




MIDDLE PENINSULA CHESAPEAKE BAY PUBLIC ACCESS AUTHORITY

MEMORANDUM

TO: MPCBPAA

FROM: Lewie Lawrence, Director of Regional Planning 

DATE: August 5, 2010

RE: June 11th PAA Meeting

This announcement serves as notice to call a meeting of the Public Access Authority on Friday, August 13th, 2010 at or about **11:00 a.m.** The meeting will be held in the MPPDC Regional Board Room in Saluda. Lunch will be provided.

At the last meeting of the PAA, a request was made for the URL to the Accessing the Virginia Coast website, the URL follows: <http://www.virginiacoastalaccess.net/>

All materials related to this agenda will follow in the mail. If you have any questions, please call (804-758-2311) or e-mail (LLawrence@mppdc.com) me at your convenience.

MEMBERS

Essex County
Mr. David S. Whitlow

Gloucester County
Hon. Louise Theberge
Chairman

King and Queen County
Hon. Doris H Morris

King William County
Ms Terri E. Hale

Mathews County
Mr. Steve Whiteway

Town of Tappahannock
Mr. G. Gayle Belfield, Jr.

Town of Urbanna
Vacant

Town of West Point
Mr. Trenton Funkhouser
Vice Chairman

Saluda Professional Center
125 Bowden Street
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Phone: (804) 758-2311
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AGENDA

1. Welcome and Introductions
2. Approval of June 2010 Minutes
3. Financial Report
4. Public Comment
5. Discussion of draft Regional Public Access Master Plan framework
6. Policy consideration- PAA lands without management framework
7. Shallow Water Dredging Master Plan- Update
8. Adoption of habitat management plans for PAA holdings
 - Browne Tract Timber Thinning
9. Request to discuss Sportsman Hunt Club agreement and hunting violation
10. Mathews County Land Donation Update- Update
11. Update on the claim of a prescriptive ROW across the Haworth Tract
12. Road Ending Technical Assistance
 - Perrin Creek
 - Wares Landing
 - Prince Street
13. Other Business –
14. Chairman Observations
15. Next Meeting
16. Adjourn

MIDDLE PENINSULA CHESAPEAKE BAY PUBLIC ACCESS AUTHORITY MINUTES

June 11, 2010

Middle Peninsula Planning District Commission
Saluda, Virginia

1. Welcome and Introductions

The Middle Peninsula Chesapeake Bay Public Access Authority held its meeting in the Middle Peninsula Planning District Commission Board Room in Saluda, Virginia, at 11 a.m. on June 11, 2010.

Chairman Louise Theberge called the meeting to order. Members and Alternates present were Terri E. Hale, King William County Assistant County Administrator; Trent Funkhouser, West Point Town Manager; Doris Morris, King and Queen Board of Supervisors; and David Whitlow, Essex County Administrator. Also present were Jimmy Sydnor, Town of Tappahannock Zoning Administrator/Planning Director; Lewis Lawrence, Director of Regional Planning MPPDC; and Jackie Rickards, Regional Projects Planner I.

2. Approval of April 2010 Minutes

Chairman Theberge requested a motion to approve the April 2010 minutes. Mr. Whitlow moved that the minutes be approved. Ms. Hale seconded the motion. Motion carried by unanimous vote.

3. Financial Report

Chairman Theberge requested a motion to approve the April 2010 Revenue and Expenditure Report. Mr. Whitlow moved that the Report be approved. Ms. Hale seconded the motion. Motion carried by unanimous vote.

4. Public Comment

None

5. Adoption of 2010-2011 Annual Work Plan

Mr. Lawrence reviewed the Draft of the 2010-2011 Annual Work Plan. According to the overall program design the MPCBPAA will be operated in the following General Areas: (1) MPCBPAA administration and Local Public access technical assistance, (2) Public Access Land Transfers, (3) Access Infrastructure management and improvements, and (4) Water Access Strategic Planning. Chairman Theberge requested a motion to approve the Adoption of the 2010-2011 Annual Work Plan. Mr. Whitlow moved that the Annual Work Plan be approved. Ms. Hale seconded the motion. Motion carried by unanimous vote.

6. Accessing the Virginia Coast Project Update

In the summer of 2009 the MPCBPAA and the Virginia Sea Grant (VSG) were rewarded \$6,000 to utilize Maine's web-based tool as a template to help showcase issues, concerns, regulations and projects relative to public access within the Middle Peninsula as well as in Virginia. During the meeting Mr. Lawrence introduced the *Accessing the Virginia Coast* website to the Board and browsed through the various tools and information that is available on the website. The Board requested that Mr. Lawrence

send an email with the URL link to the website when the site is up and running. The website is planned to be finished by the end of June.

7. Shallow Water Dredging Master Plan-Update

Mr. Lawrence shared that he offered another opportunity for Middlesex County to join the Shallow Water Dredging Master Plan efforts however the County has not yet responded. Also the MPCBPAA staff has attempted to contact the Northern Neck Planning District Commission through a variety of mechanisms to try to coordinate information and planning but the NNPDC has not responded. Moreover Mr. Lawrence did explain that the US Army Corps of Engineers has a fund encumbrance date of September 30, 2010 and PDC matching funds offered will not become available until Oct 1, 2010 for the Section 22/Planning Assistance Program. Mr Lawrence continues to work with Congressman Rob Wittman for a strategy to access Section 22/ planning assistance funding.

8. Working Waterfront Special Area Master Plan- NOAA Section 309 Update

Every five years the Coastal Zone Management Program selects priority project areas to direct CZMA Section 309 funds. During recent Section 309 planning Virginia Sea Grant, Coastal Communities Development program, the Northern Neck, Middle Peninsula and the Eastern Shore PDC and or PAA's were identified as potential recipients for jointly receiving \$50,000 a year for the next five years to focus on new policy develop to preserve working waterfronts (ie. efforts will include inventorying working waterfront infrastructure). The Northern Neck, Middle Peninsula and the Eastern Shore will be meeting within the next month to discuss the details of funding allocations.

9. Preliminary report on the Mathews County Public Access Survey

Beginning in June 2009, the PAA partnered with the Mathews Maritime Foundation, Mathews Blueways Trail and Mathews County Staff to plan a summit to focus on public access issues and concerns specific to Mathews County. A series of four community meetings were held throughout the county from December 2009 to April 2010. At the meetings PAA staff provided participants with information about public access, while PAA staff used surveys and mapping activities to gather information from the participants about public access issues they have encountered while living in the County. The survey that was provided at the meeting was also made available through the internet through June 1st. Please refer to Appendix 1 for the survey results that were shared with the Board.

10. Mathews County Land Donation Update

Mr. Lawrence explained that Mathews County and the PAA asked Mr. Robinson, Mr. Hall's Broker, to develop a white paper that describes the property and its potential uses. Mr. Robinson did so; however Mr. Hall's legal counsel seems to be uninformed about the land transfer. Mr. Lawrence did send a letter to Mr. Hall's counsel informing them that the PAA is ready to receive the gift.

Mr. Whitlow suggested, and the Board agreed, to have PAA staff draft a Deed of Gift for Mr. Hall's legal counsel for consideration.

11. Browne Track timber thinning and habitat management update

Mr. Lawrence explained that PAA staff meet with the Virginia Department of Forestry (DOF) as well as Mike Budd, National Wildlife Services (NWS), at the beginning of May to discuss draft Wildlife Habitat Management Plans for the Brown Tract, Clay Tract and Haworth Tract. The draft plans were developed by Mike Budd, however to make the plans more comprehensive DOF was invited to contribute to the overall plan. Mr. Lawrence also shared that DOF and the NWS will assist in developing a timeline for

planning the management of the PAA's public lands. At the meeting DOF shared that the timber on the Browne Tract is ready to be timbered. Therefore Mr. Lawrence contacted the Mr. Norman, adjoining property owner to ask for permission to access the Brown Tract through his property, however due Mr. Norman's involvement in the NRSC buffer program, logging trucks would be detrimental to the buffer. Mr. Norman suggested that Mr. Lawrence contact the neighboring property owner to the south of the Brown Tract for access.

12. Update on the claim of a prescriptive ROW across the Haworth Tract

PAA staff received a letter from the law firm of Dillard & Katona claiming that they have found public records of a prescriptive right of way (ROW) across the Haworth Tract. The Law firm also explained that the PAA should allow access across the property, or they will be taking the PAA to court. Mr. Lawrence shared that the PAA's legal counsel is currently conducting a research with regard to the ROW claim.

13. Update on King and Queen Sportsman Hunt Club obligation

PAA staff has been in recent contact with the Hunt Club and it has been decided that the club would work with Tommy Longest, a local farmer, to choose the proper habitat management technique for the Clay Tract. It was has decided that the crop planting would occur in the fall. Mr. Lawrence did not seem to have problem with this, however he did mention that the contract with the King and Queen Sportsman Hunt Club could not be renewed without fulfilling its original contract obligation.

14. Boy Scout project and usage of the Clay Track

Mr. Lawrence shared that a couple youth groups visited the Clay tract earlier in the month. During the visit one of the adults accompanying the group was interested in using the Clay Tract for Eagle Scout project that would improve the property, including cutting trails and maintaining the piers on the property. Also PAA staff was asked specifically about camping on the Clay Tract. Since the PAA has not adopted a management plan for the tract the Board suggested PAA staff draft a policy for lands without a formal management framework that speaks to management of lands for limited access and special use, such as Boy Scouts being allowed to utilize the Clay Tract for overnight stays (ie. camping) until such time as a formal land management plan is developed.

15. Road Ending Technical Assistance

a. Perrin Creek – Recently in Gloucester County, Cooks Seafood was sold which was used as location for workboats to tie up. However since it was sold, 20-30 workboats are now in need of a new location to be kept. Mr. Lawrence shared that he received phones calls from Carole Steel and the Honorable Carter Border of Gloucester County with regards to this issue and has, therefore, began to research options for these workboats. Ultimately Mr. Lawrence found that there may some flexibility in having the watermen tie up at the landing.

b. Cappahosic – Although considered a county landing, the landing is owned by VDOT, but managed by the County. There was some belief that the landing was larger, than it currently is. Mr. Lawrence went through the property records and found that it was instead .5 acres larger. The land that was lost abuts the water which suggests the land was eroded over time.

16. Other Business

None

12. Chairman Observations

None

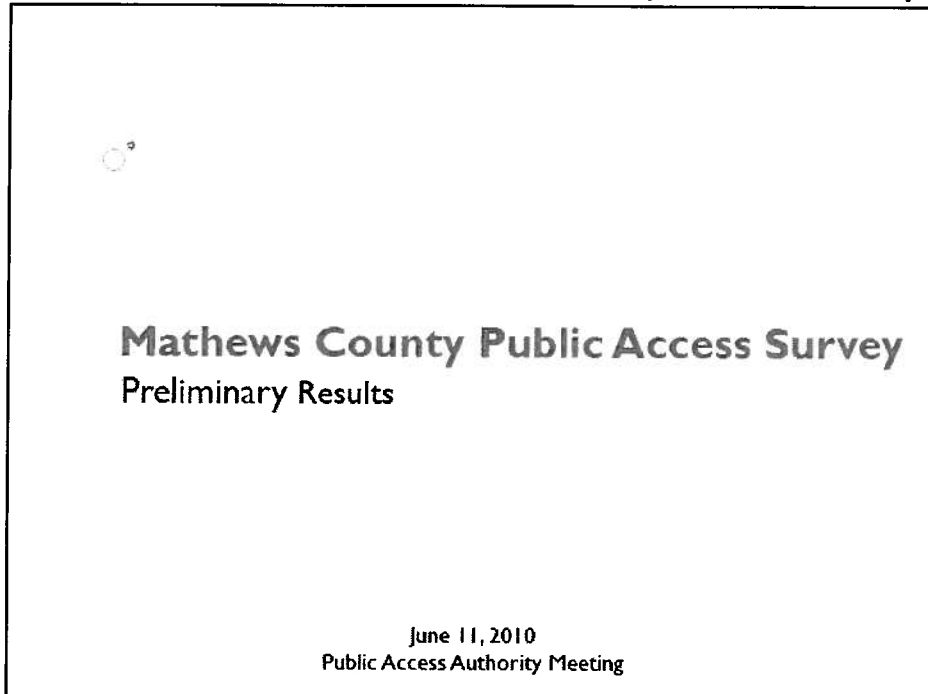
13. Next Meeting

The next meeting of the Middle Peninsula Chesapeake Bay Public Access Authority is scheduled for Friday, August 13, 2010 at 11:00pm.

14. Adjournment

Chairman Theberge requested a motion to adjourn the meeting. Ms. Hale moved that the motion be approve; Mr. Whitlow, seconded the motion. Meeting was adjourned.

Appendix 1: Preliminary Survey Results from the Mathews County Public Access Survey.



Quick Background

Mathews Maritime Public Access Summit

- **Purpose:** to increase understanding of legal issues, and explore options for new access sites with interested stakeholders and the general public
- **When:** Four meetings conducted from February thru March
- **Where:** West Mathews Civic Center, Antioch Baptist Church, Northern Gwynn's Island Community Center, Mathews County Library
- **How:** Planned citizen Participatory Method through informative presentations, mapping exercises and surveys

AND integrate this process into meeting
Keep America's Waterfronts Working Act of 2009
requirements for future funding

Survey Participation

- November 2009 – June 2010
- Survey was made available as a handout and through the web
- Total of 75 respondents



The Majority of Participants.....

- Have lived in Mathews County **10-25 years**
- Are private or recreational **boaters**
- Are waterfront land owners with **direct private access** to the water
- Drive **less than 5 miles** to launch their boat
- **Do not pay** to launch their boat and are opposed to fees

The Majority of Participants.....

- Have not lost access to a boat launch site in Mathews County in the past **5 years**
- Believe the biggest threats to access is coastal destruction due to **storms and other hazards** and **overall lack of public water access sites**
- Believe there is a lack of public fishing piers and fishing opportunities from the shore

The Majority of Participants.....

- Believe that loss of access for water-dependent commercial activity would have a **negative consequence** for Mathews
- **Public and private partnerships** should be established to ensure the preservation of working waterfront infrastructure
- **Public mooring fields** should be available in appropriate locations and available on a **first come-first serve basis** for **short-term use**
- Different user groups should have access to all sites

Top concerns

1. Lack of beach access
2. Lack of boat ramps
3. Lack of safe swimming areas
4. Lack of public fishing piers
5. Lack of public municipal slips
6. Lack of public or private boat slips for transient use
7. Lack of commercial fish houses
8. Lack of public parking at boat ramps
9. Lack of charter boat activity



The Biggest Problems

Topic	Specific Issue
Public Boat Ramps	<ul style="list-style-type: none"> • Ramp sites lack adequate parking • There is no enough access to serve all users • Ramp conditions are deteriorating and not being improved
Public Beaches/Swimming Access	<ul style="list-style-type: none"> • There are not enough public beach access sites • Lack of public facilities (rest rooms, trash pick up, security, etc) at beach sites
Boat Slips	<ul style="list-style-type: none"> • Can not be accessed due to shoaling • Are not available
Commercial Seafood Houses (Traditional Working Waterfront)	<ul style="list-style-type: none"> • Not enough catch for watermen to make a living • Are being replaced by private development

The Smallest Problems

Topic	Specific Issue
Public Boat Ramps	<ul style="list-style-type: none"> • The wait time at ramp is too long or multiple ramps needed • Ramps are closing or being replaced for carry-on boats
Public Beaches/Swimming Access	<ul style="list-style-type: none"> • Public access sites lack parking
Boat Slips	<ul style="list-style-type: none"> • Are being demolished • Have been priced above market value
Commercial Seafood Houses (Traditional Working Waterfront)	<ul style="list-style-type: none"> • Property tax is too high for watermen to retain the property • Not enough workers/labor force available (crab pickers, oyster shuckers, dockhands, etc)

Sites that should be expanded....

1. East River Boat Yard
2. Put-in Creek
3. Williams Wharf
4. Seabreeze, Gwynn's Island



Sites for NEW public boat ramps...

Body of Water:

1. East River
2. North River
3. Piankatank River
4. Put-in Creek

Location:

1. Mobjack Area/East River Road
2. Courthouse Area
3. Mill Lane Road



Working Waterfronts to protect...

1. Gwynn's Island (Milford Landing & Callis Wharf)
2. Davis Creek
3. East River Boatyard
4. Horn Harbor
5. Williams Wharf



Locations with historic connection to working waterfronts

1. Gwynn's Island (Milford Landing & Callis Wharf)
2. East River
3. Mobjack
4. Put-in Creek



Types of Improvements Needed at access sites

- Maintenance of ramps/docks (ie. repairs and expansion)
- Dredging for accessibility
- Parking at access sites
- Renovation and/or preservation of structures
- Infrastructure (ie. water, sewer, refrigeration, electricity)
- Regular trash clean up
- Waterfront Economics (ie. restaurants)

Tools that Mathews County Government should investigate to protect public access

1. Zoning changes to protect and manage land and water uses
2. Encourage private donations (land and funding)
3. Working with property owners to save working waterfronts through easements or other partnerships
4. Public Financing dedicated to working waterfronts or public access
5. Developing laws and regulations
6. Transfer of Development Rights
7. Fees or other taxation options



Mathews County government can help by.....

1. Having **information online** dedicated to public access issues
2. **Education** the public on access issues
3. Facilitate **community planning**
4. **Track** public and private access
5. **Fund** capital invests such as public wharfs

Next Steps.....

- PAA staff will develop a Public Access Master Plan for Mathews County
 - Set priorities for public access site improvements (ie. repairs and expansions)
 - Set priorities for working waterfront preservation and possible restoration
- Revisit Mathews to share outcomes

Revenue and Expenditure Report by Project

Middle Peninsula Planning District Commission

Run Date: 08/05/2010
Run Time: 2:25:18 pm
Page 1 of 1

Period 07/01/10 to 07/31/10

Project Code & Description	Budget	Prior Year	Current	YTD	Proj Tot	Un/Ovr	% Bud
32007 PAA Administration				Project Period	7/1/2007	to 6/30/2010	
Revenues							
41700 VDCR	75,900.00	75,900.00	0.00	0.00	75,900.00	0.00	100.00
44010 MPLT/BFI Award	12,160.27	12,160.27	0.00	0.00	12,160.27	0.00	100.00
44012 PAA Prior Year's Un	9,782.58	-26,022.13	35,804.71	35,804.71	9,782.58	0.00	100.00
44200 Interest Income	8.15	5.13	0.24	0.24	5.37	2.78	65.89%
44300 PAA Hunting License	4,150.00	2,050.00	50.00	50.00	2,100.00	2,050.00	50.60%
44900 Miscellaneous Incom	1,342.25	1,342.25	0.00	0.00	1,342.25	0.00	100.00
Revenues	<u>103,343.25</u>	<u>65,435.52</u>	<u>35,854.95</u>	<u>35,854.95</u>	<u>101,290.47</u>	<u>2,052.78</u>	<u>98.01%</u>
Expenses							
50000 SALARIES	18,727.66	16,802.66	0.00	0.00	16,802.66	1,925.00	89.72%
50500 FRINGE BENEFITS	6,246.16	5,591.67	0.00	0.00	5,591.67	654.49	89.52%
52251 website	91.51	91.51	0.00	0.00	91.51	0.00	100.00
53100 Equipment	57.54	57.54	0.00	0.00	57.54	0.00	100.00
53400 Office Supplies	2,335.32	2,335.32	0.00	0.00	2,335.32	0.00	100.00
53500 Meeting Supplies	4,058.18	1,058.18	0.00	0.00	1,058.18	3,000.00	26.08%
54100 Private Mileage	385.19	385.19	0.00	0.00	385.19	0.00	100.00
54500 Lodging/ Staff Expen	93.68	93.68	0.00	0.00	93.68	0.00	100.00
54900 Travel Expense Other	2,000.00	0.00	0.00	0.00	0.00	2,000.00	0.00%
55150 Subscriptions/Publica	29.95	29.95	0.00	0.00	29.95	0.00	100.00
55300 Conferences	325.00	325.00	0.00	0.00	325.00	0.00	100.00
56300 Legal Services	13,960.69	3,960.69	220.00	220.00	4,180.69	9,780.00	29.95%
56400 Consulting/Contractur	22,379.55	12,379.55	0.00	0.00	12,379.55	10,000.00	55.32%
56600 Construction	2,694.21	694.21	0.00	0.00	694.21	2,000.00	25.77%
56700 Contractural Other	500.00	500.00	0.00	0.00	500.00	0.00	100.00
57100 Postage	154.00	154.00	0.00	0.00	154.00	0.00	100.00
57300 Promotion/Advertisin	47.50	47.50	0.00	0.00	47.50	0.00	100.00
57400 Public Officials Insur	5,472.00	4,216.00	1,256.00	1,256.00	5,472.00	0.00	100.00
57500 Miscellaneous Other	6,363.58	6,363.58	0.00	0.00	6,363.58	0.00	100.00
59700 INDIRECT COSTS	11,768.29	10,349.29	0.00	0.00	10,349.29	1,419.00	87.94%
Expenses	<u>97,690.01</u>	<u>65,435.52</u>	<u>1,476.00</u>	<u>1,476.00</u>	<u>66,911.52</u>	<u>30,778.49</u>	<u>68.49%</u>
Project Revenues:	<u>103,343.25</u>	<u>65,435.52</u>	<u>35,854.95</u>	<u>35,854.95</u>	<u>101,290.47</u>	<u>2,052.78</u>	<u>98.01%</u>
Project Expenses:	<u>97,690.01</u>	<u>65,435.52</u>	<u>1,476.00</u>	<u>1,476.00</u>	<u>66,911.52</u>	<u>30,778.49</u>	<u>68.49%</u>
Project Balance:	<u>5,653.24</u>	<u>0.00</u>	<u>34,378.95</u>	<u>34,378.95</u>	<u>34,378.95</u>		

**Middle
Peninsula
Regional
Public
Water
Access
Master
Plan**

DRAFT

Middle Peninsula Chesapeake
Bay Public Access Authority

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Public Boat Ramps

Public Beaches

Boat Slips

Chapter 5: **SPECIFIC REGIONAL TRENDS AND NEEDS** (including PAA Tools and Solutions)

Chapter 6: **SPECIFIC COUNTY AND TOWN TRENDS AND NEEDS**

A. Mathews County

County Description

County Partnerships drive the process

Public Access in Mathews County

B. Gloucester County

C. King William

I. County

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Chapter 7: **IMPROVING PUBLIC ACCESS**

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Appendix B: **MATHEWS COUNTY COASTAL SURVEY RESULTS**

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Chapter One: FRAMING THE ISSUE

Coastal areas generate billions of dollars annually from fisheries, recreation and tourism, ports, and other marine businesses. While coastal areas represent a very small portion of the total national land area, they support a disproportionately large range of uses and activities that are critical to the health, wealth, and safety of Americans. Waterfronts along our coasts are experiencing increased pressure from competing demands including residential property development, land acquisition for conservation, offshore energy, marine transportation and commerce, and other demands, which have accelerated the need to sustainably manage finite spaces and coastal and ocean resources. At the same time, climate change impacts are expected to amplify these challenges. The cumulative impacts of increasing population, natural resource use and loss, and vulnerability to coastal hazards will affect the daily lives of Americans as they live and conduct business in coastal areas, use products shipped into U.S. ports, consume seafood, and vacation along the coasts.

