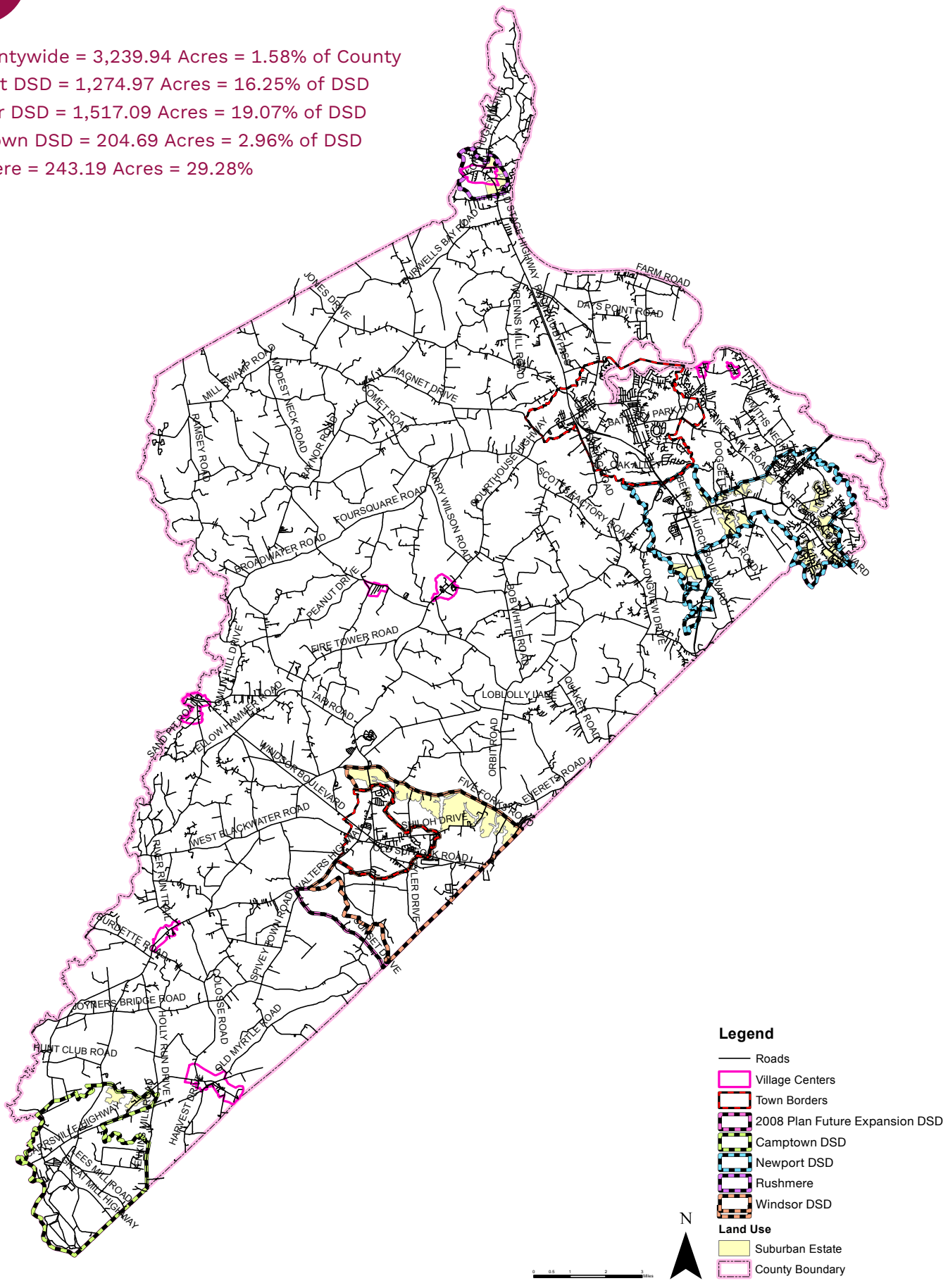
These areas should be developed with lots of 14,000 to 40,000 square feet (1 to 3 units per acre) in size and located on interconnected streets that are both internal and external to the development. Expected development in SE might include single family residences, community facilities, and preserved natural features. Non-residential uses may include parks and trails and community facilities such as schools, churches, libraries, and similar uses which are supportive of the residential use and enhance development when in close proximity.



TYPICAL SUBURBAN ESTATE

MAP 5 SUBURBAN ESTATE (SE)

CD Countywide = 3,239.94 Acres = 1.58% of County
Newport DSD = 1,274.97 Acres = 16.25% of DSD
Windsor DSD = 1,517.09 Acres = 19.07% of DSD
Camptown DSD = 204.69 Acres = 2.96% of DSD
Rushmere = 243.19 Acres = 29.28%



SUBURBAN RESIDENTIAL (SR)

What Is It?

It is typically lots around a quarter acre in size with sidewalks, with a pool/clubhouse and other amenities. The Suburban Residential (SR) land use consists of single family homes, preservation of environmental features, and community amenities on smaller lots than Suburban Estate. SR is typical of newer residential developments in the County such as Eagle Harbor.

Where Is It?

The SR land use is best located in close proximity to major transportation routes and major intersections. SR serves as a transition from less dense residential uses such as Suburban Estate to more intense uses such as Urban Residential (UR), Mixed Use (MU), and Business and Employment (BE). SR should also have access to public water and sewer infrastructure to serve the development. The SR land use can be seen on Map 6.

What Goes There?

These areas should be developed with lots of 14,000 to 8,500 square feet (3 to 5 units per acre) in size. Interconnected grid streets both internal and external to the development should be required, with cul de sacs minimized. Expected development in SR might include single family residences and less intense attached residential uses such as duplexes, community amenities, and preserved natural features. Non-residential uses may include parks and trails and community facilities such as schools, churches, libraries, and similar uses which are supportive of the residential use and enhance development when in close proximity.



TYPICAL SUBURBAN RESIDENTIAL



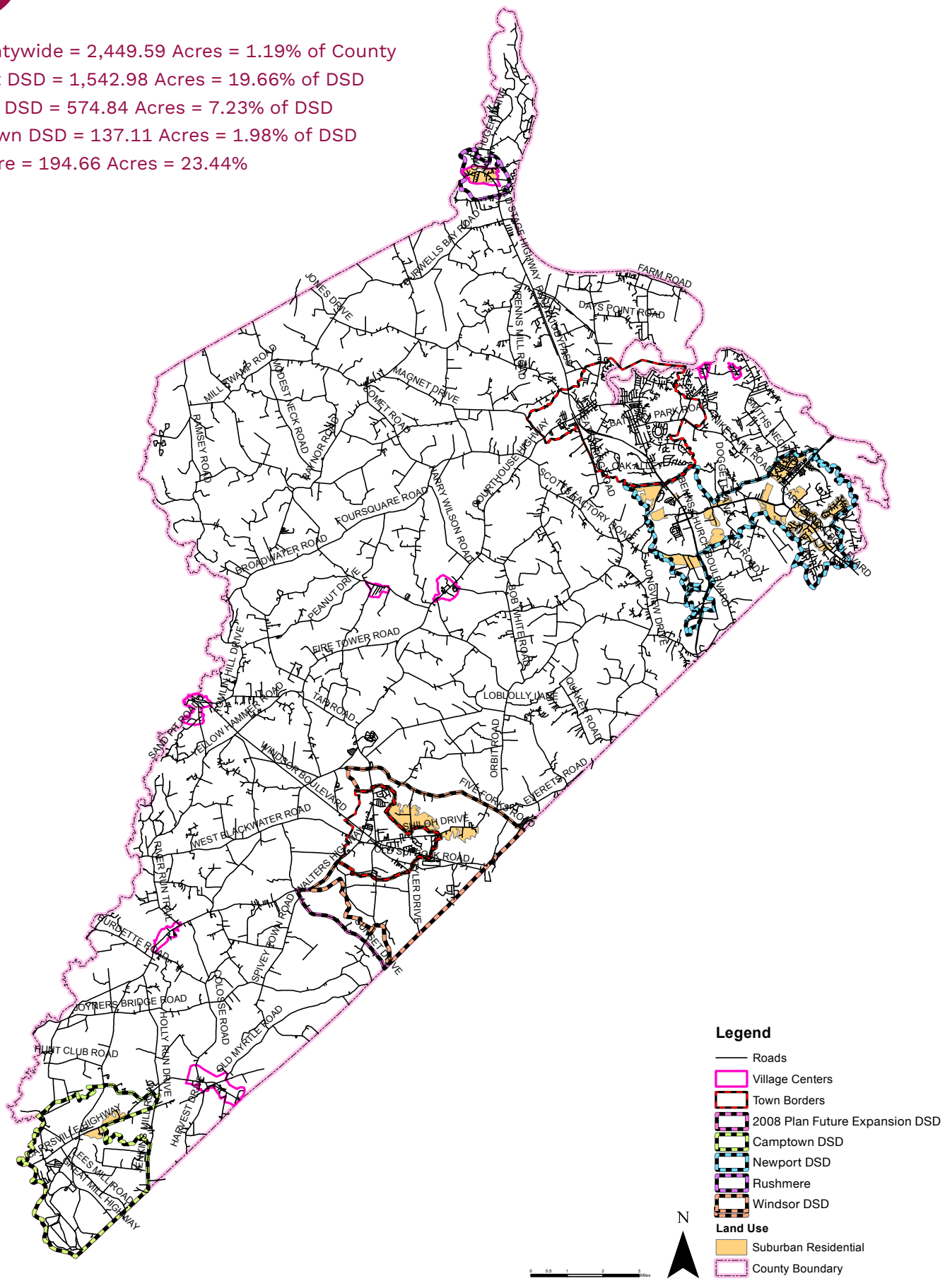
AERIAL OF SUBURBAN RESIDENTIAL DEVELOPMENT



TYPICAL SUBURBAN RESIDENTIAL

MAP 6 SUBURBAN RESIDENTIAL (SR)

CD Countywide = 2,449.59 Acres = 1.19% of County
Newport DSD = 1,542.98 Acres = 19.66% of DSD
Windsor DSD = 574.84 Acres = 7.23% of DSD
Camptown DSD = 137.11 Acres = 1.98% of DSD
Rushmere = 194.66 Acres = 23.44%



URBAN RESIDENTIAL (UR)

What Is It?

It is single family or multifamily housing types with less of a suburban design. The Urban Residential (UR) land use consists of detached single family homes on smaller lots, attached single family homes such as townhouses, or multi-plex and apartment style housing options. Preservation of environmental features still occurs, and community amenities are often offered. UR is typical of some portions of new residential development such as Woodbridge or Lighthouse Commons in Eagle Harbor.

Where Is It?

The UR land use is best located on major transportation routes and at major intersections. UR is a higher density largely residential option adjacent to and supporting Mixed Use (MU) and Business and Employment (BE). UR should also have access to public water and sewer infrastructure with capacity for more intense development. The UR land use can be seen on Map 7.

What Goes There?

These areas should be developed with lots of 4,000 to 8,500 square feet (5 to 10 units per acre) in size. Interconnected grid streets both internal and external to the development should be required to improve access and minimize cul de sacs. Expected development in UR might include small lot detached single family residences, attached single family residential uses such as duplexes, multiplexes, and townhomes, and apartment style residences with community amenities and preserved natural features. Non-residential uses may include parks and trails, existing community facilities such as schools, churches, and libraries, and some limited commercial uses which are existing or support the development when in close proximity.