-David Kennedy, Acting Deputy Assistant Administrator for Ocean Services and
Coastal Zone

Management at the National Oceanic and Atmospheric Administration (NOAA)-
**LEGISLATIVE HEARING ON H.R. 2548, THE KEEP AMERICA'S WATERFRONTS
WORKING ACT OF 2009**

Introduction

Over the years coastal community dynamics have shifted to adjust and adapt to our nation's love affair with the coastal zone. Offering scenic vistas, recreational activities as well as commercial opportunities, our nations coastlines appeal to a variety of user groups with a variety of demands.

With only one percent of the Virginia's shoreline publicly owned, providing residents and visitors with sufficient water public access to the natural resources of the Commonwealth is quite important to coastal localities. Yet offering water access points through publicly owned lands is challenging to say least. To assist in directing local and regional initiatives to promote, improve, and create new water public access sites in the Middle Peninsula, the Middle Peninsula Chesapeake Bay Public Access Authority (PAA) has developed this comprehensive Water Public Access Master Plan to begin to address the access needs and concerns in the region. This plan will describe how water public access sites are integral gateways to the shorelines and waterways of the Middle Peninsula as well as the Chesapeake Bay. Therefore Middle Peninsula coastal communities and water-dependent industries face a difficult and critical challenge: how to balance development pressures,

recreational demands, and tourism while maintaining adequate public access o the waterways of the region that equitably support a community vision.

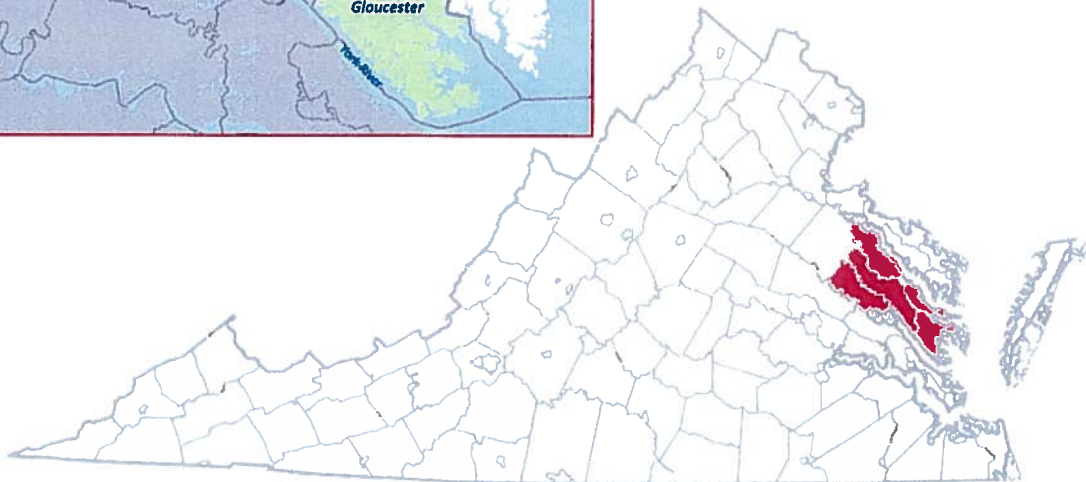
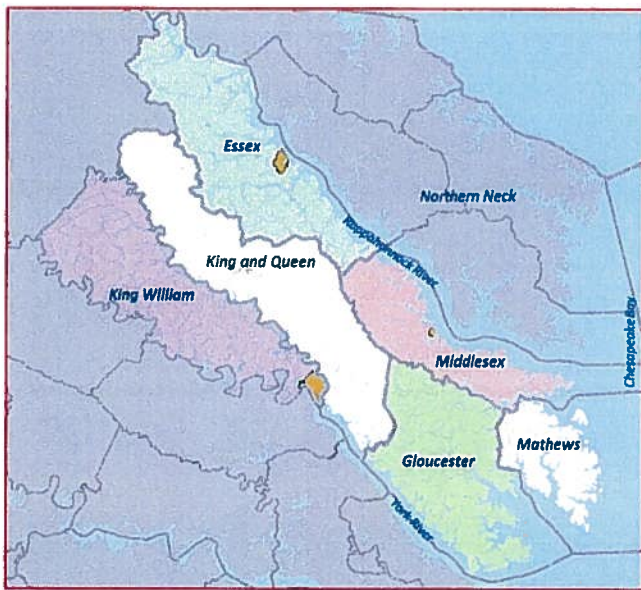
The invention of this report is to satisfy the objectives of the proposed Keeping America’s Working Waterfront Work Act of 2009. The passing of the Bill will establish a grant program strictly to fund water public access issues. Thus, the PAA will continue to proactively strive toward developing a public access master plan that will position member localities to obtain future funds.

Our Coast and Working Waterfront

Framing the Issue in the Middle Peninsula

As a coastal region consisting of six counties (e.g. Gloucester, Mathews, King William, King & Queen, Essex and Middlesex Counties), the Middle Peninsula abuts

the Rappahannock River to the North, the York River to the South, and the Chesapeake Bay to the East (Figure 1). As the regional epicenter for economic development, the coastline of the Middle Peninsula has historically supported working waterfront maritime traditions and culture,



including seafaring, boat building, and seafood harvesting. However in recent years a variety of factors have contributed to a shift away from such traditional water-based livelihoods. For instance, due to disease, predation, and water quality, populations of harvestable shellfish have declined, while regulations have placed limitations on blue crab harvests; ultimately straining the livelihoods of watermen who have worked the water for generations.

Also, as populations migrate toward the coast the demand for waterfront properties has increased which has directly accelerated the rate of coastal development and the demand for regional coastal resources. Within the Middle Peninsula alone there has been a 13% population increase between 1990 and 2000, while the population in Tidewater Virginia accounts for 60% of the total population growth in the Commonwealth. Though coastal residential development may be economically appealing to some communities, localities ultimately sacrifice losing their historical character, culture, and heritage. Furthermore, traditional access points are threatened - access points are built upon, fenced off, posted "No Trespass", or purchased by new owners who are unwilling to continue old patterns of public access uses. Additionally as coastal properties become more desirable and increase in market value, property taxes increase. Consequently, higher taxes have forced watermen, who once owned the property, to vacate the waterfront since they can no longer afford the property tax.

A Local Public Access Conundrum:



This average looking sign indicating private property, falsely conveys the reality of the situation. In reality this sign sits on a public beach owned by Mathews County. Also the sign indicates trespassers will be prosecuted and that it is a federal offense to tamper with the sign, yet the listed phone number connects to the local sheriff's office.

Chapter Two: REGULATIONS IMPACTING PUBLIC ACCESS

All levels of government, from federal to local are working to preserve and protect our nation's coast.

Coastal Zone Management

The 1972 Coastal Zone Management (CZM) Act establishes a national policy to protect, and, where possible, restore and enhance coastal areas that created the Coastal Zone Management Program. By leveraging federal and state matching funds, this Program strengthens the capabilities of each partner to address coastal issues, including coastal development, Coastal development, water quality, shoreline erosion, public access, natural resource protection, energy facility siting and coastal hazard. Virginia Coastal Zone Management Program, established in 1986, works to protect and manage the 29 counties, 17 cities and 42 incorporated towns within coastal zone Virginia (ie. Tidewater Virginia). Focused on three general aspects of the coastal zone, including coastal resource protection, coastal sustainable use, and coastal management coordination, when it comes to public water access VCZM aims to:

1. Protect and restore coastal resources, habitats, and species of the Commonwealth. These include, but are not limited to, wetlands, subaqueous lands and vegetation, sand dune systems, barrier islands, underwater or maritime cultural resources, riparian forested buffers, and endangered or threatened species.
2. Promote sustainable ecotourism and to increase and improve public access to coastal waters and shorefront lands compatible with resource protection goals
3. Ensure sustainable development on coastal lands and support access for water-dependent development through effective coordination of governmental planning processes
4. Avoid and minimize coastal resource use conflicts through research, planning, and a forum for coordination and facilitation among government agencies, interest groups, and citizens.

Public Trust Doctrine

The common law doctrine of Public Trust in Virginia holds submerged land and water below the mean low water line in trust for the public and future generations. Therefore in Virginia, coastal property owners may prevent people from gaining access to the shoreline of their land. Gaining unauthorized access – either perpendicularly or horizontally to the shore – may be trespassing for which one may be liable in court. Virginia is one of only a few states in which coastal property owners can own land out to the mean low tide line (Figure #1). These ownership

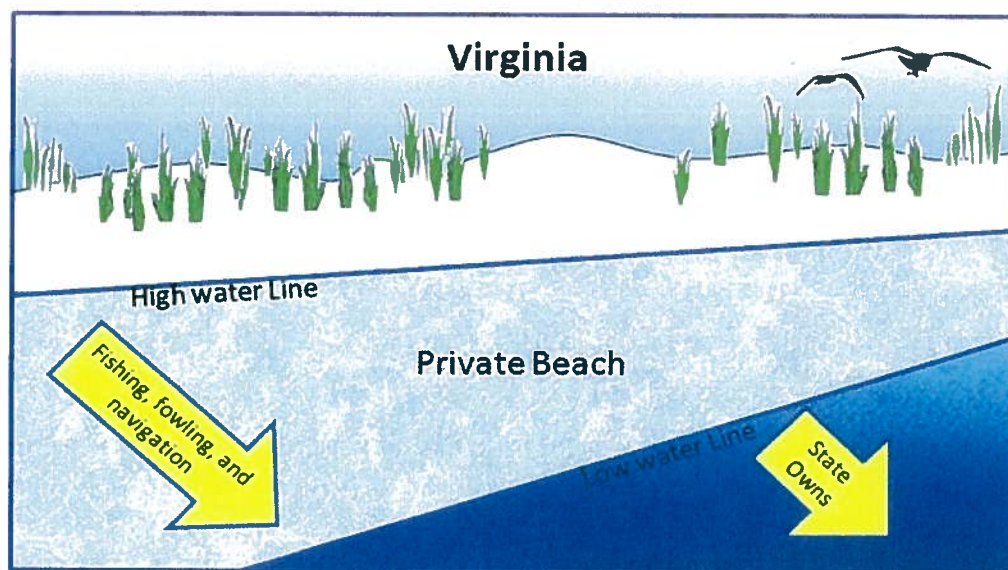


Figure 1: Who owns the Virginia shoreline?

interests are subject to a centuries-old public easement allowing the public to use the intertidal zone for the limited purposes of "fishing, fowling, hunting and taking of oysters and other shellfish." However, under the public trust doctrine, the government is also obliged to act on behalf of the public to protect publicly-owned submerged lands below the mean low tide line, and publicly owned natural resources such as fish, bivalves, and seaweed that might be extracted from the shore. In Virginia, the Virginia Marine Resources Commission (VMRC) is the state agency responsible for stewardship of Virginia's marine and aquatic resources and protectors of its tidal water.

Secondary System of State Highways

The majority of all public water access sites across the Middle Peninsula have one common attribute, access to state waters is provided across right of ways, through the secondary system of highways maintained by the Virginia Department of Transportation.

The Secondary System of State Highways was created in 1932 with the enactment of the Byrd Road Act of 1932 (1932 Acts of Assembly, ch. 415). The Byrd Road Act transferred to the Virginia Department of Highways, now the Virginia Department of Transportation (VDOT), the control of all non-primary highways and landings in Virginia for the purpose of relieving counties and certain cities and towns of the obligation of maintenance and improvements of such roads and landings. Included within the Secondary System of State Highways were "all of the public roads, causeways, bridges, landings and wharves in the several counties of the State as of March 1, 1932, not included in the State highway system." Therefore public landings and public wharves continue to be part of the Secondary System of State Highways. Va. Code § 33.1-67. The Byrd Road Act removed all control, supervision, management and jurisdiction over such roads and landings from the boards of supervisors. See Va. Code § 33.1-69.

In the months that followed the enactment of the Byrd Road Act, VDOT inventoried the streets and roads for which it had become responsible. It determined which roads and how much of the roads would be subject to state maintenance. Where the condition of a road was either (a) too costly to repair and maintain, (b) inconvenient in some other way, or (c) there was insufficient public service to warrant the public expense required to maintain those portions, VDOT fixed the location for the end of maintenance. As a practical matter, those portions of roads that were beyond the end of state maintenance did not become part of what is now considered the Secondary System of State Highways.

Nevertheless, VDOT's decision not to maintain all or portions of original roadway corridors did not operate to cease their status as public roads. It merely constituted an administrative decision discontinuing VDOT's jurisdiction. Those

roads not taken into the Secondary System of State Highways were left under the jurisdiction of the respective local governing body.

Throughout the Commonwealth, there are many public roads that are not actively maintained by VDOT. However, unless those roads have been formally abandoned, they remain available for public use. The fact that VDOT does not actively maintain them does not extinguish the public's right to use them.

The Byrd Road Act did not in and of itself create any public roads. Another portion of the Code of Virginia establishes certain presumptions as to the existence of public roads:

When a way has been worked by road officials as a public road and is used by the public as such, proof of these facts is *prima facie* evidence that the same is a public road. And when a way has been regularly or periodically worked by road officials as a public road and used by the public as such continuously for a period of twenty years, proof of those facts shall be *conclusive* evidence that the same is a public road. In all such cases, the center of the general line of passage, conforming to the ancient landmarks where such exist, shall be presumed to be the center of the way and in the absence to proof to the contrary the width shall be presumed to be thirty feet. (Va. Code § 33.1-184) (emphasis added).

This section of the Virginia Code has far reaching implications for the road endings and public landings which are the subject of this section of the water access master plan. Once a roadway has been regularly and periodically worked by road officials as a public road and used continuously by the public as a public road for a period of 20 years, it is *conclusively* established as public road. Because the legislature uses the phrase "conclusively", the presumption that it is a public road cannot be rebutted. This is significant because a right of the public cannot be extinguished by a mere lack of use. *Basic City v. Bell*, 114 Va. 157, 76 S.E. 336 (1912).

The Supreme Court of Virginia has adopted an ancient maxim of the common law that "once a highway, always a highway", unless it is abandoned or vacated in the due course of law. *Bond v. Green*, 189 Va. 23, 52 S.E.2d 169 (1949). One of the parties in *Bond v. Green* contended that proof that the road was maintained for a number of years by private parties, and not by the public, established an abandonment of the road as a public way. The Court did not agree. Therefore, once

a public road has been created by formal action of the county or state or by the means described in Virginia Code § 33.1-184, it remains a public road until formal action is taken to abandon it. Furthermore, abandonment cannot take place unless it is done by the local governing body. *Ord v. Fugate*, 207 Va. 752, 152 S.E.2d 54 (1967). The failure of VDOT to maintain the road or to include it on state maps is irrelevant to the determination of whether it is a public road.

Section 33.1-184 is also significant because it establishes the width of these public roads. The last sentence that is quoted above creates a rebuttable presumption that the width of all such roads is 30 feet. This presumption applies whether the road has been taken into the Secondary System of State Highways for maintenance or not. It also applies even if the road officials fail to use all 30 feet. *Norfolk & Western Railway Co. v. Faris*, 156 Va. 205, 157 S.E. 819 (1931).

Prescriptive Easements and Other Property Rights

There are several ways a roadway or road corridor can become a public road. A road corridor can become a public road by being purchased by a county or VDOT through deed or the exercise of the power of eminent domain. As set forth in the last section, the Code of Virginia creates a presumption that a roadway is a public road when it has been worked by road officials and/or used by the public for a period of 20 years. The property interest that results from this presumption is a prescriptive easement.

The prescriptive easement for public roads is different from prescriptive easements between private parties. In Virginia, a prescriptive easement between private parties arises where the land of another has been used for a period of 20 years. The use of the land has to be adverse, under claim of right, exclusive, continuous, uninterrupted and with the knowledge and acquiescence of the owner of the underlying land. It is very similar to adverse possession of land. "When the user of a way over another's land clearly demonstrates that his use has been open, visible, continuous and exclusive for more than 20 years, his use is presumed to be under a claim of right." *Umbarger v. Philips*, 240 Va. 120, 124, 399 S.E.2d, 198, 200

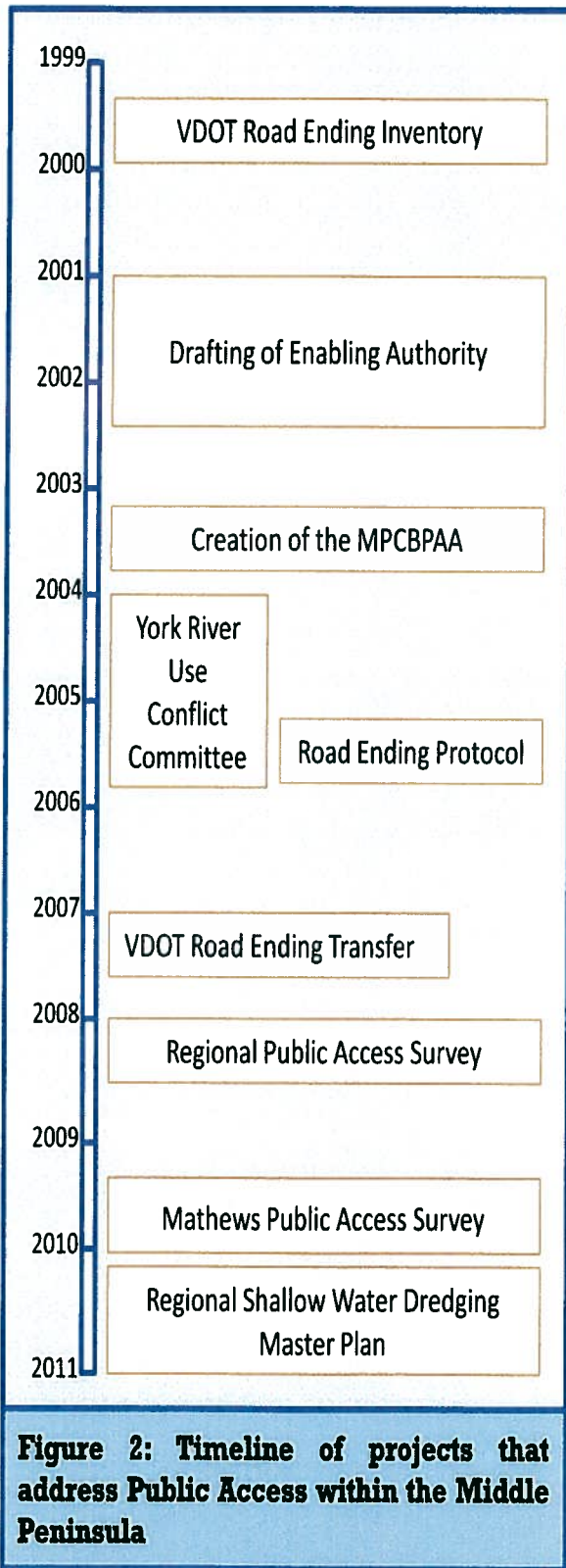
(1990); *Chaney v. Haynes*, 250 Va. 155, 158-159, 458 S.E.2d 451, 453 (1995). However, the width of the easement is limited to the character of the use during the prescriptive period. *Martin v. Moore*, 263 Va. 640, 561 S.E.2d 672 (2002). Furthermore, an individual trying to establish such a prescriptive easement is subject to a heavy burden of proof. There are also a number of defenses which can defeat a prescriptive easement.

On the other hand, a prescriptive easement obtained by the public pursuant to Virginia Code § 33.1-184 is not rebuttable when the way has been regularly or periodically worked by road officials as a public road and used by the public as a public road continuously for a period of 20 years. No other evidence is required to establish its existence. The width is presumed to be 30 feet. Therefore, the burden of proof to establish a prescriptive easement for a public roadway is significantly less than for a private easement.

Like any other easement, a prescriptive easement is a servitude upon the land owned in fee by another. Even though VDOT, the county or the general public does not own the fee simple title to the underlying land, the public has a right to use the road for all purposes for which the road was established or created. This would include using it as a landing as well as a roadway, if it has historically been used as a landing or a landing is consistent with its use as a road corridor to the water. The owner of the underlying fee continues to own the property, but has no right to use the property in any manner which interferes with the enjoyment by the public of the road or landing. Accordingly, the owner of the title to the land encumbered by a prescriptive easement cannot control the property or interfere with the public's use of the easement.

As set forth earlier, once a public road or landing is created by a prescriptive easement, it will remain a public road or landing until there is formal action taken by the Board of Supervisors to *abandon* the road or landing. As will be discussed in Part D, however, the *discontinuance* of a roadway or landing, whether by formal action or by failure to continue to maintain or use the roadway, does not extinguish the prescriptive easement. *Ord v. Fugate*, 207 Va. 752, 152 S.E.2d 54 (1967).

Chapter Three: ADDRESSING THE ISSUES



In 2003, the Virginia General Assembly approved House Bill 619, to create the institutional framework for Middle Peninsula local governments to address public access on a regional basis and enable the creation of the Middle Peninsula Chesapeake Bay Public Access Authority (PAA). Composed of elected officials and local government administrators from the counties of Gloucester, Essex, King & Queen, King William and Mathews, and the Towns of Tappahannock, Urbanna, and West Point, the PAA was established as a political subdivision to serve the public access needs of the participating jurisdictions along more than 1,000 square miles of the Virginia Coastal Zone.

The PAA was specifically charged with identifying, acquiring, and managing water access opportunities that could be used by the general public for passive and active activities. The PAA frequently partners with state and federal agencies, non-governmental organizations, and private citizens to promote land acquisition and enhancement of public access in the Middle Peninsula region. Since its inception, the PAA has leveraged nearly \$3

million for public access acquisitions and improvements through federal, state, regional, and private programs, which has been an exception tool in improving public access in the Middle Peninsula.

The PAA recognizes that shorelines are high priority natural area and as the Middle Peninsula becomes more densely populated and development along the waterfront intensifies, it is critical that localities preserve public access sites for all types of recreational activities. Through partnerships with member localities as well as project initiatives directed by the PAA Board the Authority has address a variety public access issues and concerns.

Virginia Department of Transportation – Road Ending Inventory

Creation of the MPCBPAA

York River Use Conflict Committee

As the Middle Peninsula continues to transition from a less rural to more suburban county, public policies that currently serve as the management tools for near shore land, public water bodies, and water use rights and privileges must adapt. Conflicts are becoming increasing common between waterfront property owners, watermen, boaters, recreational fishermen, sportsmen, aquaculture industries and other seeking to use the Commonwealth water resources. Therefore in response to this transition, in 2004, ^{MPPDC} PAA partnered with Virginia Coastal Zone Management Program at the Virginia Department of Environmental Quality, Virginia Sea Grant Coastal Communities and Development Program as well as Gloucester County to form the York River Use Conflict Committee. Over a period of two years, major user groups, including waterfront property owners, waterfowl hunters, recreational boaters and fishermen, as well as Gloucester County discussed approaches to address water use conflicts that had arisen in the York River. In 2006 the final report was complete and offered seven recommendations for consideration by the Gloucester County Board of Supervisors:

Recommendation 1 –Develop and adopt a **Coastal Living Policy** to educate and inform County residents

Recommendation 2 –Denote the County’s **Land, Air and Water territorial boundaries** in the County’s **Comprehensive Plan** and supporting maps.

Recommendation 3- **Take no action for now regarding aquaculture** within the County’s jurisdiction.

Recommendation 4 –Develop and adopt a policy for the **protection of working waterfronts**.

Recommendation 5 –Develop and adopt a **Waterfront Outdoor Lighting Ordinance**.

Recommendation 6 –Develop and adopt a policy **restricting floating homes** within the County;

Recommendation 7 –**Develop and implement a master plan for public access infrastructure** to ensure safe and equal water access for all user groups to the waterways within the County.

The Gloucester County Board of Supervisors adopted all seven of the recommendation generated by the York River Use Conflict Committee, however the county is continuing to work in developing ordinances from these recommendations.

Virginia Department of Transportation – Road Ending Protocol

Virginia Department of Transportation – Road Ending Transfers

With the major of public access to state waters provided across right of ways, through the secondary system of highways maintained by the Virginia Department of Transportation, in 2007 session, the General Assembly passed House Bill 2781 sponsored by Delegate Harvey Morgan which, “allows the Commonwealth Transportation Board (CTB), upon the request of a Public Access Authority, to transfer to the PAA any and all rights and interests of the Board in highways, highway rights-of-way, and landings without first abandoning or discontinuing them.” This removed a huge obstacle to conserving road endings to enhance public access to the water. With funding from the Virginia CZM Program, the PAA has identified 300 roadways with public access capabilities running to or near waterways in the Middle Peninsula. Currently the PAA is working through the process of transferring the rights of a few road endings in the region, which will enhance the current network of public access sights in the region.

Multimodal Plan

Regional Public Access Survey

Mathews County Public Access Survey

Regional Shallow Water Dredging Master Plan

Regional Shallow Water Dredging Master Plan

Navigable channels are pivotal to the use and enjoyment of docks, marinas, boat yards, yacht brokers and eateries. Water borne traffic has been at the heart of Middle Peninsula waterways since becoming home to its earliest settlers.

Recently in the spring of 2010 the PAA began working with the U.S. Army Corps of Engineers to begin the process of identifying and discussing the issues and framework necessary to establish a Middle Peninsula Regional Dredging and Sediment Management Plan (D & S Plan). A sustainable dredging and sediment master plan will be developed from the following components which include:

- Identification of regional and local dredging and sediment management needs
- The costs and potential funding mechanism for dredging projects
- The feasibility, nature and form of inter-municipal cooperation
- A methodology and process for determining dredging priorities and scheduling
- Feasibility and requirement for expedited permitting
- Alternative for ownership, control and operation of dredging equipment.
- Consideration of ecosystem restoration through the beneficial use of dredged material, incorporating dredging Sections 202 and 701 of the Chesapeake Bay Executive Order call on Federal agencies to expand public access to waters and open spaces of the Chesapeake Bay and its tributaries from Federal lands and conserve landscapes and ecosystems of the Chesapeake Bay watershed.

The primary focus of this investigation is on the rivers, creeks, harbors, and embayment's draining from the Middle Peninsula into the Chesapeake Bay.

In preparation of and with full anticipation that the US Army Corps of Engineers (ACE) will no longer be available for local waterway dredging, the Middle Peninsula must address the economic impact and needs of shallow water dredging and sediment management and determine how to accomplish and fund a Plan. It is believed that by study of these issues the Middle Peninsula region will be assured timelier, cost effective and adequate maintenance dredging of the waterways of the Middle Peninsula. The development of a Middle Peninsula Regional Dredging and Sediment Master Plan (D & S Plan) will allow for continuing economic activity by improving the use of Middle Peninsula waterways and, more importantly, promote further economic, commercial and recreational use of the Middle Peninsula.

Chapter Four: REGIONAL PUBLIC ACCESS

To begin to develop an understanding of specific water public access issues within the Middle Peninsula, the PAA partnered with Virginia Sea Grant to inventory coastal access, needs, concerns and trends throughout the region, including existing access and ownership patterns, public access needs of the residents in the lower Chesapeake Bay, waterfront conflicts and conversion issues. The PAA developed a survey in conjunction with *Write Stuff*, to outline the scope of coastal water access challenges and needs. Long and short versions of the survey were mailed to various recreational watermen and working waterfront organizations. The survey was also made available through the Virginia Sea Grant website. The following paragraphs provide some insight to the types of water access and users in the Middle Peninsula and Chesapeake Bay.

Public Water Access in the Middle Peninsula

Although the waterways and shorelines of the Middle Peninsula are utilized by a variety of user groups, the average public water access user may be described as follows (Table 1):

PROFILE: The Average Middle Peninsula Water Public Access User	
DESCRIPTION	Private or recreational boater (ie. power, paddling)
	Private or recreational angler
	Waterfront land owner
	\$75,000 + Household Income
	Swims in local waterways
	Will pay \$5-\$10 to launch their boat 50% of the time
	Gains access to water by a trailer or they have currently have direct private access to the waterway
	Typically drives less than 5 miles to launch their boat
BELIEFS	Concerned most about lack of boat ramps and lack of beach access in the region
	Supports fee-pass system for annual or seasonal use or higher fees for non-local residents
	Prefers boat ramps with adequate parking for multiple users

Yet the waterways and shorelines of the region are also popular locations for sailing, sunbathing, birding, hunting as well as fishing [from fishing piers].

Over the decades the region has endured wicked storms that have threatened, damaged, or removed water public access infrastructure to the region's waterways. For instance the in 2003 Hurricane Isabel swept through the region causing major coastal erosion, impacting local shoaling, and loss and/or damage to private and public docks and piers. In conjunction with storms, other local coastal hazards, including flooding, erosion, shoaling, sea level rise and land subsidence also contributes to the water public access challenges. Additionally, however currently within the Middle Peninsula there is just not enough public access sites.

Public access has also been reduced and/or limited due to the increase in private waterfront property ownership.

Providing for safe and adequate water public access infrastructure is critical to meet the regional access demands of residents as well as tourists.

Public Boat Ramps

Public boat ramps within the regional provide residents and visiting boaters access to the Bay and its tributaries, however a major concern is that there is just not enough local and/or regional access sites. Consequently current access sites become overcrowded and results in long wait times for the ramp. To complicate matters further, current sites lack adequate parking for both car top boats (ie. canoes) and kayaks as well as boat trailers. Also in some cases ramp conditions at access sites are deteriorating which causes for safety concerns, and ultimately inadequate public water access.

Public access sites maintained by Virginia Department of Game and Inland Fisheries (DGIF):



Gloucester County

Waterbody	Access Area	Barrier Free	Type	Ramps	Latitude	Longitude	Map
Piankatank River	Deep Point	Yes	Concrete Ramp	1	37° 32' 10" N 37.5361228	76° 29' 43" W -76.4953889	Map
Directions: From Glenss, Rt 198 East (7.5); L on Rt 606 (1.5)							
Porpoetank River	Tanyard	No	Concrete Ramp	1	37° 27' 17" N 37.4548078	76° 40' 5" W -76.6679753	Map
Directions: From Gloucester, Rt 14 North (4.3); L on Rt 613 (3.3); R on Rt 610 (.6); L on Rt 617 (.5)							
Ware River	Warehouse Closed 4/26 - 6/20/10 for re-construction of ramp. Alternative launch site: York River, town of Gloucester Point, Rt 1208 or Porpoetank River.	Yes	Concrete Ramp	1	37° 24' 11" N 37.4031611	76° 29' 23" W -76.4896286	Map
Directions: East of Gloucester on Rt 621 (2)							
York River	Gloucester Point	Yes	Concrete Ramp	2	37° 14' 45" N 37.2457058	76° 30' 17" W -76.5048003	Map
Directions: Town of Gloucester Point, Rt 1208							

Mathews County

Waterbody	Access Area	Barrier Free	Type	Ramps	Latitude	Longitude	Map
East River	Town Point	Yes	Concrete Ramp	1	37° 24' 55" N 37.4153723	76° 20' 15" W -76.3375842	Map
Directions: From Mathews, Rt. 14 South (3.8); R on Rt. 615 (.6)							

Middlesex County

Waterbody	Access Area	Barrier Free	Type	Ramps	Latitude	Longitude	Map
Parrotts Creek	Mill Stone	Yes	Concrete Ramp	1	37° 43' 36" N 37.7266569	76° 37' 18" W -76.6219992	Map
Directions: Church View, Rt. 17 North (1.1); R on Rt 640 (4.4); L on Rt 608 (.8)							
Rappahannock River	Mill Creek	Yes	Concrete Ramp	1	37° 35' 3" N 37.5842494	76° 25' 28" W -76.4244480	Map
Directions: From Hartfield, Rt. 3 North (.5); R on Rt 626 (3.1)							
Rappahannock River	Saluda	Yes	Concrete Ramp	1	37° 37' 21" N 37.6225893	76° 34' 54" W -76.5816117	Map
Directions: Rt 618 North (1.4) of Saluda							

Essex County

Waterbody	Access Area	Barrier Free	Type	Ramps	Latitude	Longitude	Map
Hoskin's Creek	Hoskin's Creek	No	Concrete Ramp	1	37° 55' 12" N 37.9200873	76° 51' 26" W -76.8571004	Map
Directions: Town of Tappahannock, Rt T-1002 (Dock Street)							

King & Queen County

Waterbody	Access Area	Barrier Free	Type	Ramps	Latitude	Longitude	Map
Mattaponi River	Melrose	Yes	Concrete Ramp	1	37° 38' 14" N 37.6372145	76° 51' 18" W -76.8549627	Map
Directions: From King & Queen C.H., Rt. 14 South (2.8); R on Rt 602 (1.2) to Ramp							
Mattaponi River	Waterfence	Yes	Concrete Ramp	1	37° 35' 31" N 37.5920552	76° 47' 55" W -76.7987125	Map
Directions: From West Point, Rt 33 East, turn L onto SR 14 (5), turn L onto SC 611 to end							

King William County

Waterbody	Access Area	Barrier Free	Type	Ramps	Latitude	Longitude	Map
Mattaponi River	Aylett	Yes	Concrete Ramp	1	37° 47' 8" N 37.7856806	77° 6' 11" W -77.1030150	Map
Directions: Aylett, Rt 360 East, R onto Rt. 600							
Mattaponi River	West Point	Yes	Concrete Ramp	2	37° 32' 26" N 37.5406099	76° 47' 23" W -76.7896487	Map
Directions: Town of West Point on Rt. 33							
Pamunkey River	Lestor Manor	Yes	Concrete Ramp	1	37° 35' 10" N 37.5861120	76° 59' 4" W -76.9845725	Map
Directions: From King William C.H., Rt. 30 South (.7);R on Rt 633 (7.4);L on Rt 672 (.4)							

Public Beaches

Public beaches are important for low impact recreational purposes including swimming, walking, viewing scenic vistas and bird watching, however currently within the Middle Peninsula there are not enough officially marked beach access sites available to the public. The few beach access sites that do exist in the region, lack proper public facilities (ie. restrooms, trash pickup and security), while lack of parking limits the use of beach access sites.

Boat Slips

Within the Middle Peninsula there are insufficient numbers of boat slips to satisfy the current demand. According to survey respondents, currently slips are priced over the market value. Another issue is that slips within the region, which were once public, have turned into private condo-related slips. The Middle Peninsula also faces shoaling in boat slips, therefore limiting the vessel size.

However the PAA is working with the U.S. Army Corps of Engineers on a Regional Shallow Water Dredging Master Plan to address these issues.

Commercial Seafood Houses

Within the Middle Peninsula there are few access points that facilitate traditional and new maritime businesses, including commercial fishing as well as aquaculture. Although commercial seafood houses (working waterfronts) are not necessarily considered a top public access concern, residents do recognize that these working waterfronts are essential to maintain the historical and coastal character of the region as well as the maritime heritage. With decreasing stocks watermen are finding it hard to make a living on traditional harvesting methods, however in recent decades shellfish aquaculture has taken hold as the seafood industry of the 21st century. Typically watermen and aquaculturists within the region have direct water access from their property, but over time as waterfront properties continue to become more desirable, higher taxes may force some of these maritime workers to sell their land and move inland; consequently losing their access to the water. Therefore to maintain a regional maritime culture through the support of traditional maritime business and encouragement of new maritime business ventures, the Middle Peninsula will need a network of the sites that will be sufficient for needs of a working waterfront.

If the Middle Peninsula decided to charge a fee for the use of maintenance of public access sites utilizing a pass system for annual or seasonal use may be the most appropriate. Moreover charging higher fees for non local residents or charging higher fees for out-of-state resident could provide additional needed revenues.

Preferred public water access within the Middle Peninsula is considered as boat ramps with adequate parking for multiple users, rather than a network of very small, special purpose access sites (for birding, community access by foot or hand-carried waterfront only).

Chapter Five: SPECIFIC REGIONAL TRENDS AND NEEDS

Chapter Six: SPECIFIC COUNTY AND TOWN TRENDS AND NEEDS

As part of this Public Water Access Master Plan the PAA staff worked closely with member localities of the PAA to address water public access concerns specific to their jurisdiction. To date Mathews County is the sole locality to promote community outreach efforts with regards to understanding working waterfronts and water public access. In the future PAA staff hopes to use Mathews as a case study for water public access planning in other counties.

A. MATHEWS COUNTY

County description

Though the smallest rural county in Virginia, it has the longest shorelines. With approximately 217 miles of shoreline in the County, the life and livelihood of Mathews County has historically been tied to the waterfront. Besides harvesting seafood (ie. oysters, crabs, hard clams and fin-fish) as well as building ships and workboats, Mathews's commercial landings were once vital centers of commerce and trade prior to the advent of roads. Yet as road infrastructure was developed the need for water based commercial and passenger freight vanished, as did their associated infrastructure. However as Mathews faces societal and demographic shifts, including the loss of employment opportunities, loss of revenue from business activity as water based businesses disappear, and an aging demographic, water public access is strained upon the increasing resource demand on the coast.