TYPICAL URBAN RESIDENTIAL



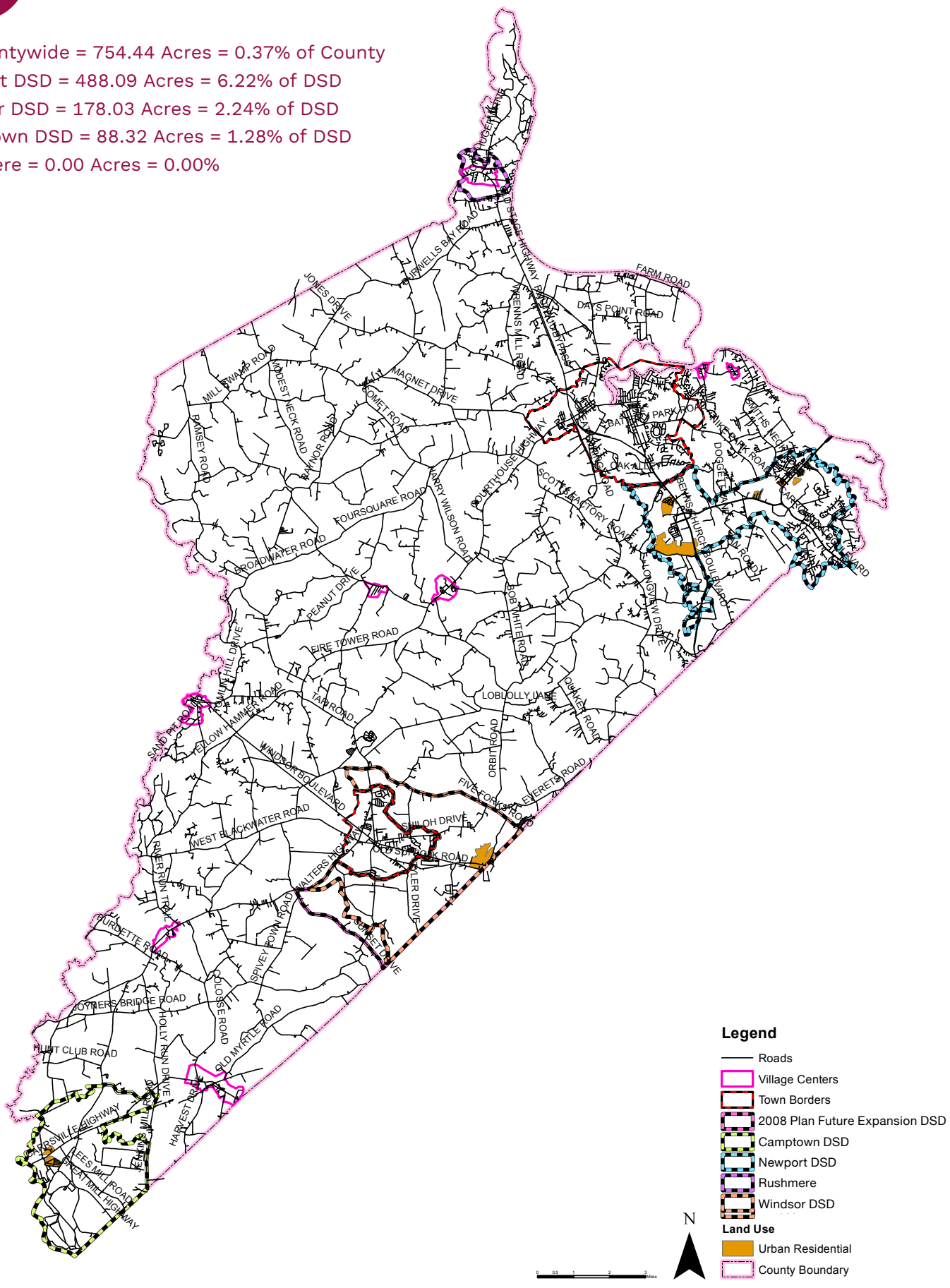
TYPICAL URBAN RESIDENTIAL



AERIAL OF URBAN RESIDENTIAL DEVELOPMENT

MAP 7 URBAN RESIDENTIAL (UR)

CD Countywide = 754.44 Acres = 0.37% of County
Newport DSD = 488.09 Acres = 6.22% of DSD
Windsor DSD = 178.03 Acres = 2.24% of DSD
Camptown DSD = 88.32 Acres = 1.28% of DSD
Rushmere = 0.00 Acres = 0.00%



MIXED USE (MU)

What Is It?

It is housing mixed with office, commercial, and other uses. The Mixed Use (MU) land use consists of one or multiple detached or attached single family homes, multi-plex and apartment style housing options, along with office or commercial uses. Preservation of environmental features will still occur and community amenities are typically offered. Eagle Harbor is an example of a planned development with a mix of uses.

Where Is It?

The MU land use is best located on major transportation routes and at major intersections. MU should consist of large tracts of land capable of being master planned for a diversity and integration of multiple uses. MU should also have access to public water and sewer infrastructure with capacity for more intense development. The MU land use can be seen on Map 8.

What Goes There?

These areas should be developed with a mix of residential types up to 14 units per acre or higher with future consideration of density bonuses. Extensive master planning and Traditional Neighborhood Design (TND) principles should be utilized in the development of MU sites. Expected development in MU includes a mix of detached and attached single family residences, multiplexes, townhomes, and apartment style residences, community amenities, and preserved natural features. Non-residential uses may include parks and trails, existing community facilities such as schools, churches, and libraries, and existing or planned office and commercial uses. Select light industrial uses may also be appropriate when sited correctly.

Traditional Neighborhood Design (TND)

TND is a design style incorporating a mix of uses, defined street grid and streetscape, smaller lots with homes oriented to the street, and high architectural character. TND is reminiscent of neighborhood and small town patterns of the late 1800's and early 1900's. New Town in Williamsburg is a local example.



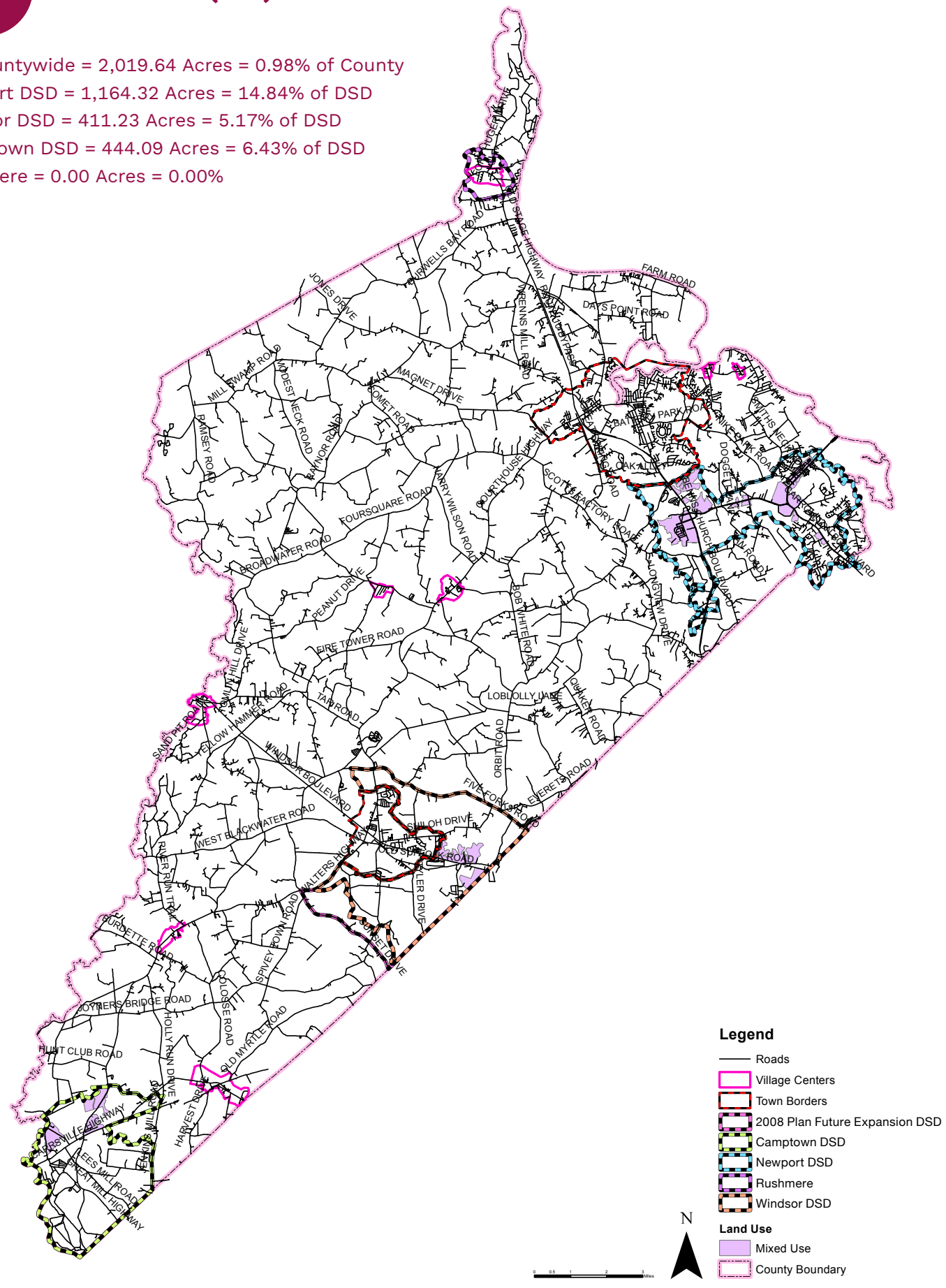
TYPICAL TRADITIONAL MIXED USE


TYPICAL MODERN MIXED USE


TND MODERN MIXED USE

MAP 8 MIXED USE (MU)

CD Countywide = 2,019.64 Acres = 0.98% of County
Newport DSD = 1,164.32 Acres = 14.84% of DSD
Windsor DSD = 411.23 Acres = 5.17% of DSD
Camptown DSD = 444.09 Acres = 6.43% of DSD
Rushmere = 0.00 Acres = 0.00%



BUSINESS & EMPLOYMENT (BE)

What Is It?

It is the places you shop, work, and receive services like the bank, doctor, dentist, or dry cleaner. The Business and Employment (BE) land use consists of office space, commercial uses both stand alone and in shopping centers, and some light industrial uses. Preservation of environmental features still occurs. There are a variety of BE uses along Route 17, singular locations such as Travis Auto or Troy Marine and shopping centers like Carrollton Shoppes or The Shoppes at Eagle Harbor.

Where Is It?

The BE land use is best located on major transportation routes and at major intersections. BE should be master planned for coordination with surrounding uses and quality of design internally. BE should also have access to public water and sewer infrastructure with capacity for more intense development. The BE land use can be seen on Map 9.

What Goes There?

The primary role of BE is defined locations for employment creation and expansion. These areas should be developed with a mix of office, commercial, and light industrial uses. Expected development in BE might include medical offices, an office park in a campus like setting, supporting retail services, community shopping centers, light manufacturing, research and development, and other low intensity industrial uses which are compatible with surrounding development. Non-residential uses may include parks and trails, or existing community facilities, but siting for new community facilities should be considered elsewhere first. BE should be connected to residential uses with vehicular and pedestrian access.