Currently the economy in Mathews County is not dominated by any one economic sector. Nonetheless water based recreational and commercial activities do substantially contribute to the local economy. In 2008, a total of 2,321 various commercial fishing permits were issued statewide by VMRC and Mathews County, alone, represented 5.56% of these permits. Mathews County, also accounted for 739

various commercial fishing licenses; this equated to approximately \$43,844.00 in revenues (Table 2). The Mathews County water-based economy has also seen

GEAR CODE and DESCRIPTION	COUNT OF GEAR	PRICE	REVENUES
101 OYSTER BY HAND	3	\$10.00	\$30.00
102 OYSTER PATENT TONGS-SINGLE	3	\$35.00	\$105.00
104 OYSTERS BY HAND TONGS	2	\$10.00	\$20.00
106 OYSTERS BY HAND SCRAPE	10	\$50.00	\$500.00
108 OYST AQUACULTURE PRODUCT OWNER	18	\$10.00	\$180.00
109 OYST AQUACULTURE HARVESTER	10	\$5.00	\$50.00
111 CLAM BY HAND/RAKE	1	\$24.00	\$24.00
112 CLAM PATENT TONGS-SINGLE	8	\$58.00	\$464.00
119 CLAM AQUACULTURE PRODUCT OWNER	3	\$10.00	\$30.00
120 CLAM AQUACULTURE HARVESTER	2	\$5.00	\$10.00
131 CONCH-DREDGE	1	\$58.00	\$58.00
132 CHANNELED WHELK POT	4	\$51.00	\$204.00
205 CRAB-ORDINARY TROT LINE	1	\$13.00	\$13.00
207 CRAB POWER DREDGE	9	\$96.00	\$264.00
208 CRAB HAND SCRAPE-SINGLE	5	\$26.00	\$130.00
209 CRAB HAND SCRAPE-DOUBLE	1	\$53.00	\$53.00
211 CRAB POT-100 OR LESS	21	\$48.00	\$1,008.00
212 CRAB POT-300 OR LESS	40	\$79.00	\$3,160.00
213 CRAB POT-500 OR LESS	2	\$127.00	\$254.00
215 CRAB SHED TANK-20 OR LESS	7	\$9.00	\$63.00
216 CRAB SHED TANK-OVER 20	3	\$19.00	\$57.00
217 CRAB PEELER POT	27	\$36.00	\$972.00
222 CRAB POT-150 OR LESS	5	\$79.00	\$395.00
223 CRAB POT-200 OR LESS	1	\$79.00	\$79.00
280 CRAB TRAP	81	\$8.00	\$168.00
301 POUND NET	10	\$41.00	\$410.00
303 GILL NETS-600 OR LESS	122	\$16.00	\$1,952.00
304 GILL NETS-1200 OR LESS	130	\$24.00	\$3,120.00
311 HAUL SEINE-500 YDS & OVER	1	\$146.00	\$146.00
319 COMMERCIAL HOOK & LINE	1	\$31.00	\$31.00
331 COMM HOOK & LINE STRIPED BASS	1	\$31.00	\$31.00
340 FISH/EEL POT-100 OR LESS	3	\$19.00	\$57.00
341 FISH/EEL POT-300 OR LESS	4	\$24.00	\$96.00
344 SB GILL NET PERMIT	8	\$0.00	\$0.00
345 SB POUND NET PERMIT	1	\$0.00	\$0.00
349 SB MULTI PERMIT	9	\$0.00	\$0.00
350 SB OCEAN PERMIT	6	\$0.00	\$0.00
351 SB OCEAN TAG TRANSFER	3	\$0.00	\$0.00
352 SB BAY TAG TRANSFER	29	\$0.00	\$0.00
353 BLACK DRUM HARVEST PERMIT	2	\$0.00	\$0.00
356 HORSESHOE CRAB ENDORSEMENT	1	\$0.00	\$0.00
357 HORSESHOE CRAB RESTRICTED	3	\$0.00	\$0.00

401 SHUCKING HOUSE-UNDER 1000	1	\$12.00	\$12.00
TOTAL REVENUES: \$43,844.00			

Table 1: VMRC Sales of Commercial License and Permits in Mathews County (VMRC, 2008)

impacts from saltwater angling. According to a report by the Kirkley, Murray and Duberg (2005), in 2004 a total of 138 (direct, indirect and induced) full and part time jobs were generated by saltwater angling and the industry contributed approximately \$3,221,000.00 to Mathews County economy (Table 2). In conjunction

Table 2: Economic Impacts of Saltwater angling in 2004 on the economies of Mathews County (Value in 2005 constant dollars)

Fishing Mode	Value Added Impacts (000\$)				Output Impacts (00\$)				Employment Impacts (Full/part-time jobs)			
	Direct	Indirect	Induced	Total	Direct	Indirect	Induced	Total	Direct	Indirect	Induced	Total
Private/Rental Boat	3,188	282	354	3,824	5,350	488	568	6,406	117	9	9	135
Shore/pier/each	33	5	8	45	65	9	12	86	2	0	0	3
all fishing modes	3,221	287	362	3,869	5,415	497	580	6,492	119	9	9	138

with saltwater angling, the dockside value of commercial fishing within Mathews County was approximately \$2,490,000.00 in 2005. Therefore to sustain the economic contributions from working waterfronts and recreational boating and fishing, an adequate network public access sites is essential.

County partnerships drive the process:

In July 2009, the PAA was approached by the Mathews Maritime Foundation, Mathews Blueways Trail, and Mathews County to begin to address waterfront access concerns and issues specific to Mathews County. As an outcome of several planning meetings, a series of community outreach presentations were scheduled throughout the county. Through a citizen participatory approach, the PAA hoped to provide the meeting participants with information relevant to public access and working waterfront in the County, while gathering information from the participants through dialog, mapping exercises, and a survey.

Public Access in Mathews County:

According to the 2010 Comprehensive Plan there are 16 public access sites throughout the county (Figure 2). While each site provides various public access opportunities, several of these sites are in need of expansion or improvement. Appendix 1 provides tables of the current access sites, a brief location description as well as improvements needed for the site.



Mathews County attracts a variety of user groups to its shoreline and waterways– though some enjoy the scenic vistas, birding, walking, others enjoy the 90 mile Mathews Blueway Trail that span the waterways for paddling (Figure 2). However the average public water access user in Mathews County may be described as follows (Table 2):

PROFILE: The Average Mathews County Water Public Access User	
DESCRIPTION	Have been a resident of the County for 10-25 years
	Private or recreational boater (primarily power boating and kayaking)
	Waterfront land owner
	Fish the local waterways
	Walk/Hike the shorelines
	Does not ever pay to launch their boat(s)
	Gains access to water through direct private access
	Typically drives less than 5 miles to launch their boat
BELIEFS	Concerned most about lack of beach access and lack of boat ramps in the region
	Many public boat ramps lack adequate parking
	Is opposed to fees or supports a fee-pass system for annual or seasonal use
	There in a lack of public fishing piers and fishing from the shore
	Access should be primarily for the residents

Accessing waterways within Mathews County is becoming increasingly difficult. In particular due to Mathews County's high susceptibility to coastal storms

(ie. hurricanes and coastal flooding) water public access infrastructure (ie. docks, piers, ramps, etc) is vulnerable to wind and water damage. Additionally the county faces an increase in private waterfront property ownership that has limited and/or reduced the number of access areas. For instance, traditional access points have been built upon, fenced off, posted "No Trespass", or purchased by new owners who are unwilling to continue old patterns of public access uses. Finally, sea level rise combined with local land subsidence also contributes the difficulty of accessing Mathews waterways, but to a lesser degree.

As mentioned previously Mathews County has a rich maritime history and although commercial fish houses/working waterfronts is not considered top concern by the public, Mathew County residents believe that the loss of access for water-dependent commercial activity would have a negative consequence for Mathews.

They also felt that public and private partnerships would be established to ensure the preservation of working waterfront, infrastructure, such as docks, wharves, marinas and boatyards and other facility.

The following recommendations reflect the needs and concerns identified through the survey:

1. County staff may consider the expanding parking for ideal locations. Consistently throughout the survey, inadequate parking was addressed by the survey respondent
2. Pursue development of the East River Boat Yard property as a public access point in West Mathews. Develop a concept plan for the property and coordinate it with district residents. Solicit partners and applicable grant funds for implementation. Encourage small business, as well as recreational concepts.

B. GLOUCESTER COUNTY

Working Waterfront and Water-oriented Commercial Land Use Issues

This category includes various water-related activities that have historically held a very important position in the County's commercial base. Included under this category are marinas, boatyards, seafood businesses and several small boat building and repair operations. Because of the waterfront locations of such uses, in many cases they are located within or near residential land uses or areas with limited vehicular access. Six marinas are located within the County, with the majority (five of the six) located in the southeastern part of the County. Two marinas have closed in Gloucester since 2003, with one of these marinas being converted into residential land use. Numerous seafood businesses are disbursed throughout the County, including wholesale, retail, processing plants and landing facilities. These facilities are mostly concentrated in Guinea, and also scattered throughout the County.

Conversion of these working waterfront lands into other uses, such as residential development, is a noticeable trend in coastal communities across the East Coast, due to growth and development pressure. In many cases, the conversion is so slow and gradual that it is not noticeable; however, the cumulative impact of converting working waterfronts into other uses is detrimental to the local seafood economy and culture. The table below illustrates the dockside value of seafood landed in Gloucester. As shown in the table, the local seafood industry has been a significant economic generator in the County. Between 1994 and 2004, the dockside value has declined significantly, by 37%. While the causes of this decline are beyond the scope of this land use analysis, it is important to note that the trend of working waterfront lands being converted into non-waterfront –dependent development is unfavorable for Gloucester's local seafood economy.

Dockside Value of Commercial Fish Landing in Gloucester County	
Year	Value
1974	\$1,409,121
1980	\$3,006,614
1985	\$2,191,581
1994	\$4,853,196
2004	\$893,000

Source: Virginia Marine Resources Commission

This trend of land conversion poses a threat to the continuance of working waterfront lands in Gloucester, as to commercial fishermen due to lack of access. As more working waterfront land is being converted to residential development, there are fewer and fewer places for local watermen to land or dock their boats. Many recreational marinas and yacht clubs do not allow working watermen access to their facilities; for those that do allow workboats, the slip fee for dock space is not affordable for most working watermen. In Gloucester, only eight workboats are docked at privately owned commercial marinas; and the monthly slip rate for 30' boats ranges from \$85 to \$210 at the three marinas where these workboats are docked. The Commissioner of Revenue Department indicates that 94 commercial boats were registered in the County in 2007.

Also, State and local regulations make it difficult for overnight docking at State docks; just loading and unloading. The exception to this is State commercial docks, which generally require certain provisions such as restroom facilities. The Virginia Department of Transportation maintains three docks/wharfs in the county: Perrin Creek (Route 1101), Williams Landing (route 1303), Browns Bay (Route 651).

In Gloucester, the majority of these working waterfront lands are located in residential zoning districts, where they are either legally nonconforming uses, or allowed by special exception. Seafood Processing plants are allowed by special exception in all agricultural zones, and in all residential zones except for SC-1. Marinas and boat yards are allowed by special exception in the RC-2 agricultural zone, and in the C-2 and SC-1 residential zones. As waterfront real estate values increase, the commercial fishing industry diminishes since these uses are typically not compatible and the residential real estate market has the competitive advantage. If the County wants to retain its working waterfront and fishing industry, strategies need to be in place to protect both the seafood industry and residential waterfront properties.

Another land use scenario taking place on the waterfront is the modernization of older marinas. Today, the expansion of marinas adjusting to a more urban/suburban client base is creating a change on the commercial waterfront. In

the more urban waterfront, the C-2, Bayside Conservation designation which permits commercial marinas by special exception, is not synonymous with a low density conservation zone. The change taking place on the more urban waterfront areas is one of restaurants, shops and ship stores, boat slips and public places and possibly mixed use residential. The new era of the working waterfront is changing as Gloucester grows. It is possible that a new commercial waterfront district could have a new zoning classification that better reflects to the more modern waterfront uses in urban areas with public water and sewer.

Due to increasing conflicts between water dependent activities in Gloucester, the Middle Peninsula Planning District, through funding from the Virginia Coastal Resources Management Program Grant, has established a York River Land Use Conflict Committee to study these conflicts and the regulations that pertain to the waterside and waterfront. The resulting report was unanimously accepted by the Board on February 17, 2009 and adopted the recommendations contained within. A staff Coastal Community Committee was established to work on implementation of these recommendations including the adoption of a coastal living policy.

A. KING WILLIAM COUNTY

I. County

II. Town of West Point Waterfront Access and Boating Facilities

The Mattaponi, Pamunkey and York River, and flowing streams of the Town are resources belonging to the citizens of Virginia. These waters traditionally offer recreational and commercial use and still serve as a solid economic base for the area. With the subdivision of waterfront property into smaller lots comes the competing interests of those water front property owners seeking privacy and the upland residents and tourists seeking use of the waters. The increasing use of waterways leads to concern of environmental damage due to improper or reckless activities, such as unmanaged marsh walks in sensitive areas or boat propeller destroying Submerged Aquatic Vegetation (SAV). These activities can cause habitat

destruction or pollution. This concern leads to the need of greater management capability over waterfront access and water uses.

The Town has identified two waterfront issues that require planning. First, the use of the waterfront for boating access, whether it be at a marina, a boat dock, ramp and pier, or car-top boat landing (Map 15). Second is the utilization of the shoreline and near-shore areas for recreational activities such as swimming, bank fishing, nature studying, and picnicking.

Either public or private facilities can provide these activities. Both boating and shore recreation are allowed exemption as water dependent facilities under the requirements of the CBPA, provided that non-water dependent components are located outside of the RPA.

Boating access to the tidal waters of Town is provided at a public dock and park, and by individual or community piers.

Two publicly owned sites provide limited boat launching, fishing and swimming facilities. These include:

- A Department of Game and Inland Fisheries Boat Ramp Site on State Route 1130 and a public park nearby
- A small car top landing and park at the end of Main Street

Due to the limited number of boating facilities and the generally low level of daily boating activity in the Town, no significant water quality problems are known to exist as a result of boating activity; however in future years as development occurs, the Town will monitor such activities. As consistent with the recreation goal of improving open space, the Town will explore opportunities to expand public access, but does not anticipate any such improvements in the near future. When new facilities do occur, it is the policy of the Town to locate these facilities where:

- There is sufficient water depth, without frequent dredging
- There are not public or private shell fishing grounds which would be impacted
- There is adequate tidal flushing
- There are suitable soils for sanitary facilities or connection to a municipal sewer system
- There is limited harm to fish and wildlife habitat
- There are compatible existing land and water uses nearby

The town has the following goals and objectives associated with Public Access:

1. Increase public access to the Mattaponi, Pamunkey, and York River as well as the West Point Creek.
2. Establish recreation programs through the Parks and recreation Department, to allow the public an opportunity to use tidal water resources
3. Construct additional boat landings for access to the rivers
4. develop playgrounds and marsh walks
5. Develop a marina

B. KING AND QUEEN COUNTY

C. ESSEX COUNTY

I. County

II. Town of Tappahannock

D. TOWN OF URBANNA

Chapter Seven: IMPROVING PUBLIC ACCESS

To address particular public access concerns and issues within the region or county, local governments should have keen vision of public access within their community. Once a vision is established a locality should understand the current public access infrastructure within its jurisdiction, including the location of the sites, the types of uses, and conflicts, if any, associated with the location. Finally, with an understanding of the local needs and desires of public access to meet their water public access vision, funding sources should be explored.

The Middle Peninsula Chesapeake Bay Public Access Authority, as a political subdivision, along with interested localities, should pursue available funding opportunities through federal, state, as well as private programs. Depending on the type of program, land may be acquired for new public access sites, while other funding source may assist in maintaining and improving current sites.

Keep America's Working Waterfronts Working Act of 2009

In supporting future public access issues and needs, Representative Pingree of Maine introduced House Bill 2548 to amend the Coastal Zone Management Act of 1972. Specifically this bill, titled Keep America's Working Waterfronts Working (KAWWW) Act of 2009, will protect coastal area economies by securing indispensable funds for preserving and expanding waterfront access. KAWWW Act will direct The Secretary of Commerce, Acting through the National Oceanic and Atmospheric Administration (NOAA), to establish a Working Waterfront Grant Program. The program allows states to request grants, through a regionally equitable, competitive funding process, to secure access for persons engaged in commercial fishing, recreational fishing, aquaculture, boatbuilding, or other water-dependent coastal-related business. However in order to apply for funds through this program the State/Region/Locality must develop a working waterfront plan (See Box 1):

Box 1: Working Waterfront Plan

To be eligible to apply for funds through the KWWA a State/Region/Locality must develop a working waterfront plan that has the goal to provide preservation and expansion of access to coastal waters to persons engaged in commercial fishing, recreational fishing aquaculture, boat building, or other water dependent coastal related business, while including the following components:

1. an assessment of the economic, social, cultural, and historic value of working waterfront to the coastal state;
2. a description of relevant State and local laws and regulations affecting working waterfront in the geographic areas identified in the working waterfront plan;
3. identification of geographic areas where working waterfronts are currently under threat of conversion to uses incompatible with commercial fishing, recreational fishing, aquaculture, boatbuilding, or other water-dependent coastal-related business, and the level of that threat;
4. identification of geographic areas with a historic connection to working waterfronts where working waterfronts are not currently available, and, where appropriate, an assessment of the environmental impacts of any expansion or new development of working waterfronts on the coastal ecosystem;
5. identification of other working waterfront needs including improvements to existing working waterfronts and working waterfront areas;
6. from the areas identified in 3, 4, and 5, identification of current availability and potential for expansion of public access to coastal waters;
7. a strategic and prioritized plan for the preservation, expansion, and improvement of working waterfronts in the coastal state, including reasonable and appropriate provisions for the preservation and expansion of public access to coastal waters;
8. a description of the degree of community support for such strategic plan;
9. a contingency plan for properties that revert to the coastal state pursuant to determinations made by the coastal state under subsection

Economic Development Administration

The Economic Development Administration (EDA), another agency within the Department of Commerce, administers several economic development programs under its authorizing statute, the *Public Works and Economic Development Act of 1965 (PWEDA)*. Assuming application by an eligible recipient and that a project is competitive under EDA's evaluation criteria, EDA may provide planning, design, and construction assistance to support waterfront projects. While not specifically aimed at coastal communities, EDA's programs have supported many waterfront

projects in coastal communities throughout the nation, including several in the past fiscal year.

Virginia Department of Conservation and Recreation

The Land and Water Conservation Fund Act of 1965 established a federal reimbursement program for the acquisition and/or development of public outdoor recreation areas. The Land and Water Conservation Fund (LWCF) is administered in Virginia by the Department of Conservation & Recreation (DCR) for the National Park Service. The program represents a federal, state and local partnership. A key feature of the program is that all LWCF assisted areas must be maintained and opened, in perpetuity, as public outdoor recreation areas. This requirement ensures their use for future generations.

Coastal and Estuarine Land Conservation Program (CELCP)

Established in 2002, the CELCP provides funding for the acquisition and conservation of coastal and estuarine land with significant conservation, recreation, ecological, historical, or aesthetic values, or that are threatened by conversion from their natural or recreational state to other uses. The program gives funding priority to lands which can be effectively managed, protected and that have ecological significance. Funding is administered by NOAA's Office of Coastal Resource Management and is available to state and local governments with matching funds to purchase coastal and estuarine lands, or

Case Study: Utilizing funds to improve public access

In September 2007, MPBCPAA received funds federal funds through the Coastal and Estuarine Land Conservation Program to acquire and open 357 acres of land for public access. Again in early 2008, CELCP funding was used to acquire another 209 acres within the Dragon Run watershed. Currently two of the four parcels obtained through these funds have management plans that were developed as a result of a public, local and state government stakeholder-driven process. Each plan focuses on passive and low-impact active public access to associated land- and water- based ecosystem, habitat core conservation and multiple, traditional uses and ultimately long term stewardship of the land.

conservation easements on such lands, from willing sellers.

Virginia Department of Transportation (VDOT)




VDOT is responsible for building, maintaining and operating the state's roads, bridges and tunnels. And, through the Commonwealth Transportation Board it provides funding for airports, seaports, rail and public transportation. The PAA has worked closely with VDOT to identify road endings/terminus points that could yield access to public waters. Currently the PAA is working with VDOT to acquire the first of numerous road endings.



Land Trusts

Land Trusts and conservation organizations can serve as third party interests in addressing access issues. For more information, contact the Middle Peninsula Land Trust (<http://www.mplandtrust.org/>), the Virginia Outdoors Foundation (<http://www.virginiaoutdoorsfoundation.org/>), Land Trust of Virginia (<http://www.landtrustva.org/>) and/or Friends of Dragon Run (<http://www.dragonrun.org/>)

Chapter Eight: CONCLUSIONS

Appendix A:
REGIONAL COASTAL SURVEY RESULTS

1. Participant Information			Response Percent	Response Count
Virginia Zip Code*			100.0%	126
Primary City/County/Town to which your answers refer:*			100.0%	126
Other Virginia towns/counties where you seek coastal access:			49.2%	62
			<i>answered question</i>	126
			<i>skipped question</i>	0

2. Is access to the waterways of the Middle Peninsula and other Chesapeake Bay coastal beaches and waterways a concern to you?			Response Percent	Response Count
Yes			93.7%	118
No			6.3%	8
			<i>answered question</i>	126
			<i>skipped question</i>	0

3. Please indicate which category(ies) best describes you (check all that apply)

	Response Percent	Response Count
Private or recreational boater	83.9%	99
Private or recreational angler	64.4%	76
Other private or recreational user	25.4%	30
Tour business or charter operation owner/employee	0.8%	1
Other water-dependent business owner/employee	11.0%	13
Waterfront land owner	50.8%	60
\$0- \$50,000 Household income	11.9%	14
\$50,001-\$75,000 Household Income	22.9%	27
\$75,000 + Household income	52.5%	62
	answered question	118
	skipped question	8

4. What do you see as the biggest threat to access to the waterways of the Middle Peninsula and the Chesapeake Bay by the public? (check all that apply)

	Response Percent	Response Count
Sea level rise (meaning that beaches and access points will become submerged under water)	20.3%	24
Loss or conversion of existing access sites to private ownership	52.5%	62
Coastal destruction due to storms and other hazards	37.3%	44
Overall lack of public water access sites	75.4%	89
Other (please specify)	23.7%	28
answered question		118
skipped question		8

Other specific Answers:

1.	lack of access to beaches for small children
2.	excessive new home and townhome construction
3.	insufficient access, particularly for small boaters and kayakers
4.	Lack of beach access for off water residents due to private ownership of most waterfront areas.
5.	Lack of parking space at access sites
6.	Free public access points
7.	lack of parking and piers at currently available sites
8.	not allowed to take firearms for hunting waterfowl
9.	commercial waterfront going to condominiums
10.	Using public access points as a toilet, no public rest rooms
11.	Shortage of public monies to maintain existing sites
12.	State, local ,federal government taxes on seasonal businesses, grants for privately own marinas
13.	Wealthy Waterfront Landowners trying to stop public access
14.	Abuse of joining land owners by the public
15.	Government intrusion in private waterway issues
16.	inadequate development of deeded access sites
17.	deep water (sailboat depth) docks, gas, parking near water access points
18.	Lack of channel dredging in river tributaries
19.	failure to dredge creeks to maintain navigability
20.	intense congestion at few public facilities
21.	poor choices for access sites
22.	limited ability to park or store boat and trailer
23.	Piantank River access from Deltaville
24.	Coastal destruction due to land owner abuse
25.	waterway eutrophication
26.	loss of traditional working waterfront
27.	Incompatible uses of existing sites (car top
28.	pollution

5. How do you primarily use the waterways or shorelines of the Middle Peninsula and the Chesapeake Bay? (check all that apply)

	Response Percent	Response Count
Fishing	69.2%	81
Boating	76.1%	89
Swimming	51.3%	60
Sun-bathing	29.1%	34
Hunting	12.0%	14
Walking	42.7%	50
Canoe/kayak	52.1%	61
Sailing	32.5%	38
Birding	20.5%	24
Public Fishing Pier	10.3%	12
Other (please specify)	12.8%	15
answered question		117
skipped question		9

Other specific Answers:

1.	Water Sports
2.	the shorelines are beautiful places to experience nature
3.	commercial fishing
4.	growing oysters
5.	fire rescue
6.	Youth activities
7.	I have more access than more citizens; I want others protected.
8.	waterfront dependent business
9.	just LOOKING-PEACEFUL!!
10.	sunsets
11.	Kite Surfing and Wind Surfing
12.	Windsurfing
13.	camping
14.	Rowing, Camping
15.	commercial harvesting

6. What specific conditions(s) are you most concerned about? (check all that apply)		
	Response Percent	Response Count
Lack of boat ramps	71.8%	84
Lack of beach access	68.4%	80
Lack of commercial fish houses	16.2%	19
Lack of charter boat activity	6.0%	7
Lack of safe swimming areas	35.9%	42
Lack of public municipal slips	31.6%	37
Lack of public fishing piers	29.1%	34
Lack of public or private boat slips for transient (short-term) use	28.2%	33
Other (please specify)	17.1%	20
answered question		117
skipped question		9

Other Specific Answers:

1.	lack of small boat/kayak rentals for tourists; hazard, noise, environmental harm of jet skis (wd like them banned); water quality for swimming and for safe eating of fish
2.	i am very concerned about water quality. Also, more small boat ramps would take the pressure off the few that there are.
3.	Commonwealth leasing of bottom within riparian apportionment area to other than the current upland landowner, and commercial operations placing semi/permanent structures within one nautical mile of shorelines and in less than 5' MLW.
4.	services like food, restrooms, gas unavailable
5.	dingy dock access to towns
6.	Boating etiquette and safety (speeds and rules of the road)
7.	Lack of access to Mathews C.H. via Put-In Creek
8.	Condition and quality of beach
9.	no/inadequate parking near most access points; limited access for working watermen; conflict between aqua-business and watermen's right to earn a living
10.	waterfront property owners driving out business
11.	Litter management, trash receptacles
12.	shoaling of waterways
13.	limited parking at few public ramps
14.	canoe/kayak put-ins (no need for ramp, primitive OK)
15.	poor placement/choice of sites.....
16.	Launching sites for kite and wind surfers
17.	Lack of public launch sites for Kayaking and Windsurfing
18.	lack of public access with public amenities (restaurants, boardwalks/marshwalks, restrooms, etc)
19.	lack of boating infrastructure, fuel docks
20.	Lack of waterfront "parks" for multi-use recreation - views & access

7. Public Boat Ramps Rank in order from 1 (biggest problem) to 6 (smallest problem). If you have no opinion, skip to the next question.

	Response Average	Response Total	Response Count
Ramps are closing or being replaced for carry-on boats	4.46	312	70
Ramp sites lack adequate parking	2.46	221	90
There is not enough local and/or regional access	1.79	168	94
Local users have been replaced by visitors	4.18	318	76
Ramp conditions are deteriorating and not being improved	2.89	240	83
The wait time at ramp is too long or multiple ramps needed	4.09	307	75
	<i>answered question</i>		101
	<i>skipped question</i>		25

8. Public Beaches/Swimming Rank in order from 1 (biggest problem) to 5 (smallest problem). If you have no opinion, skip to the next question.

	Response Average	Response Total	Response Count
Public access sites lack parking	2.53	220	87
Parking is too expensive at access sites	4.90	348	71
Traditional, historical (publicly owned or privately available that served as "public") access has been replaced by private homes/businesses	2.48	216	87
There are not enough officially marked beach access sites	2.01	181	90
Lack of public facilities (rest rooms, trash pickup, security etc)	2.66	242	91
	<i>answered question</i>		101
	<i>skipped question</i>		25

9. Public Fishing Piers and Fishing from Shore Rank in order from 1 (biggest problem) to 4 (smallest problem). If you have no opinion, skip to the next question.

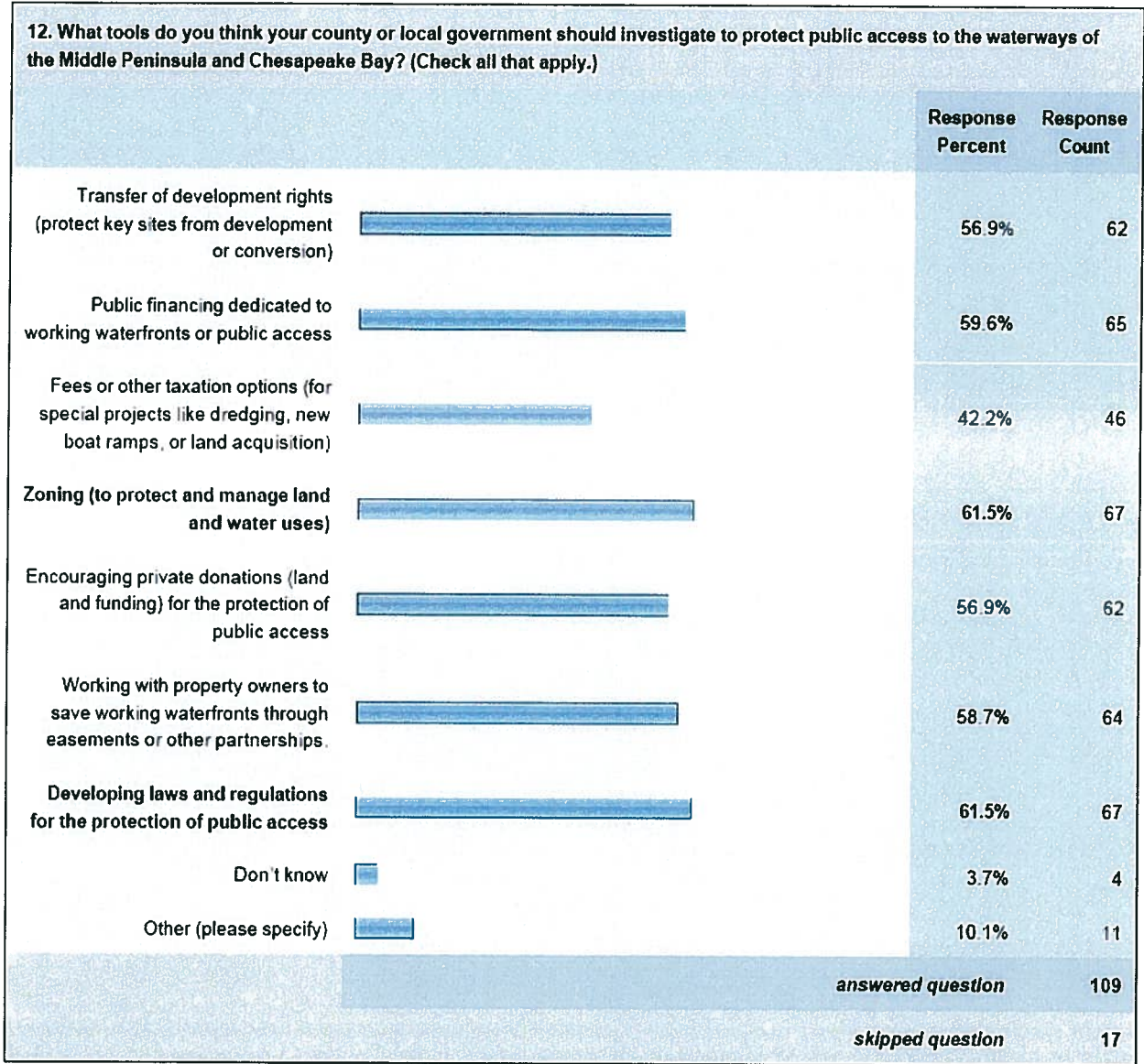
	Response Average	Response Total	Response Count
Have been destroyed in storms	2.63	137	52
Have turned to private ownership or private owners now forbid fishing use	2.22	122	55
Have been removed for private development	2.26	113	50
Was never available	1.98	115	58
		<i>answered question</i>	71
		<i>skipped question</i>	55

10. Boat Slips Rank in order from 1 (biggest problem) to 4 (smallest problem). If you have no opinion, skip to the next question.

	Response Average	Response Total	Response Count
Have been turned into private condo-related slips	2.65	98	37
Have been priced above market value	1.95	62	42
Are being demolished	2.82	96	34
Are not available	1.69	63	49
		<i>answered question</i>	54
		<i>skipped question</i>	72

11. Commercial Seafood Houses (Working Waterfront) Rank in order from 1 (biggest problem) to 3 (smallest problem). If you have no opinion, skip to the next question.

	Response Average	Response Total	Response Count
Are being replaced by private development	2.20	134	61
Property tax is too high for watermen to retain the property	1.93	118	61
Not enough catch for watermen to make a living	1.53	112	73
		<i>answered question</i>	75
		<i>skipped question</i>	51



Other Specific Answers:

1.	I think it is very important to take good care of the public access that we already have
2.	THERE IS NO FREE LUNCH? All should pay a fee to gain access to the water. This would help reduce environmental impacts from motors, waste and trash.
3.	Develop new access sites with restroom facilities
4.	tax break to waterfront land owners that allow public access
5.	dingy dock in Mathews Courthouse
6.	Fight to keep 24 hour access at all public landings
7.	law enforcement patrolling lots of parking violations and maintain order
8.	provide road shoulder parking for canoe/kayak vehicles at bridges (don't block w/ditches or guard rails)
9.	Consider purchasing large tracks for a fair price at access points that make sense. Some access points are just stupid and should be dumped. The water access is miserable along most of the York (there is no good water!) why have multiple access points there. Access to dragon run and stopping points should be improved now while there is time.
10.	Promote community user groups
11.	Education - Social Marketing

13. Does your county or local government do any of the following? (Check all that apply.)

	Response Percent	Response Count
Track public and private access (maps and information available for public use)	34.9%	38
Have information online dedicated to public access issues	19.3%	21
Educate the public on access issues	16.5%	18
Fund capital investments such as public wharves	33.9%	37
Fund research on causes for diminishing access	4.5%	5
Establish legislation for protecting access	5.5%	6
Facilitate community planning that addresses multiple uses of waterways	23.9%	26
Don't know	46.8%	51
<i>answered question</i>		109
<i>skipped question</i>		17

14. If fees were instituted for the use and maintenance of public access sites, which of the following should be included?

	Response Percent	Response Count
A pass system for annual or seasonal use	57.8%	63
One-time use fee	29.4%	32
Higher fee for non-local residents	44.0%	48
Higher fee for out-of-state residents	37.6%	41
Fee based on parking on way	18.3%	20
Don't know	12.8%	14
<i>answered question</i>		109
<i>skipped question</i>		17



15. What would your preferred type of public access be? Rank in order from 1 (most preferred) to 3 (least preferred)

	Response Average	Response Total	Response Count
Boat ramps with adequate parking for multiple users	1.71	183	107
A network of access sites for paddling (car-top use only with limited parking)	1.97	211	107
A network of very small, special purpose access sites (for birding, community access by foot, or hand-carried watercraft only)	2.32	248	107
	<i>answered question</i>		107
	<i>skipped question</i>		19

16. If you have another preferred type of public access, please describe.		Response Count
		22
	<i>answered question</i>	22
	<i>skipped question</i>	104

Specific Answers:



1.	More access to beach areas where adults and children can play/sunbathe on the beach and swim in the water.
2.	swimming access with no jet skis allowed separate access points for boat ramps with parking as opposed to walking/birding/swimming/kayaking entry points - both are needed -
3.	I live near Oliver Landing (Cedar Bush Landing), which is a small public landing. This seems like a particularly good landing to promote as a special purpose access site, to encourage more people to explore the area and its nature in small boats. There is some fishing-boat traffic, but parking is very limited. I don't think I would like to see more parking at this small landing.
4.	Public Beach with parking and handicap accessible
5.	car-top with adequate parking
6.	Beach for sunning and swimming
7.	upper York river access to get away from the high winds at Gloucester pt ramps this would be great and much safer for people who only want to enjoy the York river
8.	Beach Cat Launch access. Hobie Cat Catamarans
9.	public piers for temporary mooring of boats too large to trailer or are transient in nature
10.	Restore beach at New Point Comfort lighthouse. Build dingy dock at Mathews Courthouse once sewage plant moves
11.	beaches and other access sites with adequate parking for multiple users
12.	Public access boat ramp parking should be short term only. If boaters moved trailers to parking elsewhere (home?) there would be sufficient parking at existing boat ramps.
13.	Beaches
14.	public docks; public fishing piers;
15.	A beach that will allow very small boats to launch from the sand. Example, small sailboats or kayaks that the trailer can be driven across the sand to the water's edge.
16.	Can we get some expansion of the Cappahosic site?
17.	Safe kite and wind surfing launching and landing beaches.
18.	Windsurfing/ Kite surfing/ Kayaking launch sites
19.	open short term slips
20.	municipal boat dock and slips
21.	Waterfront Parks (like Yorktown, but not as commercial - allow both access and viewing - like a small Belle Isle)
22.	Beach access

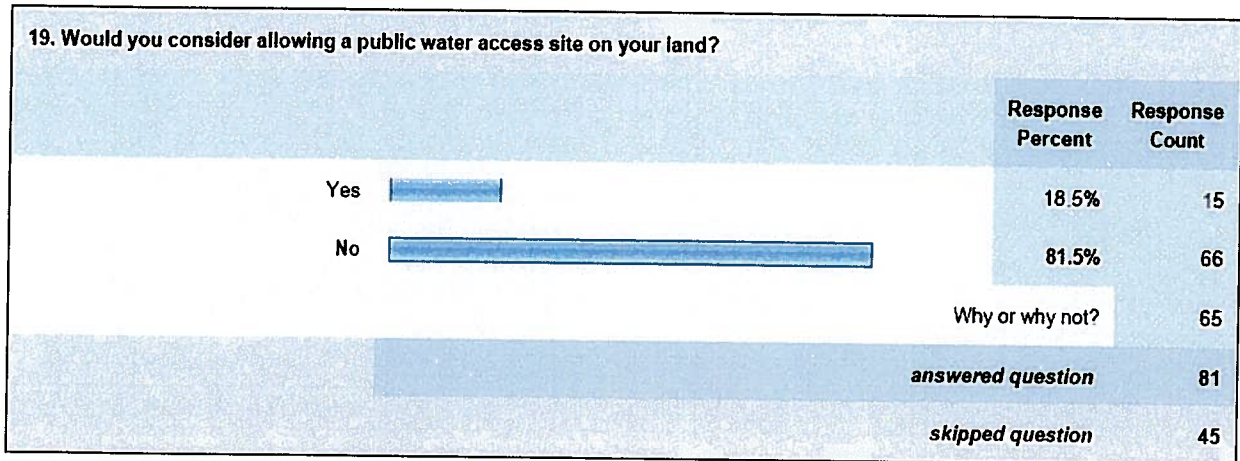
17. Would your favorite public access site benefit from dredging?		Response Percent	Response Count
No		67.3%	72
Yes (please describe location)		32.7%	35
<i>answered question</i>			107
<i>skipped question</i>			19

Location Description:

1.	Paynes Landing
2.	Wake, Virginia
3.	Horn Harbor
4.	ware river Yacht Club
5.	Usually needs dredging after storms
6.	hole in the wall
7.	upper end of Put-In Creek reaches right into Mathews Courthouse but is not accessible to the public
8.	Davis Creek
9.	Queens Creek, Mathews
10.	Cappahosic this would a good site the is almost gone
11.	Where Needed
12.	Whites Creek Landing (23045)
13.	TOO SHALLOW
14.	Put-in-Creek, downtown Mathews courthouse area
15.	re-establish beach at New Point Lighthouse
16.	Middlesex
17.	Warehouse Landing
18.	Queens Creek in Mathews County
19.	Davis Creek/Harpers Creek/Winter Harbor
20.	marina
21.	queens creek
22.	Put-in -Creek, Mathews Court House, Mathews Co VA
23.	Put-In Creek has such potential
24.	Put In Creek
25.	Queens Creek and Winter Haven
26.	Colvin Cove, East River
27.	Put-in-Creek in Mathews
28.	Queens Creek, Winter Harbor, Davis Creek
29.	Warehouse Landing
30.	Croaker, York State park
31.	You didn't leave comments on the 'no' side. whoever wrote this survey is not a statistician. Horrible way to word the questions.....very biased. Why does every question assume there is a PROBLEM!!!!!! Some of the sites are GREAT!> Beaverdam is excellent!
32.	Crab Creek
33.	Robinson Creek
34.	water view
35.	I keep a boat at my residence

10. Would you consider paying for a dredging project that benefits your use of the water?

		Response Percent	Response Count
Yes		49.5%	53
No		50.5%	54
<i>answered question</i>			107
<i>skipped question</i>			19



Specific Answers:

1.	don't own waterfront land
2.	no beach
3.	land too small
4.	People today do not respect property.
5.	don't own sites that access water
6.	family owned by many people. Too complicated
7.	do not own waterfront
8.	no waterfront!
9.	N/A
10.	I don't have that much land (about 180 feet of waterfront)
11.	Not enough land to consider that option.
12.	Not enough land for parking
13.	I presently allow many friends and neighbors the use of my ramp
14.	non waterfront property owner
15.	better serve the community
16.	our property is too small
17.	I am not waterfront land owner
18.	No Parking Space
19.	don't own waterfront
20.	Don't want to contribute to the having any more boaters on the water that think operating a boat is like driving a car and who do not care what effect they have on the "environment".
21.	NA
22.	for a tax break and or pay to use
23.	not enough room, limited waterfront
24.	would not want the headache of the traffic
25.	too small
26.	no room
27.	If I was reimbursed to offset the rising cost of property taxes to help cover the cost of increased traffic on the lane, boat ramp & dock
28.	liability
29.	Users would trash the beach, destroy sand dunes; use as bathroom facilities; have late night parties being very noisy.
30.	People use it for toilets and trash it with beer cans and bottles, and other trash
31.	Lack of services to enforce possible misuse of access/or management issues
32.	inadequate parking area
33.	Don't think I could prevent noise, littering, etc
34.	no room
35.	Our lot is only 50 foot wide -- too small, no parking