COMMUNITY SHOPPING CENTER



NEIGHBORHOOD SHOPPING



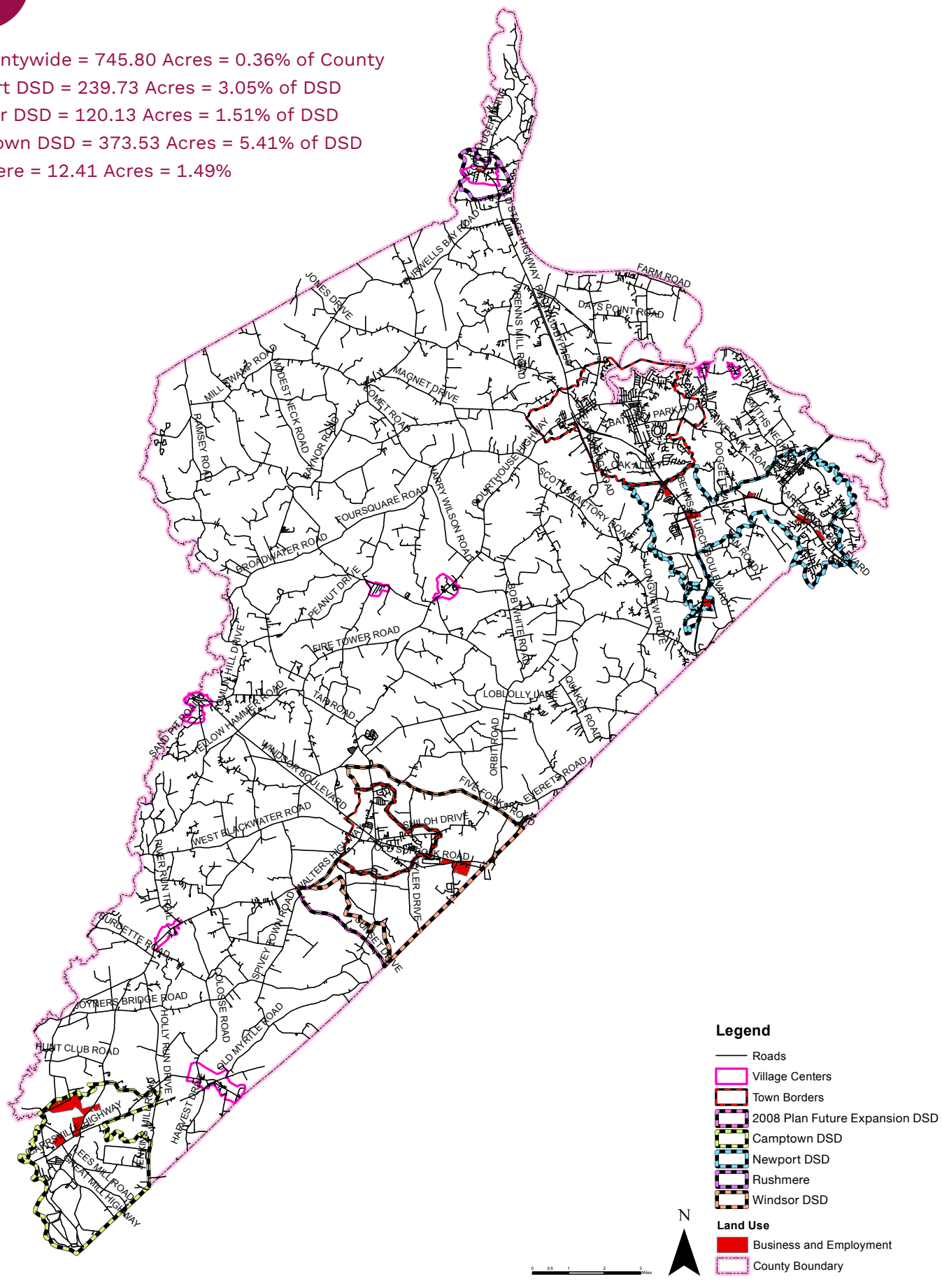
STAND ALONE COMMERCIAL SITES



OFFICE PARK

MAP 9 BUSINESS AND EMPLOYMENT (BE)

CD Countywide = 745.80 Acres = 0.36% of County
Newport DSD = 239.73 Acres = 3.05% of DSD
Windsor DSD = 120.13 Acres = 1.51% of DSD
Camptown DSD = 373.53 Acres = 5.41% of DSD
Rushmere = 12.41 Acres = 1.49%



PLANNED INDUSTRIAL (PI)

What Is It?

It is the places where manufacturing, warehousing, and distribution occur. The Planned Industrial (PI) land use consists of some light industrial and all heavy industrial and manufacturing uses as well as warehousing, distribution, and uses which may negatively impact surrounding development. Preservation of environmental features still occurs, and development is connected to residential uses with vehicular and pedestrian access but should be buffered. Examples of PI include the Shirley T. Holland Intermodal Park and International Paper.

Where Is It?

The PI land use is best located in places with easy access to major highway corridors or rail transportation. PI should also have access to public water and sewer infrastructure with capacity to support industrial development. Large tracts of land which allow for master planning of PI uses is preferable. The PI land use can be seen on Map 10.

What Goes There?

These areas should be developed in a way to provide good access for materials and workers while buffering residential land uses. Expected development in PI might include light and heavy manufacturing, warehousing, distribution, rail dependent uses, and other uses which may impact surrounding development due to noise, smell, dust or similar features. Supporting office, commercial uses, and other land uses with similar siting considerations such as enhanced buffering may also be appropriate. Residential uses and community facilities should be considered elsewhere first, and separated or buffered adequately if in close proximity. Parks, trails, and open space may be appropriate in areas preserved due to natural features.



LIGHT PLANNED INDUSTRIAL



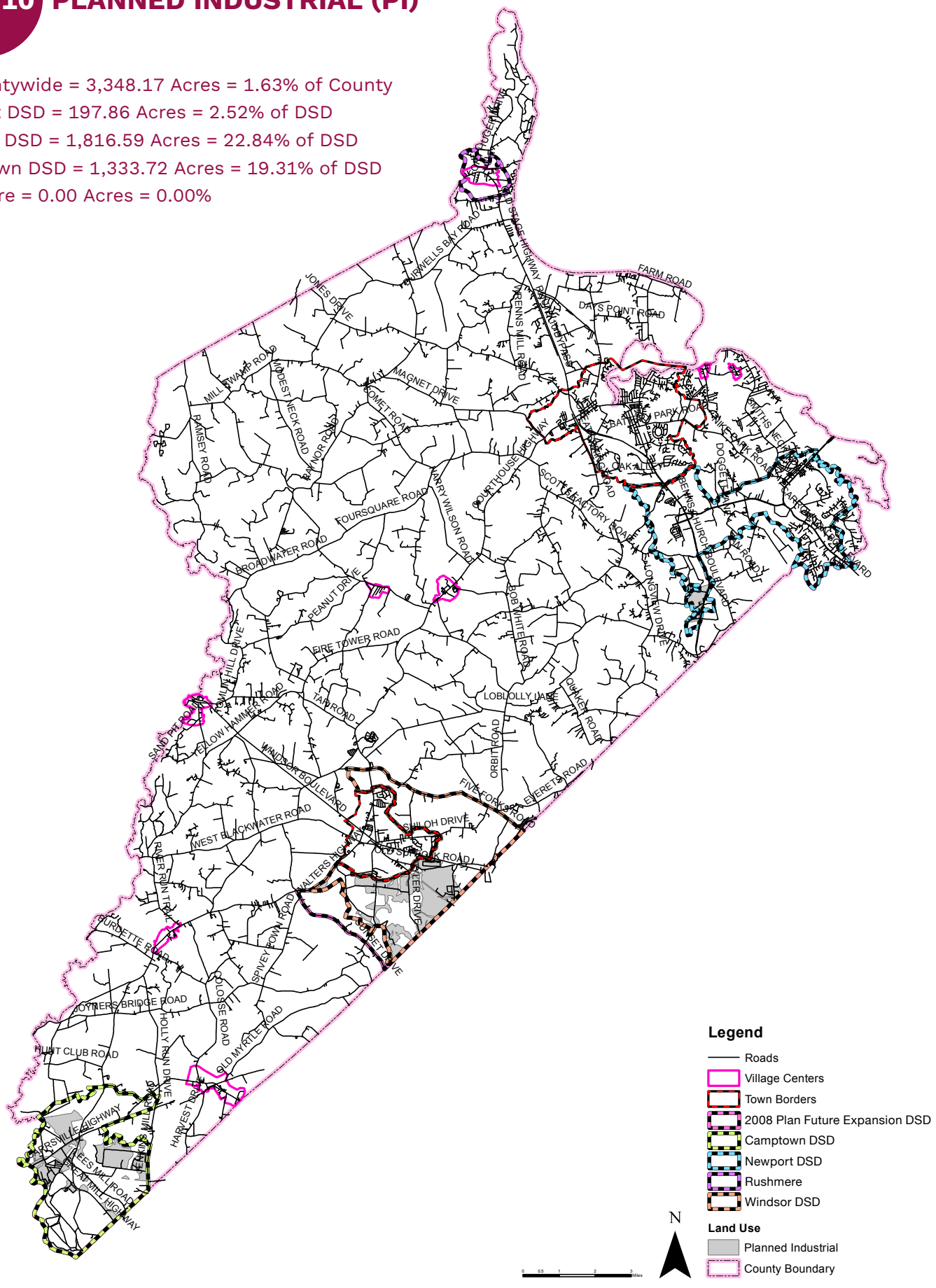
AERIAL OF PLANNED INDUSTRIAL DEVELOPMENT



HEAVY PLANNED INDUSTRIAL

MAP 10 PLANNED INDUSTRIAL (PI)

CD Countywide = 3,348.17 Acres = 1.63% of County
Newport DSD = 197.86 Acres = 2.52% of DSD
Windsor DSD = 1,816.59 Acres = 22.84% of DSD
Camptown DSD = 1,333.72 Acres = 19.31% of DSD
Rushmere = 0.00 Acres = 0.00%



CIVIC (CI)

What Is It?

It is a wide variety of government and institutional facilities. The Civic (CI) land use consists of government facilities such as offices and schools but also things like parks, museums, and County refuse centers. Preservation of environmental features still occurs, and development is connected to residential uses with emphasis on pedestrian access. Examples of CI include the County courthouse complex, Nike Park, and Historic St. Luke's Church.

Where Is It?

Because of the nature of civic and institutional uses they may be located inside Development Service Districts (DSDs) or outside DSDs in rural areas. The CI land use is best located on major transportation routes or major intersections or with easy access to those facilities. CI should also have access to public water and sewer infrastructure whenever possible. The CI can seen in Map 11.

What Goes There?

These areas should be developed in a way to provide good access from residential areas since they primarily serve public needs or provide public services. Emphasis should be placed on pedestrian and transit access as these facilities often serve populations who may have mobility limitations. High quality design is expected as these facilities set the public standard of design expectation for private development. Expected development in CI might include County or governmental offices, schools, parks and trails, museums, libraries, police and emergency service stations, and services such as refuse centers.



COUNTY FACILITIES



HISTORIC SITES



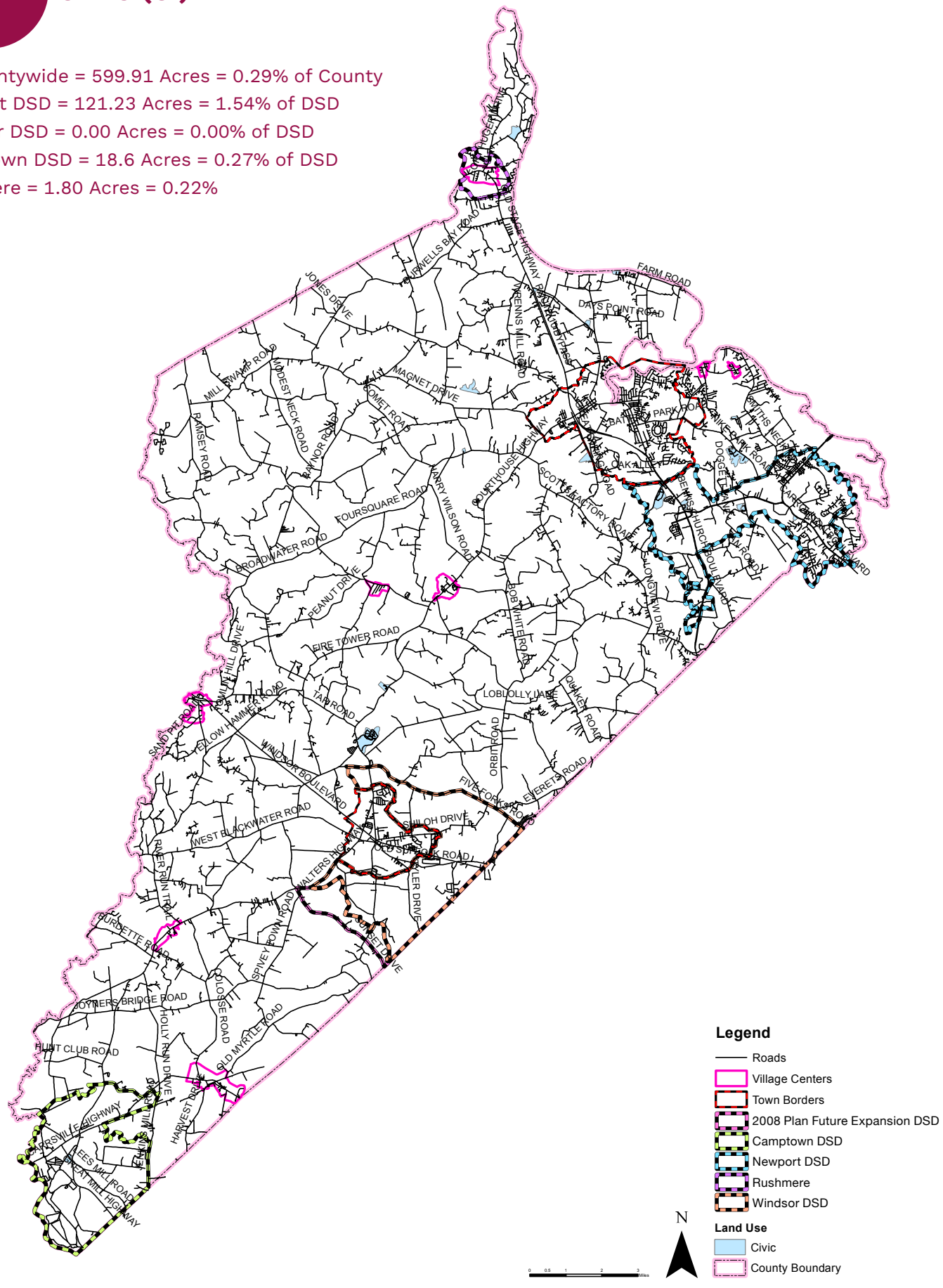
SCHOOLS



PARKS

MAP 11 CIVIC (CI)

CD Countywide = 599.91 Acres = 0.29% of County
Newport DSD = 121.23 Acres = 1.54% of DSD
Windsor DSD = 0.00 Acres = 0.00% of DSD
Camptown DSD = 18.6 Acres = 0.27% of DSD
Rushmere = 1.80 Acres = 0.22%



VILLAGE CENTER (VC)

What Is It?