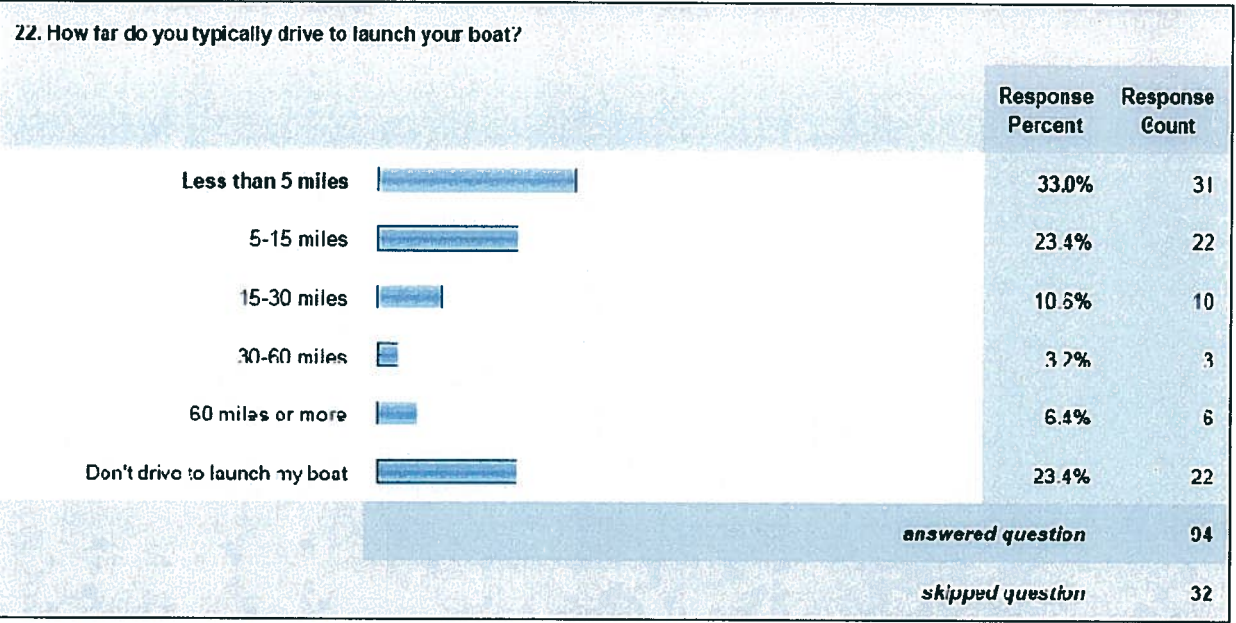
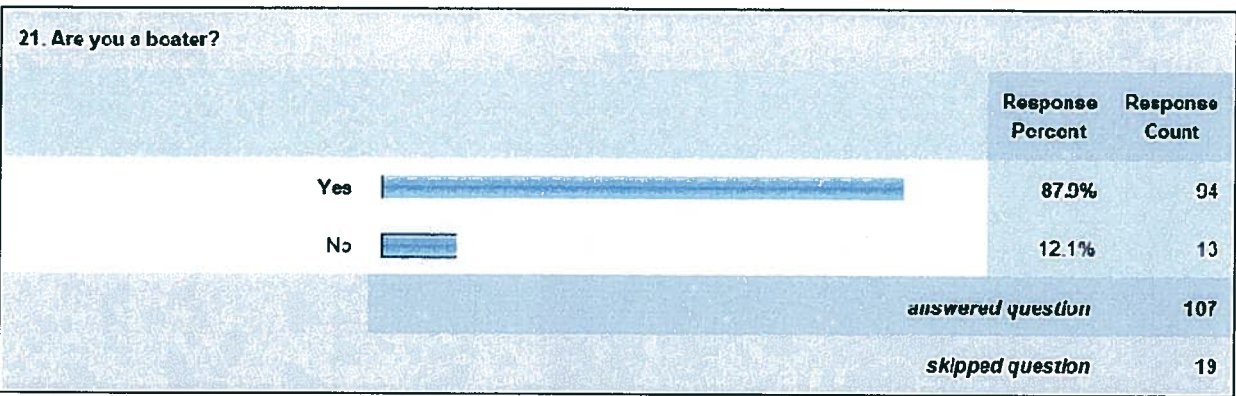
36.	Surrounding neighbors and lack of land.
37.	Privacy, security, noise, cleanliness.
38.	Too small too crowded
39.	access property through easement across others' properties
40.	do not own water front
41.	should be designated public areas;
42.	inadequate parking, "private lane", for home owners only
43.	I don't have space for it.
44.	too small an inappropriate area
45.	Private road maintained by residents, no available parking
46.	only have 1/2 acre
47.	NA
48.	It is my retirement.
49.	I did at one time but the adjoining land owners opposed the boat ramp.
50.	DO NOT HAVE AN AREA FOR THAT USE.
51.	Do not own land on water
52.	Safe access to the Bay is important.
53.	If I had waterfront property, I would allow access for windsurfing/kiting/kayaking
54.	I don't own land with water access
55.	do not own access
56.	Fear of trash left behind, misuse of property, too many people in too small a space, too much noise
57.	Small site, no room.
58.	Liability
59.	My property is a residential home of 1 acre
60.	My land is on a cliff and would not be ideal for an access site
61.	I have no waterfront land.
62.	Privacy is main concern, that's why we live in Mathews!
63.	not enough; only .6 acres
64.	I don't own waterfront land, but unless I owned a huge piece of property, I don't think I would want the public to have access across it for privacy sake
65.	marsh area






20. Would you consider selling, leasing, or receiving some other compensation in exchange for creating public water access on your land?		
	Response Percent	Response Count
Yes (Please call 804-758-2311 to discuss further)	14.5%	10
No	85.5%	59
Why or why not?		42
	<i>answered question</i>	69
	<i>skipped question</i>	57

Specific Answers:

1.	Don't own enough
2.	The problems associated with the public use would not be worth the compensation received.
3.	don't own land with water access
4.	not large enough
5.	See #19. I have only about 180 feet of waterfront.
6.	see above
7.	I even contacted Mathews about this possibility but they were not interested.
8.	non water front property owner
9.	serve recreational boaters in smaller boats (eg. kayaks)
10.	No Parking Space
11.	see question 19 answer
12.	NA
13.	for a tax break and or pay to use
14.	none available
15.	not suitable
16.	We are not interested in selling the land as it has been in my family for generations but feel it would benefit our community to have a place to "put their boat over". We allow people to do this for free right now but how long will we be able to hold on to the property without selling? People [real estate agents, developers] call, write asking if we are interested. So far, we've been able to answer "Did you see a 'For Sale' sign? Current zoning does not allow this property to be anything but R1.
17.	people are not considerate of landowners; would cause more problems and headaches besides destroying the beach area
18.	People destroy dunes and grasses which caused loss of beach, also trash and use it as a toilet.
19.	would have to be a very small site
20.	Don't have enough land
21.	Not enough room, I live on a 50 foot wide lot
22.	Don't have enough land with the septic tank requirements
23.	County has no means to control such activity.
24.	not interested
25.	do not own water front
26.	same as above
27.	same as above
28.	above
29.	the increase in road traffic by my house
30.	If I had more than 1/2 acre I would
31.	NA
32.	you can't pay me what I can get for the public market.....to make my retirement plan work



33.	Same as above answer
34.	NOT ENOUGH SPACE.
35.	I don't own land with water access
36.	longtime neighbors would not approve
37.	small site no room
38.	See above
39.	see number 19
40.	not appropriate
41.	not enough land
42.	marsh area



23. How do you gain access to the water?			Response Percent	Response Count
I lease or own a boat slip			26.6%	25
I lease dry storage for my boat			2.1%	2
I have direct private access			37.2%	35
I trailer my boat from my primary residence			56.4%	53
I trailer my boat from another location (describe)			4.3%	4
			<i>answered question</i>	94
			<i>skipped question</i>	32



Specific descriptions:

1.	Harcum Landing, Gloucester County
2.	I trailer my boat from my house to the boat ramp.
3.	Who is the idiot who wrote this survey????????? what if I rent?
4.	trailer from home

74. Have you lost access to a boat ramp in the past 5 years?		Response Percent	Response Count
No		76.6%	72
Yes		23.4%	22
If yes, where? What caused the loss?			21
<i>answered question</i>			94
<i>skipped question</i>			32

Specific Answers:

1.	Hurricane Isabel
2.	Gwynn Island
3.	Due to Storms
4.	* My father & his friends built our boat ramp & dock for our friends & neighbors use because of the lost of the ramp @ Mill Lane 38 yrs ago. The last 5 yrs is probably too short of a time limit.
5.	Davis Creek...development and change of use
6.	Locklies
7.	Davis Creek, Mathews. Sold to private owners for boat slips.
8.	Property lost to potential development
9.	private land closed off
10.	Both West Point and Tappahannock public ramps have become so congested I cannot risk driving 100+ miles and risk not having a parking space. To me this is loss of access.
11.	sunset boat ramp-Hampton Lack of foresight by Hampton city manager/officials caused because Bluewater Yacht Sales in Hampton wants ramp area for private use.
12.	Gloucester point, because of Isabelle
13.	Croaker, York State Park Needs to be dredged
14.	The property was sold for another use.
15.	storm damage that wasn't repaired
16.	PRIVATE RAMP. LOSS DUE TO STORM.
17.	Undeveloped access at the end of paved roads.
18.	For repairs
19.	Hurricane Damage at Davis creek in Mathews County
20.	sedimentation, largely from unregulated clear cutting of adjoining lands that while not within the RCA have direct drainage along roads, etc to the RCA.
21.	Urbanna, private owner of marina took it out

25. Do you ever pay to launch your boat?		Response Percent	Response Count
No		50.0%	47
Yes		50.0%	47
If yes, how much do you typically pay?			44
<i>answered question</i>			94
<i>skipped question</i>			32

Specific Answers:

1.	5-8
2.	10
3.	5
4.	\$5.00
5.	6-8 dollars
6.	\$5
7.	10.00
8.	\$5
9.	\$15
10.	\$5
11.	\$3.00
12.	\$5 - \$10
13.	\$5
14.	\$10
15.	\$5.00
16.	10
17.	\$5
18.	Annual pass
19.	\$3
20.	15/20 \$\$
21.	\$2
22.	\$5
23.	\$1 pr foot
24.	\$5.00
25.	\$5
26.	\$5
27.	10
28.	\$3.00
29.	\$10
30.	10.00
31.	\$10
32.	\$10-\$15
33.	5
34.	5.00
35.	3.00
36.	\$8.00 TO \$1500
37.	\$10.00
38.	10 dollars
39.	\$5 - \$10
40.	10.00
41.	10.00
42.	\$10
43.	\$7
44.	\$5

26. Where would you like to see a new public boat ramp? (Optional)			Response Percent	Response Count
Body of water			98.1%	53
Closest street/route and general location			56.7%	36
Second location site			40.7%	22
<i>answered question</i>				54
<i>skipped question</i>				72

Specific Body of Water:




1.	North River	39.	Chesapeake Bay
2.	Tappahannock	40.	Rappahannock River
3.	bay side Mathews	41.	York and Perrin Rivers, King's Landing
4.	Severn River	42.	Piankatank River
5.	Milford haven	43.	Rappahannock
6.	Chesapeake bay	44.	Urbanna/Lagrange Creek
7.	York River	45.	Piankatank River
8.	Put-In Creek	46.	Rappahannock
9.	North River	47.	Piankatank River
10.	Rappahannock River - Essex County	48.	Middle of Gloucester County along the York River
11.	North River	49.	north river
12.	ABERDEEN CREEK	50.	mobjack bay
13.	Somewhere on East River	51.	Severn River, Perrin River
14.	No where	52.	Piankatank - between Harcum & Halliford
15.	Rappahannock River	53.	Urbanna Creek
16.	Whites Creek	39.	Chesapeake Bay
17.	RAPP. RIVER	40.	Rappahannock River
18.	East River on the Mobjack side	41.	York and Perrin Rivers, King's Landing
19.	Ware, Piankatank, North and Severn Rivers		
20.	Mobjack Bay		
21.	Piankatank River		
22.	Davis Creek, Mathews County		
23.	Doctors Creek and Davis Creek		
24.	East River (
25.	Put In Creek		
26.	North River		
27.	Davis Creek at Bavon in Mathews County		
28.	Put-in-Creek		
29.	West Point		
30.	East River		
31.	Piakatank river north shore (Middlesex co)		
32.	Chesapeake Bay		
33.	Gloucester Point/Guinea		
34.	Rappahannock River		
35.	Mobjack bay		
36.	Rappahannock River		
37.	anywhere in Gloucester county Va		
38.	DELTAVILLE, VA.		

Closest Street/Route (general location):

1.	ware house road
2.	Dock Street, Route 17
3.	Mathews, VA
4.	Almondsvlle
5.	Mathews Courthouse
6.	Rt 617
7.	Route 14
8.	STATE ROUTE 614
9.	Stingray point
10.	Whites Creek Lane , Diggs Va. 682
11.	Chapel Lane (Route 631)
12.	Rt. 14
13.	New Point VA
14.	Bohannon/Cardinal Area (Where the county purchased marina)
15.	Route 611, Mathews Court house
16.	Near end of Rt 14
17.	Off Brick Bat Road in Mathews Courthouse
18.	Hampton
19.	near Rt 3 bridge (there is an existing unimproved launch site @ bridge)
20.	Doesn't matter; just want to be sailing on Chesapeake Bay without having to sail out of a river.
21.	Urbanna
22.	on some of the undevelopable property.....NOT ON DEVELOPABLE PROPERTY
23.	Deltaville, Va.
24.	STING RAY RD.
25.	Shore Drive
26.	Urbanna
27.	Cook's Landing Road, 1102
28.	Route 3
29.	near Deltaville
30.	in town of urbanna or along Lagrange creek
31.	RT 33
32.	Deltaville
33.	Timberneck Farm Road
34.	Mathews court house to replace sewage plant
35.	Achilles Severn Wharf Road
36.	Marinas

Second Location:

1.	ware river	18.	Lower Guinea
2.	Deltaville	19.	Hartfield
3.	Mobjack bay	20.	Rappahannock River
4.	Winter Harbor	21.	Glass
5.	Gwynn's Island	22.	Oakes Landing, Middlesex County
6.	East River Route 14		
7.	CARTERS CREEK		
8.	Ditto		
9.	Fishing Bay		
10.	rt. 645 Garden Creek Road, Chesapeake Bay		
11.	Mobjack Bay		
12.	Not needed		
13.	Deltaville area		
14.	Tappahannock		
15.	Bowlers Wharf		
16.	Pinakatank River Deltaville, Va		
17.	Topping		

27. What is the more important priority to you? (Check one)			Response Percent	Response Count
Improvement of existing public boat ramps and parking			34.8%	32
Construction of new public boat ramps and parking			51.1%	47
Other (please specify)			14.1%	13
			<i>answered question</i>	92
			<i>skipped question</i>	34

Other Specific Answers:

1.	beach access
2.	I am interested in beach access
3.	access for pedestrian uses
4.	Allowing my present private boat ramp and dock to continue as it has over the last 40 years. New rules and regulations are written that appears to for large private accesses and do not encourage me to maintain my private property for public use.
5.	Protecting the environment. People do not have a right to pollute and most boaters (of all categories) do in some manner. As a commercial fishing license holder I would find something else to do and not holler if all commercial fishing was banded.
6.	beach at New Point, dingy dock at Mathews Courthouse
7.	beaches for the public
8.	help marinas restore their private w/c properties
9.	more limited access for hand carry/paddle craft
10.	Adequately compensate private owners.
11.	access for low impact use such as canoeing/kayaking, hiking, birding, etc.
12.	Maintaining safe public access to the Bay.
13.	Put in creek access at court house.

28. You have completed the survey. Thank you for your time. If you'd like to submit additional comments, please use the box below.

	Response Count
	31
<i>answered question</i>	31
<i>skipped question</i>	95

Additional Comments:

1.	fix this problem
2.	what was that last question, "are you a boater"? I said no as I only own kayaks. But I enjoy getting out on boats, hope eventually to own one, and would like visitors to be able to put their boats into the water nearby.
3.	I am a sailor, not a motor-boater. This was in some ways a difficult survey; we sail our small sailboats right from our bank, and I wish more people had the pleasure of sailing, canoeing, and kayaking in our creeks and along the rivers. I would like to encourage more small boating on our waterways, and I think a network of small ramps and piers would allow more people to develop an appreciation for the natural world and an awareness of the beauty and fragility of nature and the Chesapeake Bay. I'm glad we have the big public boat ramps in Gloucester County for motor-boaters, but I don't want anything like that out at the end of Cedar Bush Road, where I live -- our landing could, in fact, be a model for the kind of small-scale access I am in favor of. We don't need a big boat ramp on this little landing. If it the ramp that is there were better maintained, and the pier were kept in good repair, people who use it would show more respect for it. Thank you for the opportunity to offer my thoughts and comments.
4.	New access to the water is being denied because wealthy homeowners don't want public access near them. The state/counties should be buying land for water access so all taxpayers can use the waterways
5.	My email address is r_e_machen@yahoo.com if I can answer any other questions that you may have.
6.	I have never been in an area where waterfront homeowners also own the sandy beach. In my experience it is usually public access.
7.	We need a up river boat ramp that is safe to use with good parking !!!and this would help out the busy Gloucester pt boat ramps.
8.	I understand that it would be impossible to deny public access to the waterways but I also believe it is important to minimize negative effects that access/usage always brings. Access to the water should be paid for by users, either thru fees at private points or fees to recover the cost of acquiring, constructing, and maintaining a small number of local government sites. Tax money should not be used, without recoupment, to provide any access point for public use since not all tax payers want to use or are able to use a site their tax dollars paid/pays for.
9.	I already pay taxes in the county, and have my garbage collection included. I would include local boating ramp access, with charges for non-locals to support their use of our infrastructure. There are a large number of transients from Richmond and surrounding areas who come here to use a free launch such as at Wake
10.	Mathews County has only two boat ramps, one on the Chesapeake bay and the other on the Mobjack bay. There is a big need for a lot more on both sides. I feel that the county could make good money by becoming a fishing hot spot for the sport fishing people of the state of Virginia. God knows we need the jobs that water access will bring to us.
11.	We have cruised extensively along the Atlantic coast of the US and Chesapeake Bay. There should be a dingy dock/small craft access site at Mathews Courthouse once sewage plant closes. It would be a great benefit to the community. If developers get their way the entire coast will be a string of condominiums. Small boatyards that allow owners to work on their boats at an affordable price are being displaced. Commercial users can't afford to stay in business.
12.	My experience with owning beach waterfront has not been good. People are not considerate of

	property owners don't want to ask permission to walk the beach. All they want to do is destroy and throw their trash, use it for restroom, be noisy; drug actions, etc.
13.	Keep up the good work! Opportunities to establish public access are diminishing year by year.
14.	Good luck
15.	Good Luck and smooth sailing with the survey. Thanks
16.	Better planning needs to be done for all water access activities in Mathews County. Better enforcement of water "rules of the road" and etiquette in county waterways.
17.	did not get a chance to take the survey, it jumped from question # 2 to the end of survey, what happened to question #3 - 27
18.	On Question 14...you should have a "no fee" option. Thanks
19.	Mathews has 250 miles of coastline but no fishing pier, one small restaurant, Winter Harbor and Queen's Creek (with business on them) which are approved for dredging but funds went elsewhere. There is extremely limited parking for beach access or water access.
20.	My husband was raised in Sweden, where ALL water has almost unrestricted public access (permission must be asked of owner, always(!) granted. This is a national "mindset", that could not be instituted here--too late!
21.	Get a computer programmer..my survey went from question 2 to this number 28...nothing in between. Is this make work, to get funding, to make sure you have a job next year????
22.	Parking lot congestion is my biggest concern. The actual use of the boat ramps are acceptable. The problem comes when trying to park a vehicle with a boat trailer in a full lot.
23.	Check out where the state maintained road really ends down at Bavon Beach. The landowners have everyone fooled that it is private property. The state did stop some road maintenance but it is still public access but the property owners keep running people off with threats of being arrested. I know because I own property there and it's not right.
24.	I think that small boat ramps for small craft are needed. These boat ramps would enable small boats (kayak, small Hobie type catamarans, canoes) could launch without being in the way of the larger motor boats going out fishing. If it is a boat ramp where fishermen launch they are usually not very happy to see small boats loading and unloading.
25.	Didn't answer the Boater questions since we are canoeists, however, we frequently travel up to 100 miles (sometimes more) to favorite paddling/fishing spots.
26.	Who is the idiot who constructed this survey. it is totally biased and assumes that one believes that there is a problem.....what about the other side of the coin.....the questions should be better constructed.....please hire a qualified surveyor/statistician, soon.
27.	Conservation of safe Bay access if essential! Every time public access is converted to private projects, the Bay dies just a bit more.
28.	VIMS should make all their shoreline accessible to the public.
29.	The only available public ramp serving Middlesex on the Piankatank is in poor condition. No loading dock and nowhere to tie up a boat. There is also no parking available for this ramp. The current site would benefit greatly from any improvements.
30.	Thanks for putting this together. look forward to hearing the results and seeing this all lead to maintain boating and fishing life style.
31.	I don't know if I qualify as a boater - I kayak and put my kayak on my car and use public boat landings to launch - use the Mathews Blueways Guide - wish we had more guides for the Middle Peninsula

Appendix B:

MATHEWS COUNTY COASTAL SURVEY RESULTS

1. Participant Information

	Response Percent	Response Count
Virginia Zip Code	100.0%	75
General community name where you live	97.3%	73
<i>answered question</i>		75
<i>skipped question</i>		0

2. Is access to the waterways of Mathews County a concern to you?

	Response Percent	Response Count
Yes	94.7%	71
No	5.3%	4
<i>answered question</i>		75
<i>skipped question</i>		0

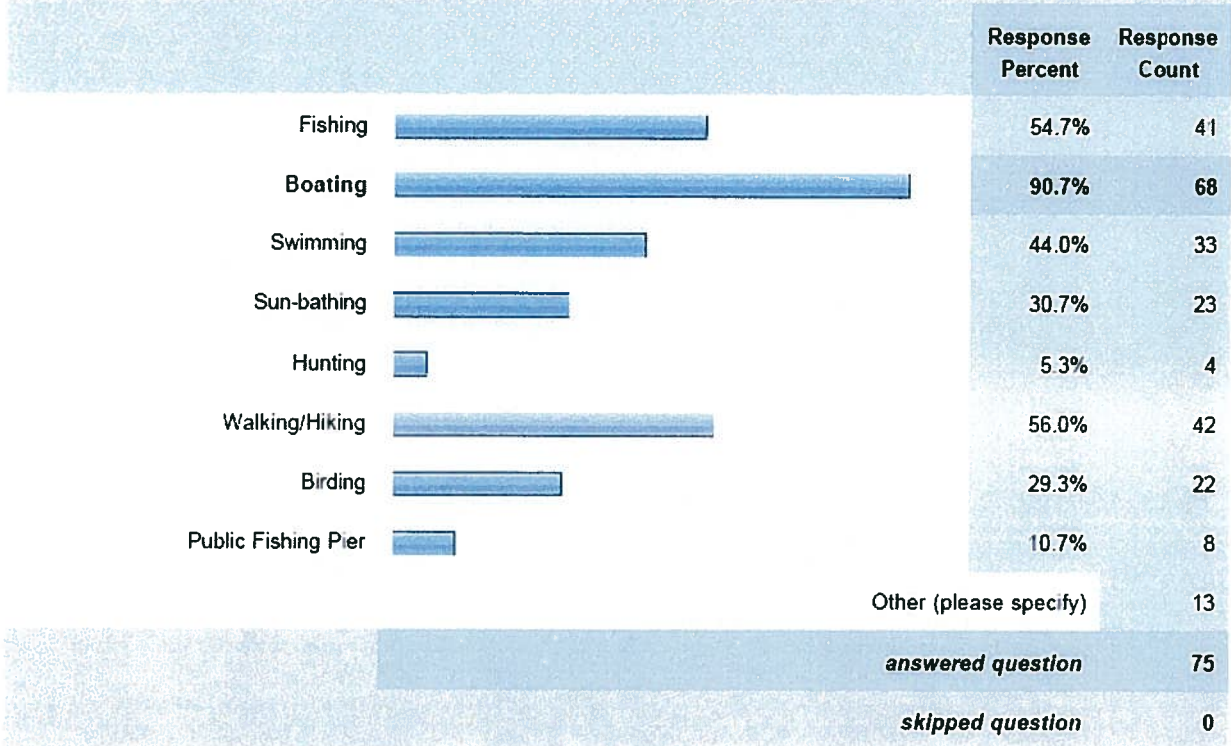
3. How long have you been a resident of Mathews County?