It is the historic rural villages around the County. The Village Center (VC) land use consists of a cluster of residential development with a variety of uses supporting the local rural community such as a church, post office, and convenience store. These rural crossroads often support an agricultural or historical fishing communities. Examples of VC include Carrsville, Walters, and Rescue.

Where Is It?

Because the VC is meant to preserve and enhance historic rural villages it is located outside of the Development Service Districts (DSDs). The VC land use is often located at an intersection or road segment of significance and typically has good transportation access. The VC rarely has public water and sewer due to its rural location. See the Village Center locations on Map 12.

What Goes There?

These areas should be developed in a way to preserve and enhance the historic rural village by infilling existing lots and rehabilitating existing structures. Creating pedestrian connections within the VC is also desirable. Expected development in VC includes single family residences, social, religious, and institutional uses such as churches or a post office. Commercial uses which support the village, such as a convenience store or bed and breakfast, or historically appropriate uses, such as water dependent uses in Rescue, are also appropriate.



AERIAL OF A VILLAGE CENTER



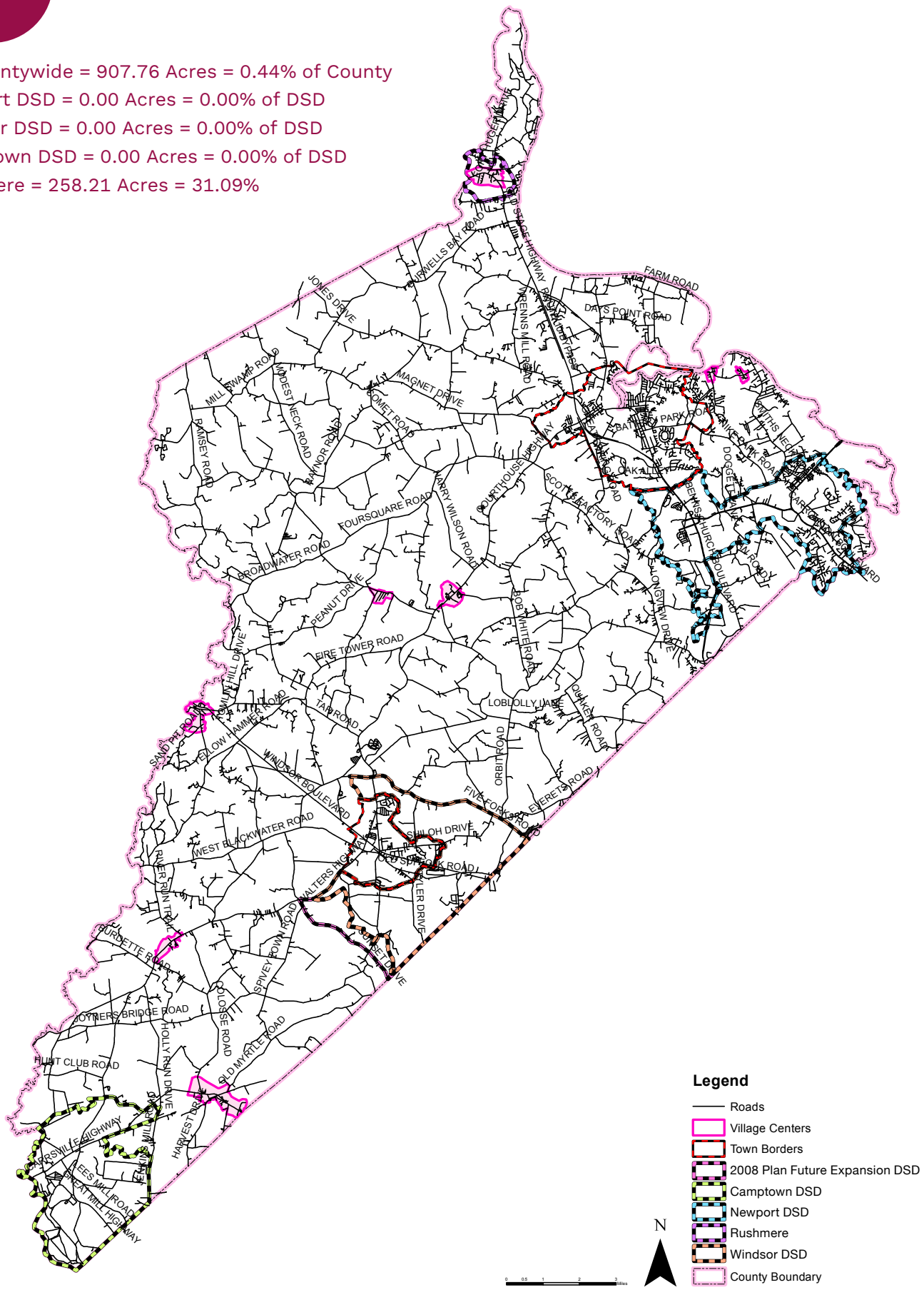
RESCUE VILLAGE CENTER



WALTERS VILLAGE CENTER

MAP 12 VILLAGE CENTER (VC)

CD Countywide = 907.76 Acres = 0.44% of County
Newport DSD = 0.00 Acres = 0.00% of DSD
Windsor DSD = 0.00 Acres = 0.00% of DSD
Camptown DSD = 0.00 Acres = 0.00% of DSD
Rushmere = 258.21 Acres = 31.09%



SUMMARY

What Is It?

All the land use types outlined on the prior pages work together to form the Countywide land use plan. County-wide and DSD future recommended land use maps are included in this chapter. Larger format maps are included in the appendix.

What Does It Do?

This land use plan should be utilized to inform future land use and zoning decisions. Using the guidance of each specific land use, decisions can be made on whether a proposed development is in the correct location and consistent with the community's vision for Isle of Wight. The plan should also help to shape policy decisions. County ordinances and policies are the mechanisms for implementation of the Comprehensive Plan. As County Departments, the Planning Commission, and the Board of Supervisors consider new or revised policies and ordinances, they should ask how that policy advances the implementation of the Comprehensive Plan. The plan is also a guide for the County's Capital Improvement Plan (CIP), as the County considers where and how to spend money on capital projects such as parks, transportation improvements, and water and sewer infrastructure. Evaluating how that project fits into the Comprehensive Plan framework is a critical question.

Guidance

Ultimately the land use plan is just a guide. Decisions like zoning changes must still be made in order for development to occur. It was developed by listening to the public input and combining it with the best available information at the time to create a plan looking twenty years into the future. The conditions and public preferences within the County are constantly changing and the land use map may not reflect those conditions within just a few years. It is always up to the County's elected and appointed leadership to review all available materials at a given time and make, what they believe to be, the best decision for the County.

POLICY	ACTION
Implement the land use visions established by *Envisioning the ISLE Envisioning the Isle*.	The Planning Commission and Board of Supervisors should adhere to *Envisioning the Isle* land use recommendations to the greatest extent possible.
	Staff should provide guidance to prospective development to encourage conformity to *Envisioning the Isle*.



SMITHFIELD



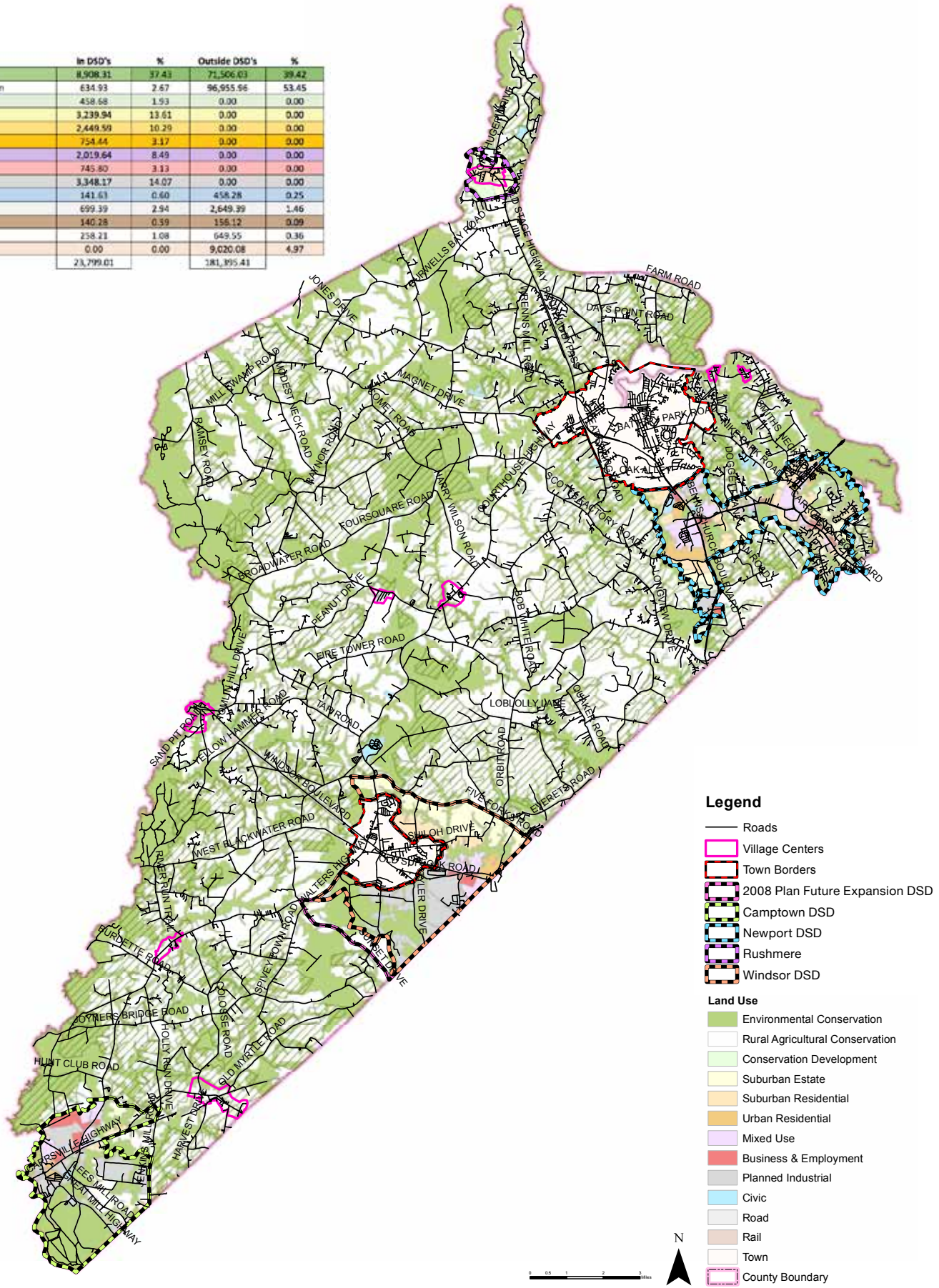
COUNTY FAIR
FERRIS WHEEL



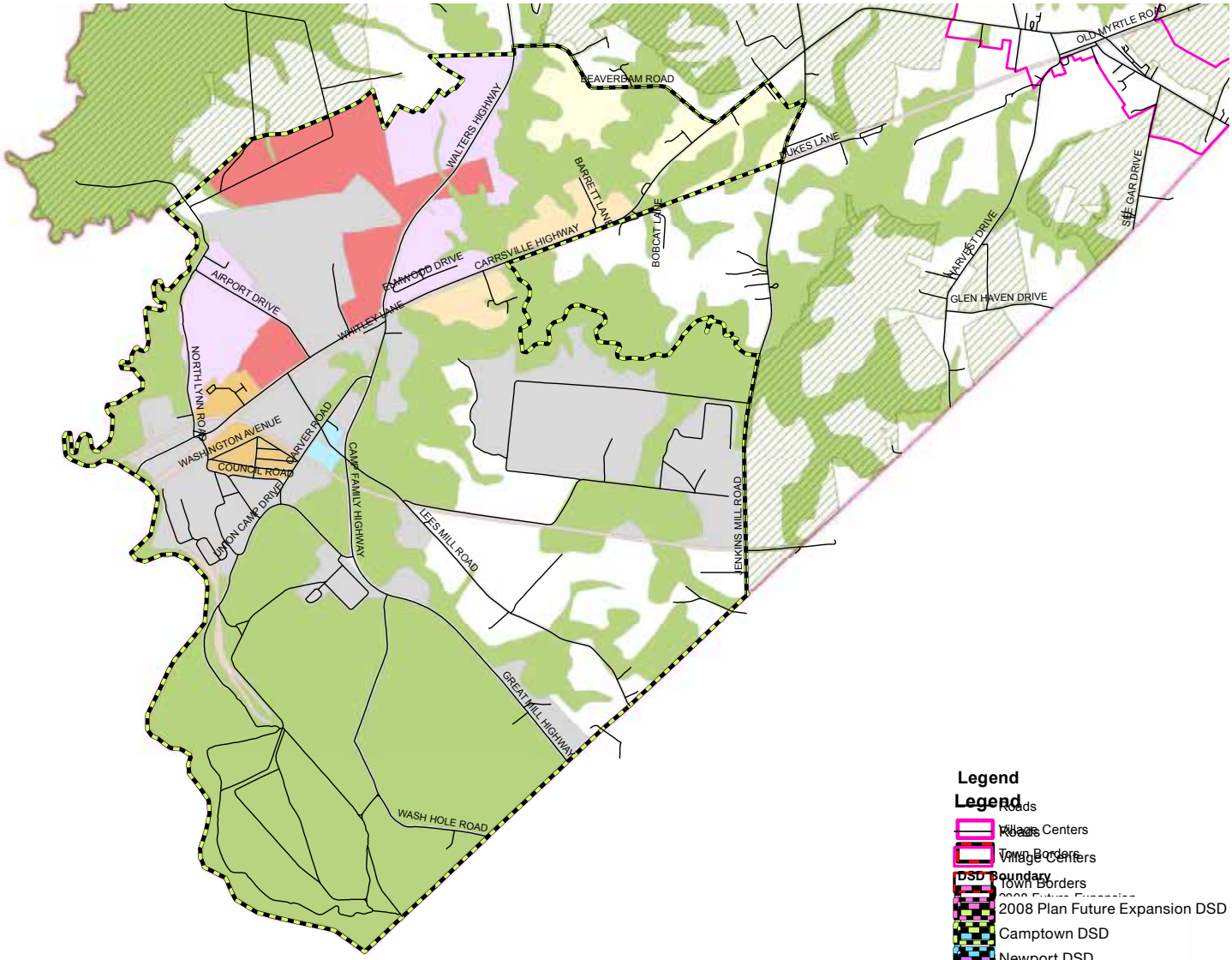
DARDENS COUNTRY STORE

MAP 13 COUNTYWIDE LAND USE MAP

Land Use Designation	In DSD's	%	Outside DSD's	%
Environmental Conservation	8,908.31	37.43	71,506.03	39.42
Rural Agricultural Conservation	634.93	2.67	96,955.96	53.45
Conservation Development	458.68	1.93	0.00	0.00
Suburban Estate	3,239.94	13.61	0.00	0.00
Suburban Residential	2,449.59	10.29	0.00	0.00
Urban Residential	754.44	3.17	0.00	0.00
Mixed-Use	2,019.64	8.49	0.00	0.00
Business & Employment	745.80	3.13	0.00	0.00
Planned Industrial	3,348.17	14.07	0.00	0.00
Civic	141.63	0.60	458.28	0.25
Road Right of Way	699.39	2.94	2,649.39	1.46
Railroad Right of Way	140.28	0.59	156.12	0.09
Village Center	258.21	1.08	649.55	0.36
Town	0.00	0.00	9,020.08	4.97
Total	23,799.01		181,395.41	



MAP 14 CAMPTOWN DSD LAND USE MAP



Land Use Designation - Camptown	Acreage	%
Environmental Conservation	3,408.00	49.33
Rural Agricultural Conservation	634.93	9.19
Conservation Development	0.00	0.00
Suburban Estate	204.69	2.96
Suburban Residential	137.11	1.98
Urban Residential	88.32	1.28
Mixed-Use	444.09	6.43
Business & Employment	373.53	5.41
Planned Industrial	1,333.72	19.31
Civic	18.60	0.27
Road Right of Way	146.47	2.12
Railroad Right of Way	118.44	1.71
Village Center	0.00	0.00
Town	0.00	0.00
Total	6,907.90	

Legend

Legend

Roads
Village Centers
Town Borders

DSD Boundary

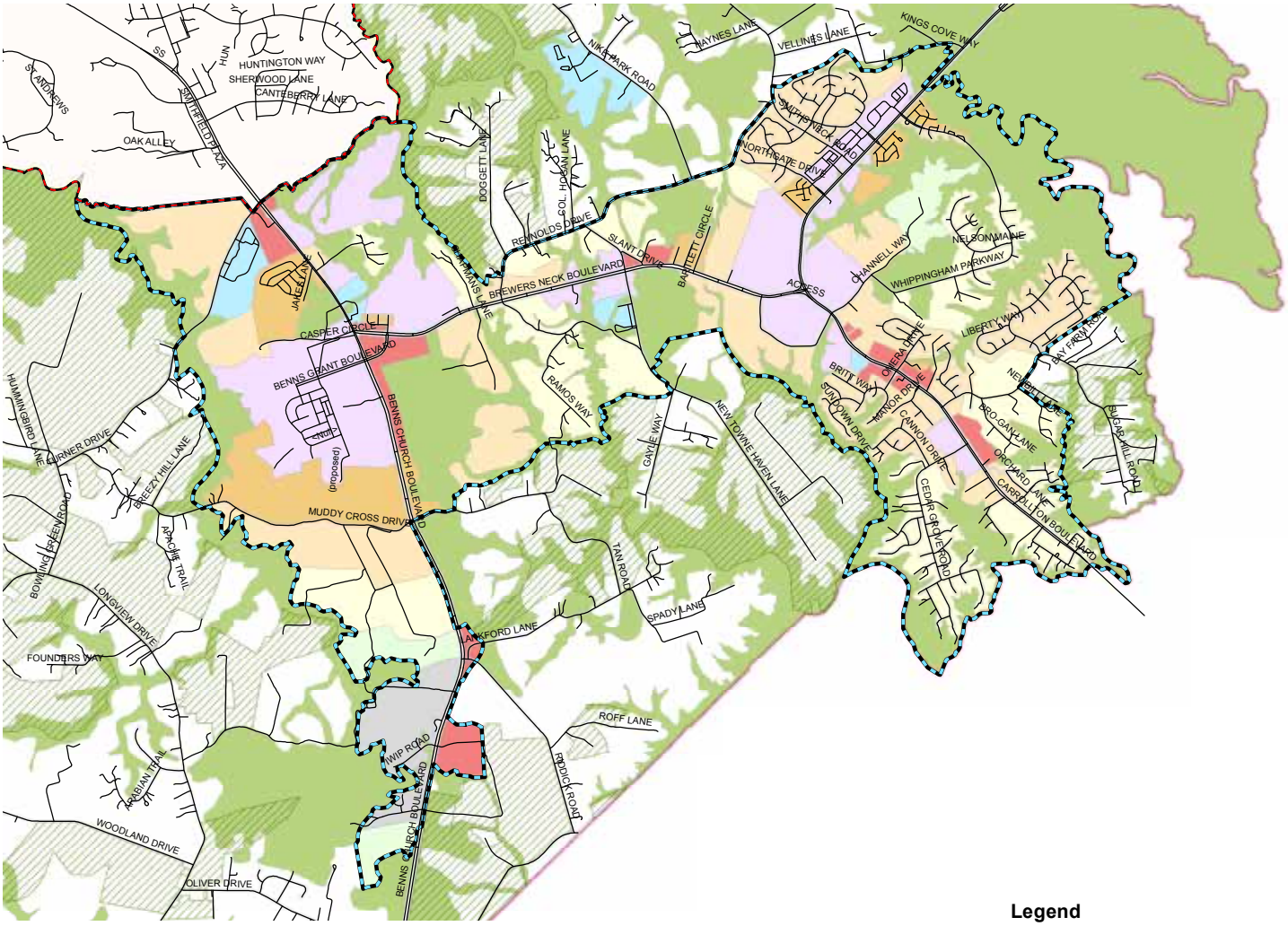
2008 Plan Future Expansion DSD
Camptown DSD
Newport DSD
Rushmere
Windsor DSD

Land Use

Environmental Conservation
Rural Agricultural Conservation
Conservation Development
Suburban Estate
Suburban Residential
Urban Residential
Mixed Use
Business & Employment
Planned Industrial
Civic
Road
Rail
Town
County Boundary

N

MAP 15 NEWPORT DSD LAND USE MAP



Land Use Designation - Newport	Acreage	%
Environmental Conservation	2,179.51	27.77
Rural Agricultural Conservation	0.00	0.00
Conservation Development	225.51	2.87
Suburban Estate	1,274.97	16.25
Suburban Residential	1,542.98	19.66
Urban Residential	488.09	6.22
Mixed-Use	1,164.32	14.84
Business & Employment	239.73	3.05
Planned Industrial	197.86	2.52
Civic	121.23	1.54
Road Right of Way	412.98	5.26
Railroad Right of Way	0.00	0.00
Village Center	0.00	0.00
Town	0.00	0.00
Total	7,847.18	

Legend

- Roads
- Village Centers
- Town Borders
- 2008 Plan Future Expansion DSD
- Camptown DSD
- Newport DSD
- Rushmere
- Windsor DSD

Land Use

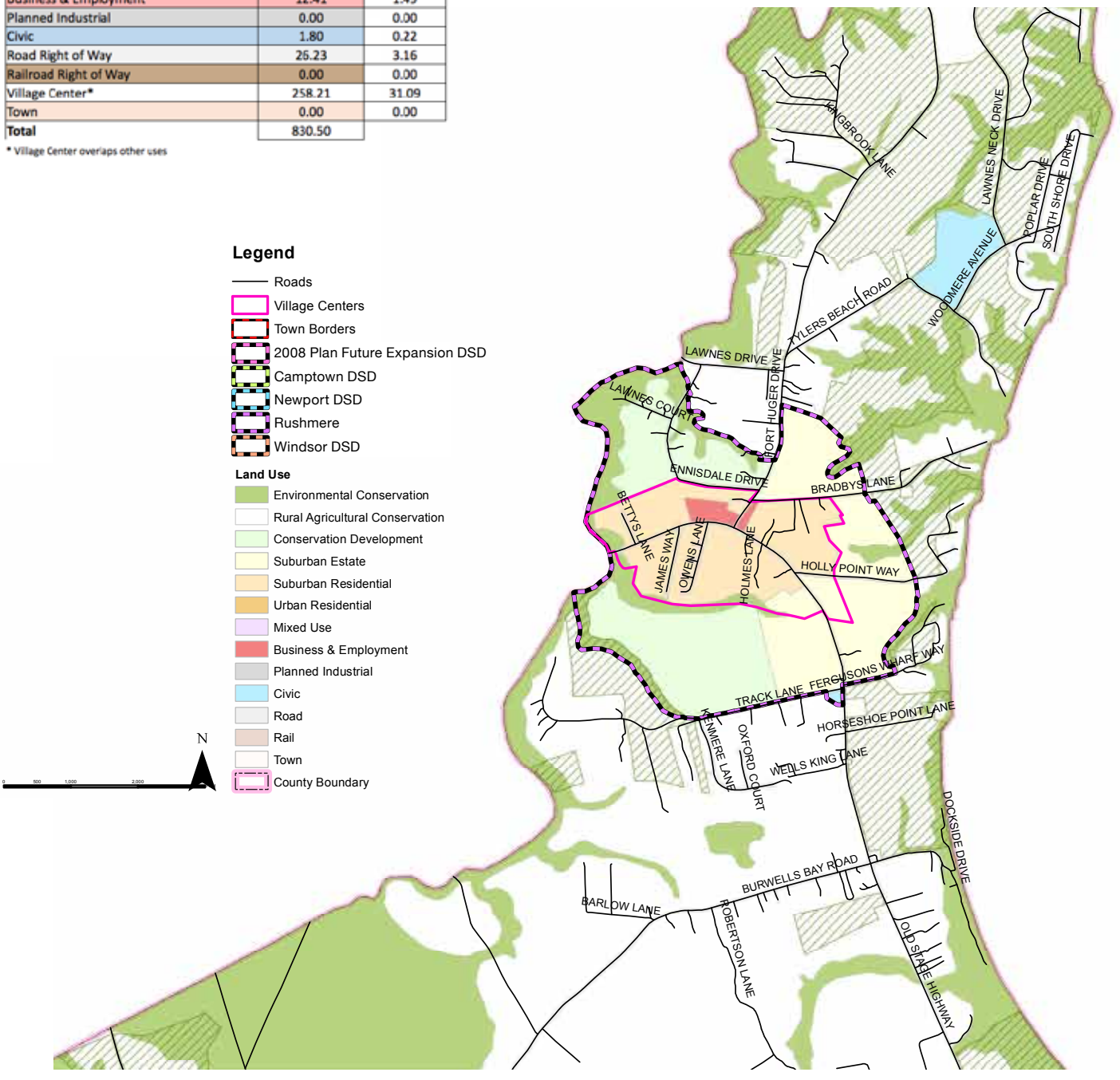
- Environmental Conservation
- Rural Agricultural Conservation
- Conservation Development
- Suburban Estate
- Suburban Residential
- Urban Residential
- Mixed Use
- Business & Employment
- Planned Industrial
- Civic
- Road
- Rail
- Town
- County Boundary

N

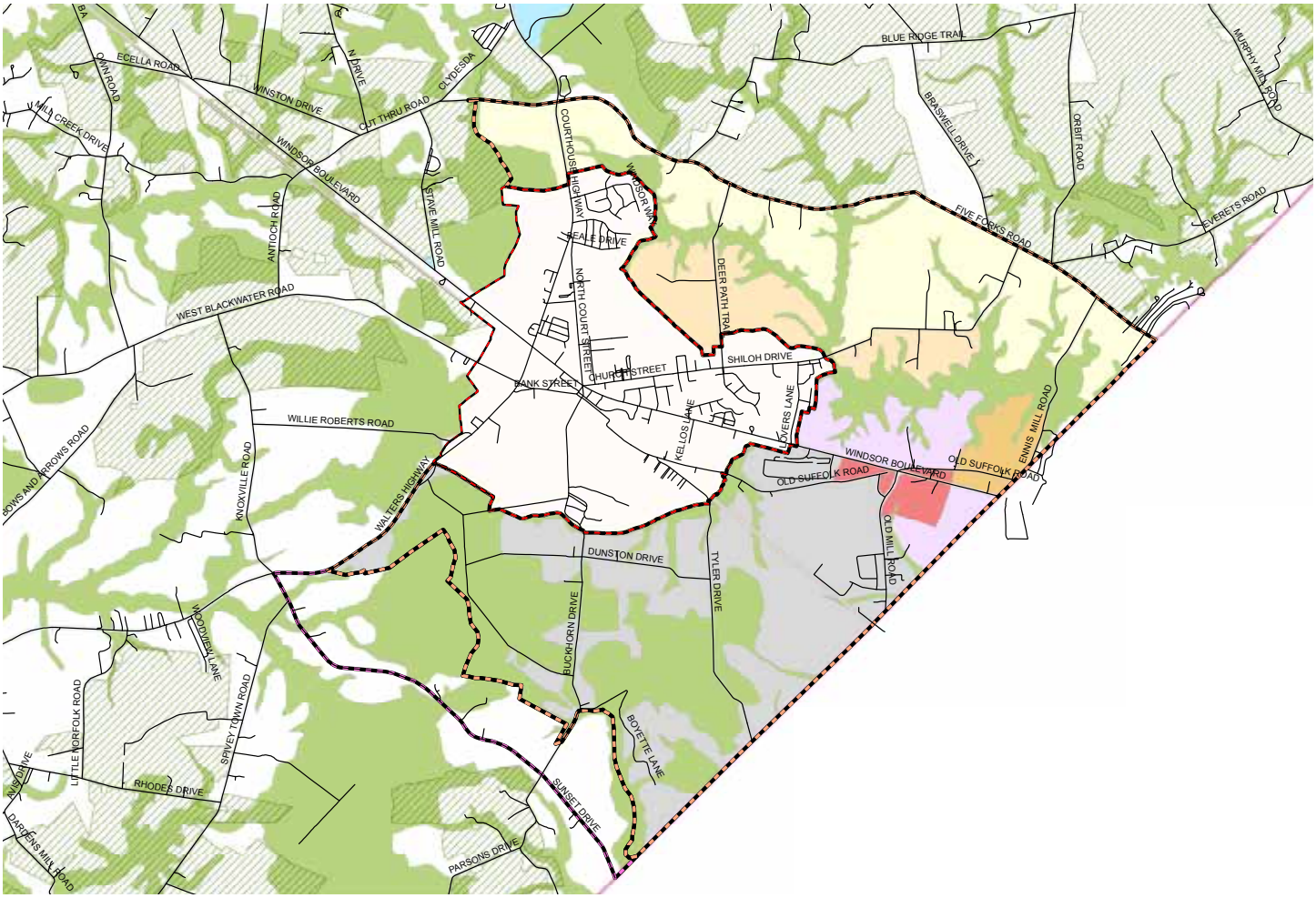
MAP 16 RUSHMERE LAND USE MAP

Land Use Designation - Rushmere	Acreage	%
Environmental Conservation	119.04	14.33
Rural Agricultural Conservation	0.00	0.00
Conservation Development	233.17	28.08
Suburban Estate	243.19	29.28
Suburban Residential	194.66	23.44
Urban Residential	0.00	0.00
Mixed-Use	0.00	0.00
Business & Employment	12.41	1.49
Planned Industrial	0.00	0.00
Civic	1.80	0.22
Road Right of Way	26.23	3.16
Railroad Right of Way	0.00	0.00
Village Center*	258.21	31.09
Town	0.00	0.00
Total	830.50	

* Village Center overlaps other uses



MAP 17 WINDSOR DSD LAND USE MAP



Land Use Designation - Windsor	Acreage	%
Environmental Conservation	3,201.76	40.25
Rural Agricultural Conservation	0.00	0.00
Conservation Development	0.00	0.00
Suburban Estate	1,517.09	19.07
Suburban Residential	574.84	7.23
Urban Residential	178.03	2.24
Mixed-Use	411.23	5.17
Business & Employment	120.13	1.51
Planned Industrial	1,816.59	22.84
Civic	0.00	0.00
Road Right of Way	113.71	1.43
Railroad Right of Way	21.84	0.27
Village Center	0.00	0.00
Town	0.00	0.00
Total	7,955.22	

Legend

- Roads
- Village Centers
- Town Borders
- 2008 Plan Future Expansion DSD
- Camptown DSD
- Newport DSD
- Rushmere
- Windsor DSD

Land Use

- Environmental Conservation
- Rural Agricultural Conservation
- Conservation Development
- Suburban Estate
- Suburban Residential
- Urban Residential
- Mixed Use
- Business & Employment
- Planned Industrial
- Civic
- Road
- Rail
- Town
- County Boundary

N

CREATE THE ISLE



The implementation plan is a tool to identify, track, and monitor the progress of the recommended policies. These policies can only be achieved through a collection of stakeholders and partnerships, working together to promote the health and welfare of the County.

Implementation Strategy

The following table consolidates the recommended policies from the chapters of this Plan in a comprehensive list. For each policy listed, the icon for the associated community theme, responsible party, projected time frame, and general cost are shown. Each strategy is also color coded to correspond with the chapter from which the policy originated.

Community Vision

The community vision derived from public input provides direction for development in the future. The themes which make up the community vision are not independent. Each vision may have one or multiple policies which support the implementation of the entire vision.

Policies

The list of policies is derived from the community vision. They have been developed to achieve specific goals for the County based on the themes of the community's vision. For each policy, the icon for applicable community vision theme is shown to identify how policies connect and shape the community vision.

POLICIES AND ACTIONS

TIMELINE

SHORT TERM: 0-5 YEARS

These policies can begin implementation soon after Plan adoption. These policies do not require large amounts of funding and may be done with existing County staff and resources or with some limited consulting and small investment in new resources.

MID-TERM: 6-10 YEARS

Implementation of these policies will take more work to achieve and may require the completion of Short Term Policies first to support their implementation. These policies require moderate amounts of funding and will likely require some use of outside consulting and investment in new resources.

ONGOING

These policies have no specific time frame but should be continually addressed by County leadership. Ongoing projects may be further defined to identify short and mid-term tasks to facilitate implementation. As conditions change, the status of these ongoing projects may be adjusted to Short or Mid-term in the annual review.

COST ESTIMATE

¢:	Projects with little to no cost completed entirely with existing County Staff and resources
$:	Projects with costs up to $100,000
$$:	Projects with costs up to $1 million
$$$:	Multi-million dollar projects
TBD:	Further study and analysis required to determine cost

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
PRESERVE				
Isle of Wight County will simultaneously protect its sensitive natural resources and property values by pursuing best development practices that respect soil capacity and protect water features, tidal and nontidal wetlands, floodplains, and coastal areas.	Expand public sewer service in the County's three designated growth districts to minimize installation of on-site septic systems in the County to reduce potential groundwater and surface water pollution. 	Public Utilities	Ongoing	$$$
	Develop a policy requiring homeowners to connect to public sewer systems when such services become available in their neighborhoods. 	**Public Utilities** Board of Supervisors	Short Term	¢
	Review existing environmental ordinances, such as the CBPA, Floodplain and Stormwater Management Ordinances, to ensure they include the best practicable protection measures. 	**Planning & Zoning** Public Utilities Stormwater	Short Term	¢
	Develop a riparian buffer protection strategy for those areas in the Blackwater River Watershed. 	**Planning & Zoning** Stormwater	Short Term	¢
	Work with the Virginia Department of Transportation to identify roadside ditches in need of maintenance to prevent flooding of adjacent property. 	Stormwater	Ongoing	$

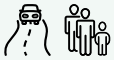
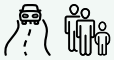
POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
PRESERVE CONTINUES				
	Join the voluntary federal Community Rating System (CRS) program to improve local floodplain management and help reduce the homeowner cost of flood insurance under the National Flood Insurance Program. 	**Planning & Zoning** Board of Supervisors	Short Term	¢
	Protect shorelines by promoting the use of living shorelines wherever practicable as the preferred method of shoreline stabilization. 	Planning & Zoning	Short Term	¢
	Develop a green infrastructure plan 	**Planning & Zoning** Stormwater	Mid-Term	$
	Use information developed for the County by VIMS found in the online CCRMP tool for shoreline best management practice recommendations for individual projects. 	Planning & Zoning	Short Term	¢
	Track reports and research to assess potential impacts to coastal areas due to sea level rise. 	Planning & Zoning	Ongoing	¢
The County shall maintain agriculture and rural character while enhancing its distinctive community character.	Identify a permanent funding source for the County's existing PACE program to retain a critical base of active farmland and to further reduce the costs of future development. 	**Planning & Zoning** Board of Supervisors	Mid-Term	$$
	Develop an educational program to encourage the expansion of the County's Agricultural and Forestal Districts program to areas of prime soils. 	Planning & Zoning	Mid-Term	¢

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
PRESERVE CONTINUES				
	Review and update the County's zoning and subdivision ordinances to ensure the protection of farmland by minimizing land use conflicts by separating agricultural lands from non-agricultural activities, and retaining a critical mass of agricultural land that promotes effective operations and the overall strength of the agricultural community. 	Planning & Zoning	Ongoing	¢
	Discourage expansion of public utilities and other growth-inducing public facilities into agricultural areas to minimize development pressures on those areas. 	**Planning & Zoning** Public Utilities Planning Commission Board of Supervisors	Ongoing	¢
	Expand economic development efforts to raise awareness of the economic impact of the local farming industry. 	Economic Development	Mid-Term	$
	Develop an expanded technical and business assistance program for County farm businesses. 	Economic Development	Mid-Term	$
SHAPE				
The County shall enhance its efforts to protect and preserve the significant historic and archaeological resources and cultural heritage of the County essential to its identity by utilizing effective land use techniques, increasing public awareness of the historic character of the County, and promoting the economic benefits of heritage tourism.	Create an architectural and historical inventory for the County to be located and maintained by the Isle of Wight County Museum. 	Isle of Wight County Museum	Short Term	$
	Share development plans and reports with potential impact to historic resources with the Isle of Wight County Museum. 	**Planning & Zoning** Isle of Wight County Museum	Ongoing	¢
	Update the County's Archeological Assessment. 	Isle of Wight County Museum	Ongoing	¢

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
SHAPE CONTINUES				
	Update and maintain the County's GIS database of archaeological resources, historic properties, roads, and landscapes for use in the development review process. 	**Isle of Wight County Museum** Information Technology	Ongoing	¢
	Monitor inventories and studies conducted by other agencies and preservation organizations which identify new or recently discovered historic or cultural resources, including those associated with the historic settlement of African American and Native American communities. 	**Isle of Wight County Museum** Planning & Zoning	Ongoing	¢
	Protect rural historic landscapes by ensuring development is consistent with existing community character through performance criteria for new development. 	Planning & Zoning	Ongoing	¢
	Review and update where needed the development standards in the County's overlay districts that preserve scenic and historic roadways and vistas. 	Planning & Zoning	Ongoing	¢
	Develop small area plans to protect historic communities and neighborhoods and other areas of cultural significance, such as the County's village centers. 	**Planning & Zoning** Planning Commission Board of Supervisors	Mid-Term	$
	Research and consider additional local tax relief initiatives to owners who rehabilitate historically significant residential and commercial property. 	**Planning & Zoning** Commissioner of Revenue Board of Supervisors	Short Term	TBD

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
SHAPE CONTINUES				
	Encourage adaptive reuse and rehabilitation of older buildings that complement historic development patterns. 	Planning & Zoning	Ongoing	¢
The County shall preserve and enhance its special rural character and small town atmosphere with its blending of new development with its traditional architecture, historic landmarks, and natural landscapes.	Develop a pattern book based on the unique, recognizable features found in the County's historical community development pattern, such as building architecture, colors, signage, and accessory structures. 	**Planning & Zoning** Planning Commission Board of Supervisors	Short Term	$
	Review and update existing standards to ensure the most effective protection of locally important viewsheds, landscapes, historic and culturally significant sites. 	**Planning & Zoning** Planning Commission Board of Supervisors	Ongoing	¢
	Develop new zoning, design standards, and design guidelines to ensure the quality and attractiveness of future development respects community character. 	**Planning & Zoning** Public Utilities Planning Commission Board of Supervisors	Ongoing	¢
The County shall proactively address the location, amount, and timing of growth in order to preserve its distinctive character, protect sensitive environmental and cultural resources, and control costs associated with growth.	Continue to utilize the area within the County's DSD boundaries for future growth. 	**Planning & Zoning** Planning Commission Board of Supervisors	Ongoing	¢
	Develop a system of transferable density credits that will allow owners of sensitive lands to transfer the development potential of their property to other, preferred locations. 	**Planning & Zoning** Planning Commission Board of Supervisors	Short Term	¢
	Develop an emergency utility extension policy where the County shall only approve the extension of services in circumstances where applicable state and County	**Planning & Zoning** Public Utilities Planning Commission Board of Supervisors	Short Term	¢

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
SHAPE CONTINUES				
	health agencies have declared a potential or imminent health hazard or as outlined in an intergovernmental agreement regarding water or sewer provision. 			
	Work with the County School System to ensure that adequate school facilities are in place for school-age residents and ensure that new schools are supported by adequate infrastructure. 	**Planning & Zoning** County Schools	Ongoing	¢
	Utilize the County's long range plans, such as *Envisioning the Isle* and the Master Water and Sewer Plan, to assess future public infrastructure requests in the County's Capital Improvements Plan to ensure adequate service provision within the DSDs. 	**County Administration** Planning Commission Board of Supervisors	Ongoing	¢
The County shall maintain financial stability and sufficient financial capacity for present and future needs.	Develop a more formal monitoring system to ensure that the County's public investment decisions are consistent with adopted plans. 	**Planning & Zoning** County Administration	Short Term	¢
	Utilize a capital impact analysis model for new development, so that the County may adequately assess the costs that new development will impose on public facilities. 	Planning & Zoning	Short Term	¢
	Develop a system to monitor the balance of residential and nonresidential development for tax base purposes. 	**Planning & Zoning** Commissioner of Revenue	Mid-Term	¢

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
SHAPE CONTINUES				
	Regularly review and renegotiate intergovernmental agreements where advisable to ensure adequate provisions are in place to safeguard the financial well-being of the County, such as utility agreements or revenue sharing agreements. 	**County Administration** County Attorney	Ongoing	¢
CONNECT				
Strategically expand public transit options in the more heavily populated areas of the County such as the DSDs and the Towns.	Study of the locations and demands of the elderly and low income populations of the County to inform transit decisions. 	**Planning & Zoning** Transportation Manager	Ongoing	¢
	Investigate expanding service with HRT or developing new services in partnership with Suffolk Transit to connect residents with key services provided elsewhere in the region. 	**Planning & Zoning** Transportation Manager	Short Term	$
	Investigate partnering with Social Services to enhance I-Ride options in order to better serve elderly citizens transportation needs. 	Transportation Manager	Short Term	$
	Investigate partnering with Isle of Wight Schools on an after school activities bus, creating transportation options and community opportunities for young individuals after school without significant demand for new equipment and service expansion. 	**Transportation Manager** County Schools	Short Term	TBD
Increase the opportunity for safe and efficient pedestrian access within the County.	Review of the zoning ordinance and policy requirements for bike and pedestrian facilities should be performed and consideration of increased requirements to implement these facilities should occur. 	**Planning & Zoning** Transportation Manager Planning Commission Board of Supervisors	Short Term	¢

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
CONNECT CONTINUES				
	Periodic review and update of the Bike and Pedestrian Master Plan to ensure proposed facilities align with constructed facilities and development trends. 	**Planning & Zoning** Transportation Manager Parks & Recreation Planning Commission Board of Supervisors	Ongoing	¢
Identify and advance transportation projects in a manner which makes them competitive regionally and provides flexibility in advancement based on changing funding conditions.	Bring the projects identified within *Envisioning the Isle* to the HRTPO for inclusion in the appropriate regional transportation plans in order to pursue future funding opportunities. 	Transportation Manager	Short Term	¢
	Develop detailed project scopes with cost estimates in order to advance projects quickly when funding sources fluctuate or extra funding becomes available. 	Transportation Manager	Short Term	$
	Identify a sequence of construction for all projects in *Envisioning the Isle* to ensure that projects are constructed in a manner which allows connectivity to be maintained and enhanced effectively, preventing project delays and ensuring maximum cost/benefit. 	Transportation Manager	Ongoing	¢
	Acquire Right of Way (ROW) and shared easements which allow for roadways, bike and pedestrian facilities, and utilities during the development process to reduce the time and cost needed to implement transportation projects. 	**Planning & Zoning** Public Utilities Transportation Manager	Ongoing	$
	Use transportation studies to clearly understand the benefits of projects and prioritize transportation projects based on their costs and benefits to the transportation network and not on public and political opinion by developing a prioritization tool which focuses on cost/benefit and removes opinion and subjectivity from the process. 	**Transportation Manager** Planning & Zoning Board of Supervisors	Short Term	¢

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
CONNECT CONTINUES				
	Coordinate construction and maintenance projects across County departments, such as transportation and utilities, to ensure projects in the same area can be aligned for schedule and impacts coordinated, ensuring effective use of time and funds. 	**Public Utilities** Transportation Manager Planning & Zoning	Ongoing	¢
	Require consideration of alternative intersection options during zoning application processes and study alternatives in locations with moderate or severe levels of congestion. 	**Planning & Zoning** Transportation Manager	Ongoing	¢
Monitor and respond to changing conditions and advancing technologies to ensure the transportation plan remains current.	Monitor and update sea level rise impacts as identified by the HRTPO and include sea level rise mitigation measures in the design of projects within those impacted areas. 	**Transportation Manager** Planning & Zoning	Ongoing	¢
	Continue monitoring AV technology and regularly update County transportation plans to address the changing technology and ensure a smooth adoption of the technology. 	**Transportation Manager** Planning & Zoning	Ongoing	¢
Update existing policies and discussions based on *Envisioning the Isle* and the associated transportation analysis.	Reinvigorate discussions to prevent JRB openings during peak hours to help prevent recurrent congestion situations on Route 17. 	**Transportation Manager** County Administration	Short Term	¢
	Perform updates of the unpaved roadways assessment on a recurrent basis, such as every 5 years or in conjunction with the Countywide Transportation Plan. 	Transportation Manager	Ongoing	¢

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
SERVE				
The Isle of Wight County Sheriff's Office will continue its high quality public safety initiatives to maintain the County's low crime rate and exceptional level of community safety.	Annually evaluate population growth and demographic changes to effectively maintain services at the highest level. 	**Planning & Zoning** Sheriff's Office	Ongoing	¢
	Develop level of service standards and criteria for initiating new capital improvement planning.	**Planning & Zoning** Sheriff's Office	Short Term	¢
	 Meet the appropriate response times for emergency calls.	Sheriff's Office	Ongoing	¢
	 Evaluate new technological advances and programs to modernize public safety efforts and provide efficient and effective services in the most cost-effective manner.	Sheriff's Office	Ongoing	¢
	 Direct resources to education and prevention programs, such as Neighborhood Crime Watches, that encourage residents to be proactive regarding personal property and share responsibility for community safety.	Sheriff's Office	Short Term	¢
The County's EMS and Fire Protection network will continue its high level of service to ensure the health and safety of the County's residents and property.	 Annually evaluate population growth and demographic changes to effectively maintain services at an appropriate level.	**Planning & Zoning** Emergency Services	Ongoing	¢
	 Develop level of service standards and criteria for initiating planning efforts for new capital improvements.	**Planning & Zoning** Emergency Services	Short Term	¢
	 Respond to and prepare for continued increases in emergency and non-emergency medical responses, with consideration to the aging population, new senior living facilities, and the evolving socio-economics of the County. 	Emergency Services	Ongoing	¢

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
SERVE CONTINUES				
	Increase the use of joint or shared facilities between public safety and other County service providers, when possible, to provide residents with efficient services, reduce costs, and maintain public safety infrastructure. 	**County Administration** Emergency Services Sheriff's Office Board of Supervisors	Ongoing	$$$
The County will contribute to its high quality of life by ensuring an environmentally and financially sustainable source of clean drinking water and potential fire suppression to its citizens.	Continue to meet all drinking water quality standards per Virginia Department of Health regulations. 	Public Utilities	Ongoing	$$$
	Implement the goals in the County's Master Water and Sewer Plan and update every five years or as needed to prioritize and schedule projects for the Capital Improvement Plan according to future growth needs. 	Public Utilities	Ongoing	TBD
	Assess the County's existing and new water supply systems to determine fire suppression capability and develop recommendations for needed improvements. 	Public Utilities	Short Term	TBD
	Develop a formal asset management program. 	Public Utilities	Short Term	$
	Work with the Towns of Smithfield and Windsor to develop fully compatible facility specifications and water supply standards. 	**Public Utilities** Town of Smithfield Town of Windsor Board of Supervisors	Mid-Term	$$
	Work with the Towns of Smithfield and Windsor to provide a stable source of potable water as the needs of the Towns increase as their population grows and the reliability of groundwater supplies diminish. 	**Public Utilities** Town of Smithfield Town of Windsor Board of Supervisors	Ongoing	TBD

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
SERVE CONTINUES				
	Develop a policy that requires new development in the DSDs to connect to a public water system. 	**Public Utilities** Board of Supervisors	Short Term	¢
	Develop a small area plan for the Smith's Neck Road corridor to assess the future viability of private water systems. 	**Public Utilities** Planning & Zoning	Mid-Term	¢
	Develop an emergency water line extension policy for areas outside of the DSD which experience documented water system failure. 	**Public Utilities** Planning & Zoning Planning Commission Board of Supervisors	Short Term	¢
The County will contribute to its high quality of life by ensuring public and environmental health and encouraging economic development with adequate sewage disposal.	Refer to the goals in the County's Master Water and Sewer Plan during development plan review and the County's own long range and capital planning efforts. 	**Public Utilities** Planning & Zoning County Administration Board of Supervisors	Ongoing	¢
	Continue efforts to reduce sanitary sewer overflows in accordance with Special Order by Consent. 	Public Utilities	Ongoing	TBD
	Provide public sewer service to new residential and commercial development in the DSDs. 	Public Utilities	Ongoing	$$$
	Encourage collaboration with the private sector to provide integrated infrastructure in the most efficient way possible. 	**Public Utilities** Planning & Zoning	Ongoing	¢
	Develop a formal asset management program. 	Public Utilities	Short Term	$

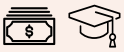
POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
SERVE CONTINUES				
	Assess areas with known and documented failing onsite wastewater systems within the DSDs and develop a plan to extend public wastewater service to these areas. 	Public Utilities	Mid-Term	$$
	Develop a small area plan for the Smith's Neck Road corridor to assess the future viability of private wastewater systems. 	**Public Utilities** Planning & Zoning	Mid-Term	¢
	Develop a policy that requires new development in the DSDs to connect to a public sewer system. 	**Public Utilities** Board of Supervisors	Short Term	¢
	Develop an emergency sewer line extension policy for areas outside of the DSD which experience documented septic system failure. 	**Public Utilities** Planning & Zoning Planning Commission Board of Supervisors	Short Term	¢
The County will continue to provide solid waste management to local residents and businesses in a reliable and cost-effective manner while being protective of both public health and the environment.	Continue to provide an integrated, cost-effective, and environmentally sound solid waste disposal system for the residents of the County. 	**Solid Waste** County Administration	Ongoing	¢
	Increase recycling participation through education of citizens and encouragement from our convenience center attendants. 	Solid Waste	Ongoing	¢
	Identify waste reduction initiatives that could be implemented with the greatest potential for increasing waste stream diversion. 	Solid Waste	Short Term	¢
	Develop a social media presence and print media distribution with the focus of informing citizens and volunteers of pollution prevention and green initiative achievements within the Division. 	**Solid Waste** County Administration	Short Term	¢

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
The County will maintain its above average level of service to meet the needs of existing residents and future growth by assessing future needs and planning public facilities to control costs and preserve community character.	Commission a capital impact study and space needs assessment based on the community's desired level of service in order to plan for future public building space needs in a cost-efficient manner. 	Planning & Zoning **County Administration**	Mid-Term	¢
	Encourage adaptive reuse and shared use of community facilities by two or more departments or agencies. 	**County Administration** Board of Supervisors	Ongoing	¢
	Coordinate expansion of facilities with the County's Comprehensive Plan to ensure they are strategically located to satisfy the demand prompted by future growth. 	**County Administration** Planning & Zoning Planning Commission Board of Supervisors	Ongoing	¢
	Relocate County's Public Utilities Department's offices, vehicles, and equipment to a centralized utility yard on County-owned land near the center of the County or private property acquired in the future to fulfill unmet space needs and to maintain a satisfactory level of service. 	**Public Utilities** County Administration Board of Supervisors	Short Term	$$
	Track the total number of volunteer hours contributed to the County and their overall fiscal benefit to County operations. 	County Administration	Short Term	¢
	Design and develop public facilities, wherever possible, that take advantage of alternative energy sources and conserve energy in operations by incorporating LEED-STAR principles and practices. 	**County Administration** Public Works Board of Supervisors	Ongoing	$

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
	Perform a corridor study of Rt. 10 between Surry County and the Town of Smithfield, in conjunction with a possible Hampton Roads Sanitation District sewer line, to determine potential service impacts and land use opportunities. 	**County Administration** Planning & Zoning Public Works Board of Supervisors	Mid-Term	$$
Encourage progressive, alternative, and environmentally compatible energy production and conservation practices that support the local economy and support the foundation of a rural and scenic atmosphere that contributes to the desirable quality of life in Isle of Wight County.	Ensure all major utility service use types mitigate any potential negative impacts to the character and future viability of surrounding land uses. 	**Planning & Zoning** Planning Commission Board of Supervisors	Ongoing	¢
	Design and develop public facilities, wherever possible, that take advantage of alternative energy sources and conserve energy in operations. 	**County Administration** Public Works Board of Supervisors	Ongoing	$
	Encourage the design of the built environment through County plans and ordinances that incorporate Leadership in Energy and Environmental Design (LEED) or other accepted standards or achieve a minimum certification. 	**Planning & Zoning** County Administration Public Works Board of Supervisors	Short Term	¢
	Continue the expansion of the County's existing bicycle and trail network in accordance with the County's Bicycle and Pedestrian Master Plan to provide recreational opportunities, lessen reliance on the automobile and associated fuel costs, reduce pollution, and conserve energy. 	**Parks & Recreation** Transportation Manager Planning & Zoning Planning Commission Board of Supervisors	Ongoing	¢
	Review and revise regulations to encourage mixed-use zones to encourage working, living, and shopping in the same neighborhood that can result in energy conservation and local cost savings. 	**Planning & Zoning** Planning Commission Board of Supervisors	Short Term	TBD

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
SERVE CONTINUES				
	Include a provision in the County's transportation plan to provide future public transit to the County's major employment and population centers in the DSDs to reduce energy consumption and expand transportation alternatives. 	**Transportation Manager** Planning & Zoning Planning Commission Board of Supervisors	Short Term	TBD
The County will develop and maintain a comprehensive system of park, trail, recreational, fitness, and sports facilities and programs that keeps pace with the its changing demographics, creates multiuse destinations, and improves the health, wellness, and morale of the citizens.	Prepare a County-wide Parks and Recreation Master Plan and update it every five years. 	Parks & Recreation	Short Term	$
	Develop and maintain a comprehensive program of parks and recreation facilities based on the park classification system and master plan that includes current facilities and approximate locations for future facilities. 	Parks & Recreation	Long Term	$$$
	Improve efficiency and cost effectiveness of providing certain programs and facilities through public/private partnerships and joint operations with other public entities, such as the two towns and Paul D. Camp Community College. 	**Parks & Recreation** County Administration Town of Smithfield Town of Windsor	Ongoing	¢
	Promote the shared use of community facilities by two or more departments or agencies in order to expand recreational opportunities. 	**County Administration** Parks & Recreation Town of Smithfield Town of Windsor	Ongoing	¢
	Continue to implement the County's Bike and Pedestrian Master Plan to enhance the trail network and create interconnectivity of neighborhoods, commercial areas and other places of interest where feasible. 	**Parks & Recreation** Transportation Manager Planning & Zoning	Ongoing	¢

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
SERVE CONTINUES				
	Identify and prioritize projects required to complete the park system for inclusion in the Capital Improvements Plan (CIP) fiscal year budget. 	**Parks & Recreation** County Administration	Short Term	¢
	Examine the impact of changing demographics and recreational needs on parks, facilities and programming through research of trends and gathering public feedback on an annual basis. 	**Parks & Recreation** Planning & Zoning	Ongoing	¢
	Complete the renovation of Tyler's Beach Marina and develop a master plan for the facility. 	Parks & Recreation	Short Term	$$
	Plan and install an equestrian trail system for the County. 	Parks & Recreation	Long Term	$$
	Develop the Henry H. Bradby Park in accordance with the Master Plan. 	Parks & Recreation	Mid-Term	$$$
	Implement initial programs for the Blackwater Forest Preserve in accordance with the Blackwater Task Force recommendations. 	Parks & Recreation	Short Term	$
	Identify, solicit, and acquire grant funding to enhance the County's adult and youth recreational programs and facilities. 	Parks & Recreation	Ongoing	¢
	Continue to improve access to parks, trails, and other facilities in order to serve all citizens, regardless of ability. 	Parks & Recreation	Ongoing	¢

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
EDUCATE				
Support early childhood education and life-long learning through schools, libraries, continuing and higher education programs, community-based education programs, and recreation programs for people of all ages.	Partner with Isle of Wight County Schools to develop level of service standards and criteria for initiating planning efforts for new capital improvements. 	**County Administration** County Schools	Short Term	¢
	Improve community access to books (in paper and electronic format), computers and the internet, and spaces for programming and civic engagement. 	**County Administration** Blackwater Regional Library System County Schools	Ongoing	$$
	Develop strategies to increase the locations and availability of childcare. 	Economic Development	Short Term	TBD
Enhance Isle of Wight's quality of life to retain and recruit a highly skilled workforce for the community.	Continue to grow programs that enhance job skills of County residents needed by employers. 	**Economic Development** County Schools	Ongoing	$
	Support efforts by area schools, colleges, and businesses to integrate recent graduates into the local workforce. 	**Economic Development** County Schools	Ongoing	¢
	Create public-private partnerships to expand housing choice and availability in key areas. 	**Economic Development** Planning & Zoning	Ongoing	$
Improve public access to high-speed internet networks.	Develop a County broadband access plan to promote commerce, educational opportunities, and social engagement. 	**Information Technology** County Administration	Mid-Term	$$$
	Identify partnership opportunities to expand broadband coverage throughout the County. 	**Information Technology** County Administration	Short Term	¢

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
ENHANCE				
Continue to facilitate nonresidential development to grow and diversify our economy.	Update the economic development strategic plan to reflect current conditions and identify actions to support existing businesses and attract target industries. 	Economic Development	Short Term	¢
Promote environmental, cultural, and agricultural tourism which takes advantage of the rural, scenic, and historic qualities of Isle of Wight.	Complete a Tourism Strategic Study to determine the value of tourism to the County and identify opportunities for expansion. 	**Tourism** Planning & Zoning	Short Term	¢
	Create a way-finding program to help visitors find Isle of Wight's cultural and historic sites and commercial districts. 	**Tourism** Planning & Zoning Economic Development	Mid-Term	¢
Improve public access to high-speed internet networks.	Develop a County broadband access plan to promote commerce, educational opportunities, and social engagement. 	**Information Technology** County Administration	Mid-Term	$$$
	Identify partnership opportunities to expand broadband coverage throughout the County. 	**Information Technology** County Administration	Short Term	¢
Explore potential policies and use regulations for advances in telecom, drones and autonomous vehicle technologies.	Create a working group to identify potential issues with emerging technological trends and identify potential policies to address potential barriers or negative impacts. 	**Information Technology** Planning & Zoning	Ongoing	¢
Provide opportunities for a variety of housing types that meet the needs, preferences, and financial capabilities of present and future residents.	Update the 2008 Workforce Housing Study to include current County demographic trends, housing inventory, and affordable and workforce housing policies with implementation recommendations. 	**Planning & Zoning** Economic Development	Short Term	$

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
ENHANCE CONTINUES				
	Identify regulatory changes that provide opportunities for housing for persons with special needs in proximity to supporting community services and activities. 	Planning & Zoning	Short Term	¢
	Review and revise regulations to support housing types that allow the elderly to remain in their community as their needs change. 	Planning & Zoning	Short Term	¢
	Increase opportunities within DSDs for residences to be in close proximity to retail, employment, and public facilities, such as schools and parks. 	**Planning & Zoning** Planning Commission Board of Supervisors	Short Term	¢
	Identify possible incentives to encourage the development of a range of housing choices near major activity centers such as employment, commercial areas, schools, and recreation areas. 	**Planning & Zoning** Planning Commission Board of Supervisors	Short Term	$
	Develop a program to promote the availability of local, state, and federal affordable housing incentives and subsidies to those involved in the housing industry. 	Planning & Zoning	Short Term	¢
	Monitor regional and local housing trends on an annual basis to assess the County's status on meeting the community's housing needs. 	Planning & Zoning	Ongoing	¢
	Increase code enforcement efforts to reduce blight and promote the habitability of existing housing stock. 	**Building Inspections** Planning & Zoning	Ongoing	$

POLICY	ACTION	RESPONSIBLE PARTY	TIMELINE	COST ESTIMATE
ENVISION				
Implement the land use visions established by *Envisioning the Isle*.	The Planning Commission and Board of Supervisors should adhere to *Envisioning the Isle* land use recommendations to the greatest extent possible.	Planning Commission Board of Supervisors	Ongoing	
	Staff should provide guidance to prospective development to encourage conformity to *Envisioning the Isle*.	Planning & Zoning	Ongoing	



ALL PIGS POINT TO SMITHFIELD BY TINA L. HILL

APPENDICES — PLEASE REFER TO ATTACHMENTS




FRIED DOUGH
SLUSHIE






Isle of Wight