	Response Percent	Response Count
Less than 5 yrs	6.7%	5
5-10 yrs	21.3%	16
10-25 yrs	40.0%	30
more than 25 yrs	21.3%	16
Not a resident of Mathews County	10.7%	8
<i>answered question</i>		75
<i>skipped question</i>		0

4. Please indicate which category(ies) best describes you (check all that apply)

	Response Percent	Response Count
Private or recreational boater	78.7%	59
Private or recreational angler	44.0%	33
Other private or recreational user	20.0%	15
Tour business or charter operation owner/employee	1.3%	1
Other water-dependent business owner/employee	1.3%	1
Waterfront land owner	65.3%	49
<i>answered question</i>		75
<i>skipped question</i>		0

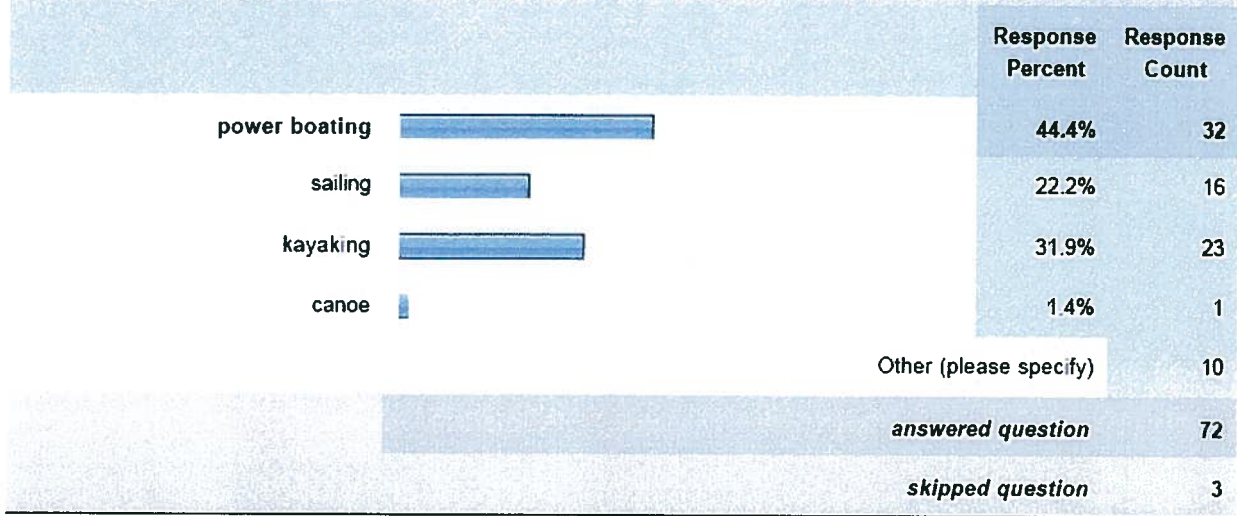
5. How do you primarily use the waterways or shorelines in Mathews? (check all that apply)



Other Specific Answers:

1.	kayaking
2.	Sailing
3.	ENJOY WILDLIFE
4.	Concerned about lack of dockage for Mathews residents and working watermen.
5.	Primarily recreational fishing but do have a commercial card for gill netting.
6.	oyster growing and crabbing
7.	kayak
8.	Crabbing
9.	clamming
10.	Views
11.	Picnics
12.	Kite surfing, kayaking
13.	aquaculture of oysters in floats ("TOGA" instructions)

6. If a boater, what type of boating do you primarily enjoy?



Other Specific Answers:

1.	canoe
2.	power boat used VERY rarely
3.	also power boat occasionally
4.	my little rowboat!
5.	kayaking, canoeing
6.	kayaking
7.	kayaking; canoe
8.	canoe
9.	sailing and jet skiing
10.	we enjoy both sailing and power boating

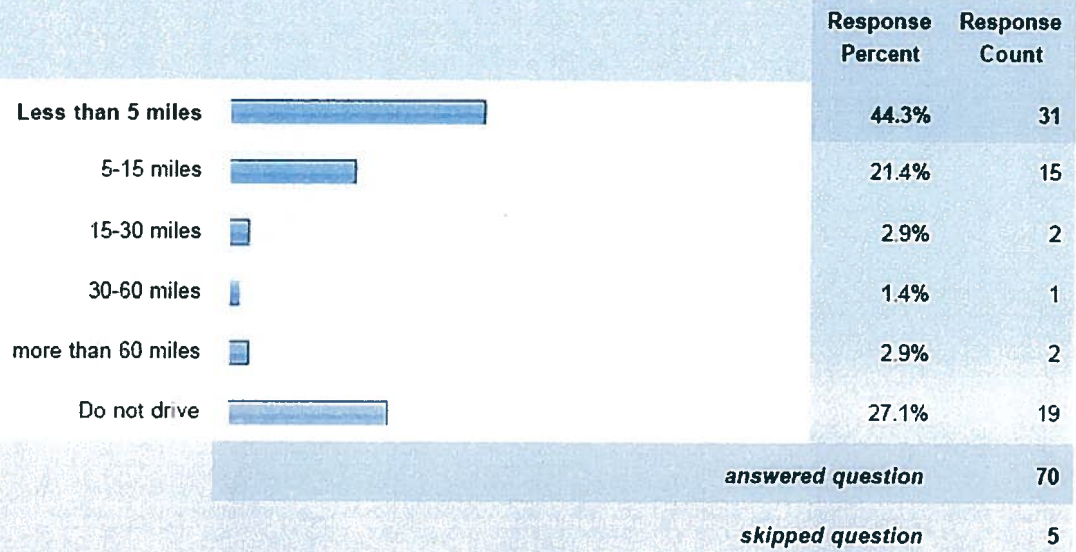
7. If a boater, how do you gain access to the water?

	Response Percent	Response Count
I lease or own a boat slip	16.4%	11
I lease dry storage for my boat	1.5%	1
I have direct private access	52.2%	35
I trailer my boat	29.9%	20
Other (please specify)		14
answered question		67
skipped question		8

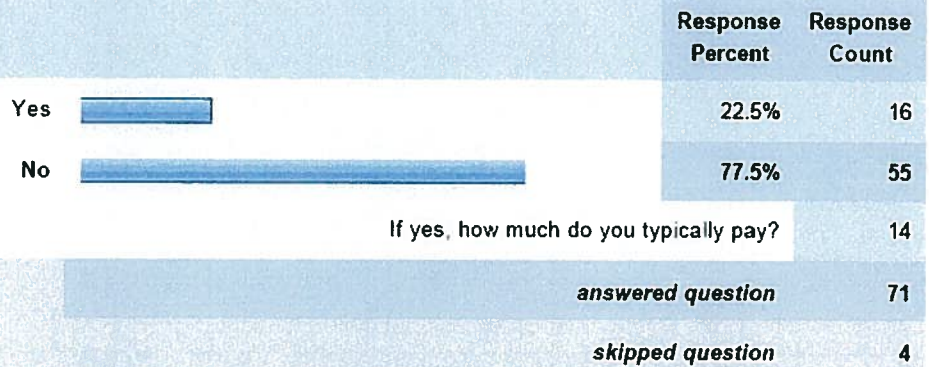
Other Specific Answers:

1.	Launch from public landings
2.	I have a kayak only
3.	public landings
4.	sometimes launch kayak from public landings and depend on public landings to remove power boat from water or put it back in
5.	PUBLIC LANDING
6.	Car top
7.	also use public access to put in kayak
8.	also have a small pier at mudflat
9.	use public access or subdivision private access
10.	the dock was just finished but i had problems before this
11.	and public ramps
12.	carry kayak on car and launch at public access
13.	also my kayak on car to access points
14.	Also use public access points

8. If a boater, how far do you typically drive to launch your boat?





9. If a boater, do you ever pay to launch your boat?



Specific Answers:

1.	\$700 PER YEAR FOR BOAT SLIP
2.	\$5
3.	\$3
4.	\$3.00
5.	\$5
6.	5.00
7.	\$720.00+ per year times 2 boats
8.	\$5
9.	\$5
10.	5-10
11.	refuse to pay to launch a kayak
12.	\$5 to \$7 or launch & recovery combined
13.	10 dollars
14.	\$5.00-\$10.00

10. If a boater, have you lost access to a boat launch site in Mathews County in the past 5 years?

	Response Percent	Response Count
Yes 	11.3%	8
No 	88.7%	63
If yes, where? what caused the loss?		9
<i>answered question</i>		71
<i>skipped question</i>		4

Specific Location:

1.	Davis Creek. Beached boats, trash and debris.
2.	Hicks Wharf residential encroachment
3.	Two locations in Davis Creek....development
4.	Shoaling became a problem but was dredged before it became impossible to access bay.
5.	no parking for trailer
6.	Old Mill in Bohannon Sold and boat sunk on ramp
7.	East River Boat Yard purchased by Mathews county
8.	East River Boatyard
9.	the beach due to erosion and lack of parking

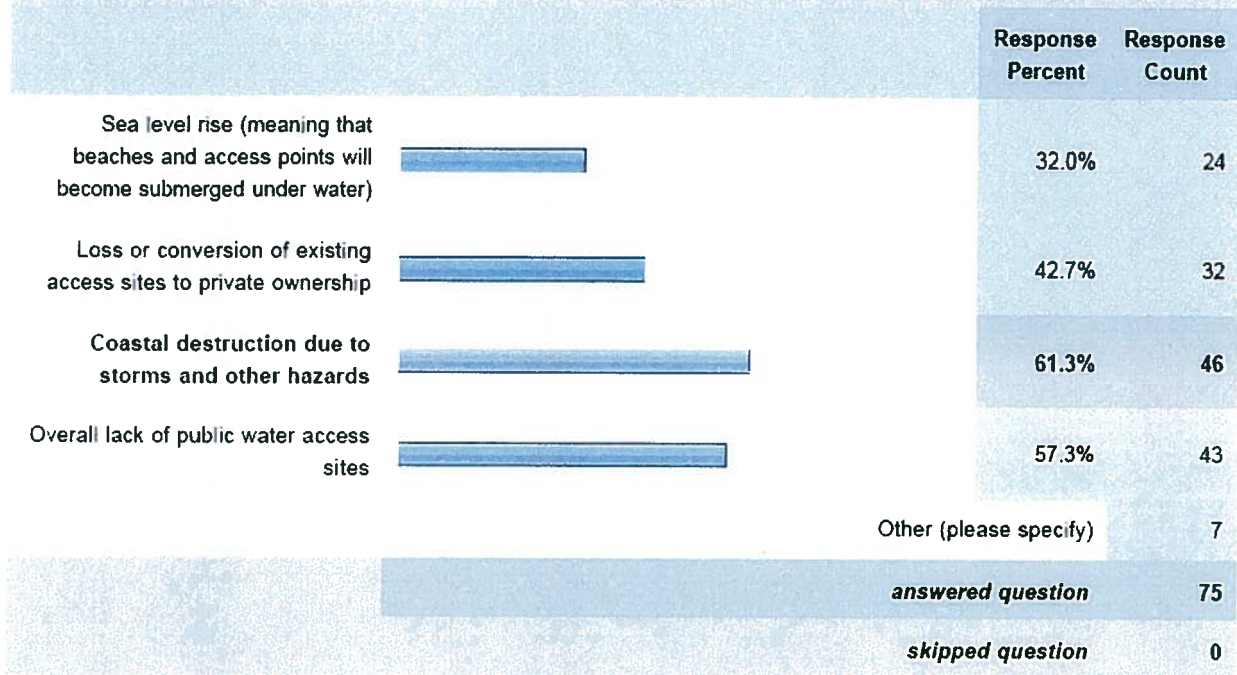
11. What specific condition(s) are you most concerned about? (check all that apply)

	Response Percent	Response Count
Lack of boat ramps	56.0%	42
Lack of beach access	57.3%	43
Lack of commercial fish houses	20.0%	15
Lack of charter boat activity	10.7%	8
Lack of safe swimming areas	36.0%	27
Lack of public municipal slips	29.3%	22
Lack of public fishing piers	30.7%	23
Lack of public or private boat slips for transient (short-term use)	28.0%	21
Other	13.3%	10
Other (please specify)		20
answered question		75
skipped question		0

Specific Answers:

1.	Lack of public access launch sites for kayaking in certain areas especially for the East River and the North River.
2.	loss of undeveloped access
3.	Commercial kayakers using fish and game ramp
4.	NOISE/LACK OF PRIVACY FROM BOAT TRAFFIC
5.	Lack of pier tie-up space for Mathews residents and working watermen.
6.	Sufficient
7.	Winter Harbor channel kept open
8.	Getting to the Bay from boat access
9.	improvement of existing access
10.	High Speed Damaging Wake traffic on narrow waterways
11.	Parking at county boat ramps
12.	Over building of coastlines
13.	Over-development (density)
14.	Rt 631 -- Public beach access -- those who have homes at the end of Rt 631 seem to think the Beach is for "their private use only"
15.	Excess private dock building
16.	lack of small access areas for non motorized boat use
17.	Lack of public parking at present & potential access sites
18.	lack of decent beach
19.	Mathews lacks "no-discharge" zones from boats; unsure of water safety/e-coli contamination.
20.	transient dockage

**12. What do you see as being the biggest threat to access to the waterways of Mathews County by the public?
(check all that apply)**



Specific Answers:

1.	inadequate parking at access sites
2.	Wiliams Wharf is virtually a private club for crew
3.	THE ISLOANDS IN THE HOLE IN THE WALL AREA ARE WASHING AWAY
4.	Increasing boat taxes
5.	Lack of public parking at access sites
6.	"Public landings" being constricted/squeezed by private interests
7.	residential (condo)development

13. What would your preferred type of public access be? Rank order from 1 (most preferred) to 3 (least preferred)

	Response Average	Response Total	Response Count
Boat ramps and/or public beaches with adequate parking for multiple users	1.68	126	75
A network of access sites for paddling	1.82	135	74
A network of small, special purpose access sites (i.e. birding and hiking)	2.48	181	73
	<i>answered question</i>		75
	<i>skipped question</i>		0

14. If you have another preferred type of public access, please describe.

	Response Count
	15
<i>answered question</i>	15
<i>skipped question</i>	60

Specific Answers:

1.	Beach walking without being stopped by no trespassing signs.
2.	public beach recreation acreage
3.	Bicycle Path/Trail
4.	NONE
5.	Slips or docks adjacent to Mathews Court House
6.	n/a
7.	Would like access to restaurants and shops
8.	Public fishing pier
9.	no
10.	(ideally a combination of all 3 uses)
11.	current is adequate
12.	Access to opportunities to walk on county beaches - camping/kayaking sites
13.	Many roads end at the water but are blocked by neighboring property
14.	Kite surfing access
15.	well managed "public mooring" near attractions (Sea Breeze restaurant.; Williams Wharf, sites on N. River, Hole-In-The- Wall, etc.)

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15. What existing Mathews County public access sites should be expanded and why?		Response Count
		43
	<i>answered question</i>	43
	<i>skipped question</i>	32

Specific Locations:

1.	Davis Creek public launch site needs improvement.
2.	Milford Landing
3.	Gwynn's Island boat ramp-overcrowded
4.	public access for self powered or wind powered craft
5.	New Point Light pier area.
6.	The Roane's Point landing needs to be upgraded. It could be a very nice place to put in a boat.
7.	head of Put In Creek - for transient boaters
8.	Seabreeze Restaurant needs dedicated parking. Boaters take almost all the spaces during boating season.
9.	Williams Wharf, Town Center
10.	Expand ramps so 2 boats can use at same time
11.	ALL EXCEPT PUT-IN CREEK @ OLD SEWAGE PLT.
12.	BOAT RAMP AT WHITES CREEK
13.	Davis Creek access..for direct use of the Bay
14.	Most need more adequate parking.
15.	most boat ramps are overcrowded during many holidays
16.	Winter Harbor due to excellent kayaking
17.	ANYTHING ON THE PLANKATANK
18.	n/a
19.	Williams Wharf should not be restricted to hand or wind powered boats; public funds were used and a historic public landing was at the site
20.	Would like to see Winter Harbor expanded but parking would be an issue.
21.	Hills Bay Public Landing (Hallieford)
22.	Town point or Put in Creek - access to shopping
23.	Beach areas can be improved not expanded
24.	Williams Wharf - would need transportation access to town - closest to town
25.	completing access at East River Boat Yard would offer widely expanded access
26.	need more parking at swimming beaches
27.	ok as-is
28.	keep as- is
29.	End of road access for swimming /kayaking
30.	Develop the Old Tide Mill in Bohannon
31.	I don't feel we should expand anything until we have fund to maintain it.
32.	Put in Creek, need more and structured parking.
33.	East River Boat Yard- there is no other public access site in this part of the county
34.	East River Boatyard, central to the West Mathews area
35.	Mill Rd ramp
36.	The small beach at the end of Chapel Lane (Route 631) needs to be cleaned and a "several car" parking site and turn around area. Currently, in order to turn around, one must back onto private property to do so. There is room for this but it is overgrown, contains debris and it appears that cement was dumped there previously and makes for perilous entry to the beach. With a small amount of effort and funds, this beach site could be turned into a nice little community beach to be enjoyed by all.
37.	More parking at Grimstead (Sea Breeze) & Town Point Landing ramps
38.	there are numerous "public landings" that are not listed, not developed, not maintained leading to over use of the 2 most usable sites

39.	1-Mill Creek@ Bohannon-great site @East River; 2-Ches.Baybeach @GwynnIsland;3-Piankitank river @end of state road; North River public landing
40.	East River Boatyard
41.	Parking inadequate at Seabreeze & at Town Point
42.	East River Boatyard should be developed.
43.	East River Boat Yard to provide access on the western shore of the East River

16. Public Boat Ramps Rank order from 1 (biggest problem) to 5 (smallest problem)

		Response Average	Response Total	Response Count
Ramps are closing or being replaced for carry-on boats		3.92	196	50
Ramp sites lack adequate parking		1.75	98	56
There is not enough access to serve all users		2.12	123	58
Ramp conditions are deteriorating and not being improve		2.88	147	51
The wait time at ramp is too long or multiple ramps needed		3.53	180	51
<i>answered question</i>				60
<i>skipped question</i>				15

17. What is the more important priority to you? (check one)

	Response Percent	Response Count
Improvement/expansion of existing public boat ramps and parking	42.7%	32
Construction of new public boat ramps and parking	45.3%	34
Other	12.0%	9
Other (please specify)		13
	answered question	75
	skipped question	0

Specific Answers:

1.	I'm more interested in beaches/kayak launch sites
2.	KEEPING WATER ACSESS CLEARLY MARKED
3.	Keeping existing waterways open for navigation.
4.	dredge putin creek
5.	No Wake Zones & Enforcement
6.	Did not answer question
7.	NONE
8.	Maintaining as-is with development density restrictions
9.	Especially the one on Mill Lane
10.	Beach access for swimmers
11.	There are not nearly enough water access sites
12.	Include enhancements as can at "public landings"
13.	Improvement/expansion of new public access sites

18. Where would you like to see a new public boat ramp in Mathews?

	Response Percent	Response Count
Body of water	98.1%	52
Closest street/route and general location	69.8%	37
answered question		53
skipped question		22

Specific Body of Water:

1.	Lower East River	37.	North River
2.	Milford Haven	38.	East River
3.	Hallieford area	39.	East River, west side
4.	North River	40.	East River, North River, bay/beach side of Chesapeake
5.	Chesapeake Bay	41.	north river
6.	Cobbs Creek	42.	East River
7.	Chesapeake Bay	43.	West side of East River
8.	Put-in-Creek	44.	North River
9.	Chesapeake Bay	45.	piankatank
10.	EAST RIVER	46.	anywhere on creeks
11.	ANY WHERE	47.	East River
12.	Put In Creek	48.	East River
13.	Bay....Mobjack	49.	north river
14.	East River	50.	North River
15.	based on what i have seen, it appears the milford haven is most crowded most of the time	51.	Milford Haven
16.	North River	52.	Piankatank River
17.	East River	40.	East River, North River, bay/beach side of Chesapeake
18.	Piankatank	41.	north river
19.	PIANKATANK	42.	East River
20.	The Head of Put In Creek	43.	West side of East River
21.	Piankatank River; NOrth River	44.	North River
22.	East river on the Mobjack side	45.	piankatank
23.	None - Not Needed	40.	East River, North River, bay/beach side of Chesapeake
24.	Putt in Creek	41.	north river
25.	Cobbs Creek	42.	East River
26.	Mobjack	43.	West side of East River
27.	East River		
28.	Milford Haven area		
29.	Horn Harbor		
30.	none		
31.	No where		
32.	put in creek		
33.	East River		
34.	Piankatank River		
35.	East River, South side		
36.	North River		

General location:

1.	Mobjack or Diggs Wharf area
2.	Gwynns Island Rt 633
3.	rt 198
4.	Hudgins
5.	Roanes Point Road
6.	Winter Harbor area
7.	Brickbat Road
8.	courthouse area
9.	Horn Harbor
10.	MOORING SITE AT TOWN POINT LANDING
11.	"downtown" Mathews
12.	620
13.	East River Road Side
14.	Godfry Bay
15.	TWIGGS FERRY BRIDGE
16.	at Roanes Point landing; Auburn Landing
17.	Church street
18.	lower East River on Rt 14 side
19.	Cardinal
20.	Redart area
21.	Sandbank Road
22.	none
23.	No where
24.	courthouse
25.	Mill Lane Road Bohannon
26.	Mathew's side of the Piankatank River Bridge
27.	North River Road
28.	Mobjack area
29.	Mill Lane, East River Boatyard
30.	Also, public kayaking from Williams Wharf w/o fee
31.	Mobjack
32.	Route 660
33.	upper end
34.	any of the southern or northern landings that are misused
35.	Mill Creek @ Bohannon+ near Mobjack town
36.	Mainland near Gwynns Island--Quick access to Bay
37.	Rt. 3 at Twiggs Ferry Bridge

19. Public Beaches/Swimming Rank order from 1 (biggest problem) to 3 (smallest problem).

	Response Average	Response Total	Response Count
Public access sites lack parking	2.02	135	67
There are not enough public beach access sites	1.75	117	67
Lack of public facilities (rest rooms, trash pickup, security etc) at beach sites	2.16	147	68
<i>answered question</i>			68
<i>skipped question</i>			7

20. Public Fishing Piers and Fishing from the Shore Which of the following problems do you experience most often?

	Response Percent	Response Count
On-shore fishing locations have turned to private ownership or private owners now forbid fishing use	30.4%	14
Was never available	69.6%	32
<i>answered question</i>		46
<i>skipped question</i>		29



21. Boat Slips Rank order from 1 (biggest problem) to 4 (smallest problem).

		Response Average	Response Total	Response Count
Have been priced above market value		2.65	98	37
Are being demolished		2.53	86	34
Are not available		2.03	75	37
Can not be accessed due to shoaling		2.12	89	42
			<i>answered question</i>	44
			<i>skipped question</i>	31



22. Commercial Seafood Houses (Traditional Working Waterfront) Rank in order from 1 (biggest problem) to 4 (smallest problem).

		Response Average	Response Total	Response Count
Are being replaced by private development		2.32	102	44
Property tax is too high for watermen to retain the property		2.59	119	46
Not enough catch for watermen to make a living		1.98	93	47
Not enough workers/labor force available (crab pickers, oyster shuckers, dockhands, etc)		3.04	137	45
			<i>answered question</i>	49
			<i>skipped question</i>	26

23. Do you believe that the loss of access for water-dependent commercial activity would have negative consequences for Mathews?

	Response Percent	Response Count
Yes 	85.9%	61
No 	14.1%	10
<i>answered question</i>		71
<i>skipped question</i>		4

24. Should public and private partnerships be established to ensure the preservation of working waterfront infrastructure, such as docks, wharves, marinas and boatyards, and other facilities?

	Response Percent	Response Count
Yes 	90.1%	64
No 	9.9%	7
<i>answered question</i>		71
<i>skipped question</i>		4

25. What working waterfront infrastructure in Mathews do you think should be protected?

	Response Count
	45
<i>answered question</i>	45
<i>skipped question</i>	30

Specific Location:

1.	Boatyards because of Mathews boatbuilding heritage
2.	Callis Wharf
3.	public docking facilities and access boat ramps
4.	marinas
5.	Without watermen and waterfront businesses there would be no commerce in the history of this county
6.	Commercial fishing docks transfer areas for catches.
7.	waterfront restaurant
8.	Maintain Open waterways (dredge)
9.	None
11.	Callis Wharf
12.	Docks for working watermen
13.	Callis Wharf, East River, Davis Creek
14.	i am not sure there is one in existance?
15.	Davis Creek, Milford Haven
16.	Put In Creek
18.	CALLIS WHARF
19.	Horn Harbor, Mobjack Marina, "Hole In The Wall"
20.	Davis Creek, Callis Wharf, Horn Harbor
21.	Davis Creek
23.	Davis Creek
24.	Davis Creek
25.	Davis Creek & East River Boat Yard
26.	Davis Creek
27.	all
28.	All of them
29.	Current areas should be so zoned
30.	Callis Wharf, Horn Harbor
31.	Williams Wharf
32.	Gwynn's Island
33.	Williams Warf, many Gwynns islands sites
34.	existing seafood receives
35.	Callis wharf, East River Boatyard
36.	Callis Wharf, East River Boatyard, Islander, Williams Wharf, any boat building/builder area that can be saved/restored
37.	the 9 or 10 existing landings
38.	1-Callis Wharf; 2- Edwards Creek & close seafood wharfs; seafood facilities in Horn Harbor & Davis creek
39.	Callis Wharf
40.	Gwynns Island Public Boat Ramp
41.	Callis Wharf, Davis Creek, East River Boatyard
42.	Callis Wharf comes to mind.
43.	Davis Creek
44.	Gwynn's Island bridge
45.	Callis Wharf

26. What areas of Mathews have a historic connection to working waterfronts?		Response Count
		45
	<i>answered question</i>	45
	<i>skipped question</i>	30

Specific Location:

1.	Gwynn's Island (Callis Wharf), Davis Creek
2.	Callis Wharf, Mobjack Area
3.	Gwynn's Island area
4.	Gwynn's Island, Port Haywood, Bavon, East River
5.	Mathews history is congruent with working waterfronts
6.	East River
7.	Williams Wharf
8.	Put In Creek at Mathews Courthouse
9.	HISTORIC SHIPYARDS
11.	Williams Wharf, Callis Wharf, downtown
12.	vis Creek, Milford Haven
13.	Davis Creek, East River, Winter Harbor, Callis Wharf
14.	not sure?
15.	Horn Harbor
16.	Main Street
18.	MOBJACK, EAST RIVER BOATYARD
19.	Actually, all of them, each river and bay; it was everywhere even where the land has disappeared as in New Point
20.	Winter Harbor and Horn Harbor
21.	Bavon and Mobjack
24.	Gwynns Island
25.	Callis Wharf, Davis Creek
26.	unknown
27.	All
28.	Put in Creek, Williams wharf, Gwynn's Island
29.	Gwynn's Island; Fitchetts Wharf - Mobjack
30.	Courthouse and head of Put in Creek
31.	Am not really sure --
32.	Williams Warff
33.	all of mathews
34.	Mobjack
35.	Put-In creek should be dredged to town
36.	Any neighborhoods in which such waterfronts exist and any areas in the County that relate to and/or interface(d) with working waterfronts/watermen
37.	all of it
38.	several: Milford Haven/Cricket Hill; Davis Creek; Mill Creek; Mobjack
39.	Turn Basin by Sewage Plant
40.	Gwynns Island
41.	Callis Wharf, Williams Wharf, East River Boatyard, Horn Harbor, Milford Haven
42.	The whole county
43.	Davis Creek, Milford Haven
44.	Gwynn's Island Bridge
45.	East River



27. What improvements need to be made to existing working waterfront infrastructure?

	Response Count
	36
answered question	36
skipped question	39




Specific Locations:

1.	Preservation of historic Callis Wharf for future use
2.	Redevelopment, general maintenance, some purpose (restaurant, fishing destination spots)
3.	expanded
4.	Regular trash and clean up
5.	more waterfront restaurants
6.	Jetties to reduce shoaling
7.	Dredge Put In Creek
8.	parking, dockage, pump out station, refrigeration, electricity,
9.	More commercial fisherman to support them
10.	Put In Creek Dredging
11.	?
12.	RAMPS
13.	Dredging existing channels and water way access routes
14.	accessibility from the water.
15.	restaurant for fresh catch & purchase of fresh catch
16.	None
17.	Don't know
18.	Must be more economically viable to survive
19.	access and keeping up road conditions(hard with economy problems)
20.	Dock Repairs
21.	Infrastructure, including water and sewer
22.	Need to be made safe with facilities for Watermen and fishermen
23.	build dinghy dock at head of Put in Creek
24.	Not enough knowledge to make a decision
25.	Access, parking, trash receptacles
26.	Allow boat ramp use at East River Boatyard
27.	Downtown dock
28.	Parking; renovation and/or preservation of structures; interpretation and publicity of historic sites
29.	proper ramps, area improvements, area monitoring, parking, publicizing their existence
30.	stabilization & preparation for storms & rising water levels
31.	Maintenance
32.	adequate parking
33.	Protect from purchase for residential development
34.	They're falling apart.
35.	Not sure
36.	Repair Docks and Ramps



28. Should there be public mooring fields available in appropriate locations?

	Response Percent	Response Count
Yes 	82.4%	56
No 	17.6%	12
<i>answered question</i>		68
<i>skipped question</i>		7

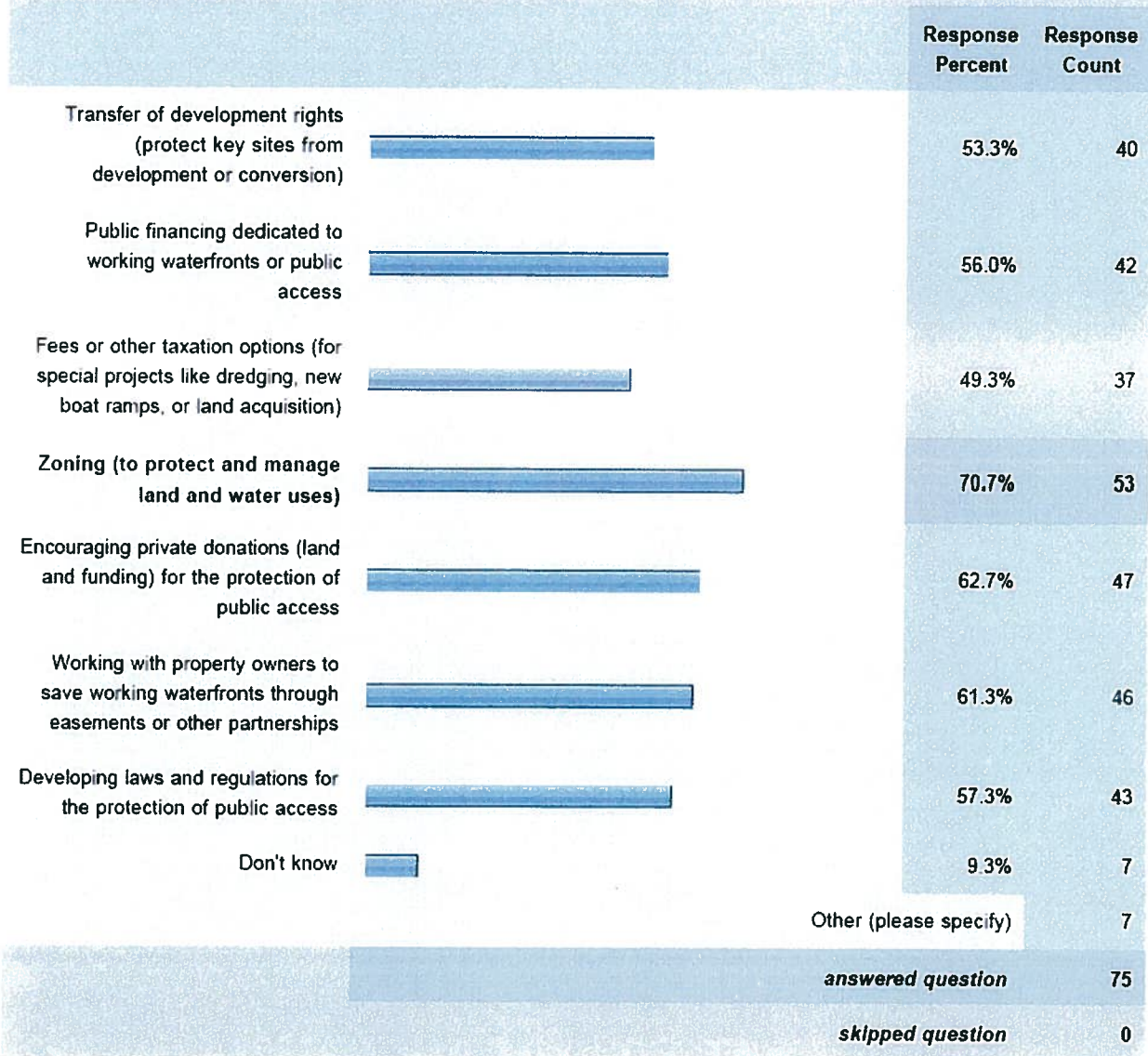
29. Who should use public mooring fields?

	Response Percent	Response Count
Commercial watermen only 	8.1%	5
Recreational boaters only 	19.4%	12
First come-First serve 	72.6%	45
<i>answered question</i>		62
<i>skipped question</i>		13

30. Should public mooring fields be rented for long term use?

	Response Percent	Response Count
Yes 	41.9%	26
No 	58.1%	36
<i>answered question</i>		62
<i>skipped question</i>		13

31. What tools do you think Mathews County government should investigate to protect public access to the waterways of Mathews? (check all that apply)



Other Specific Answers:

1.	Educate Bayfront landowners to allow public access
2.	I think every option possible should be used.
3.	I think fees should target those who use the facilities including non-residents who come here to launch boats.
4.	ADVERTISE PUBLIC ACCESS SITES TO PROMOTE TOURISM
5.	In past many access points were abandoned by petition of landowner; stop this and reverse as possible
6.	As little county government as possible
7.	foster initiatives like done @ Williams Wharf

32. Should Mathews County government do any of the following? (Check all that apply)

	Response Percent	Response Count
Track public and private access (maps and information available for public use)	58.7%	44
Have information online dedicated to public access issues	65.3%	49
Educate the public on access issues	64.0%	48
Fund capital investments such as public wharves	50.7%	38
Fund research on causes for diminishing access	10.7%	8
Establish legislation for protecting access	42.7%	32
Facilitate community planning that addresses multiple uses of waterways	62.7%	47
Don't know	8.0%	6
Other	6.7%	5
Other (please specify)		7
answered question		75
skipped question		0

Other Specific Answers:

1.	Again, use all options available
2.	Federal grants for public access to the bay
3.	Continue to pursue Put In Creek access improvements
4.	Promote Blueways Guide
5.	If this applies, work toward comprehensive solution for heartbreaking erosion of our barrier islands and shorelines. Rigby is now nearly cut through; Hole in the Wall is now a freeway.
6.	Do none of the above
7.	Stop approving so much development on waterways



33. If fees were instituted for the use and maintenance of public access sites, which of the following should be included?

	Response Percent	Response Count
A pass system for annual or seasonal use	26.7%	20
One-time use fee	10.7%	8
Higher fee for non-local in-state residents	5.3%	4
Higher fee for out-of-state residents	8.0%	6
Fee based on parking only	9.3%	7
I am opposed to fees	30.7%	23
Don't know	6.7%	5
Other	2.7%	2
Other (please specify)		7
answered question		75
skipped question		0




Other Specific Answers:

1.	DROP THE FEES once the project is paid for.
2.	public access should be open to anyone
3.	This question should have allowed multiple answers. I favor the first two and possibly 3 & 4 as well.
4.	We are non-local in-state residents and I would object to higher fees because of our current investment in property at Winter Harbor, Mathews County.
5.	A combination with the specific user in mind
6.	concerned about administrative costs
7.	Higher fee for out-of-state residents; I am opposed to fees; if charging fees the cost of enforcing will eat up the fee

34. Should different user groups have access to all sites?

	Response Percent	Response Count
Yes 	77.3%	51
No 	22.7%	15
answered question		66
skipped question		9

35. For whom is Mathews providing access?

	Response Percent	Response Count
Residents 	73.8%	45
Commercial users 	3.3%	2
Transients 	23.0%	14
answered question		61
skipped question		14

36. Would you consider selling, leasing, or receiving some other compensation in exchange for creating public water access on your land?

	Response Percent	Response Count
Yes (Please call 804-758-2311 to discuss further)	8.6%	5
No	91.4%	53
Why or why not?		33
answered question		58
skipped question		17

Specific Responses:

1.	Not enough land and too tidal for public access
2.	no deep water; long walk; no parking
3.	private property is private
4.	there's not enough water for a public ramp
5.	Waterfront too shallow, not easily accessible, marsh needs protection
6.	this is a private residence not equipped to handle public access
7.	If I had waterfront property I would
8.	I am not able to be present at all times to monitor the access site
9.	My land is just one yard where my home is located.
10.	I do not have waterfront land
11.	NEED TO PRESERVE PRIVACY AND WETLANDS
12.	DONT WANT THE TRASH THEY LEAVE
13.	My property is not suitable.
14.	DON'T HAVE ENUFF PROPERTY
15.	not enough land
16.	Don't have waterfront property.
17.	Don't know
18.	There is sufficient public access
19.	Not enough space
20.	I like my privacy and controlled access
21.	Property is too small for public access
22.	N/A
23.	already a state recognized marina
24.	Not suitable for public access.
25.	do not own enough property to provide access
26.	Private road access only
27.	Too shallow
28.	This is not applicable to my location in the county.
29.	Property too small; privacy; no parking; private roads in subdivision (maintenance paid for by owners group assessment of property owners) would be adversely impacted
30.	site not appropriate
31.	trespassers have been violent and mean in past
32.	only have a small lot with no parking
33.	tidal access

37. You have completed the survey. Thank you for your time. If you'd like to submit additional comments, please use the box below.

	Response Count
	23
<i>answered question</i>	23
<i>skipped question</i>	52

Specific Responses:

1.	Need a way to control privatization of coastal areas; need to find a way to stop dumping of trash at public landings; need better use of some waterfront areas such as the Islander on Gwynn's Island. Dredge Put-in Creek and make Mathews a waterfront town.
2.	If you make current private beach areas public...I fear a real diminished property value of existing waterfront homes...not to mention a whole host of right of way issues from private roads
3.	Waterfront protection vital to resource preservation
4.	Public water access in Mathews needs to be kept clean and clear of all the debris left by recreational and commercial users.
5.	Question 35 also should have allowed multiple answers.
6.	WHEN SEWAGE TREATMENT PLANT IS REMOVED, ACCESS SHOULD BE LIMITED TO "NO POWER CRAFT", IN ORDER TO PRESERVE WILDLIFE IN THE CREEK, WHICH IS PROLIFIC. SIGNS SHOULD BE POSTED AT SHALLOW AREAS, SOUTH OF C.H. AREA TELLING "NO POWER CRAFT ALLOWED", IN ORDER TO NOT DISTURB TURTLES, HERONS, EGRETS, OSPREYS, AND ALL OTHER WILDLIFE IN PUT-IN CREEK AREA. THANK YOU FOR THIS SURVEY, IT WILL HOPEFULLY BE VERY HELPFUL FOR FUTURE PLANNING.
7.	DO SOMETHING TO STOP TRESPASSING AND THREATING PROPERTY OWNERS ALSO POST SIGNS TO PUBLIC BEACHES AND RAMPS
8.	This is not a good survey. The answers are not mutually exclusive. Example: 35.
9.	THIS IS A PROBLEM THAT THE COUNTY ADMINISTRATION SHOULD FOLLOW UP UNTIL IT IS SLOVED.
10.	Having a summer home on Winter Harbor and having worked to have the harbor dredged twice, has made us keenly aware of the need for shoreline protection. Would like to see more emphasis put on protecting what Mathews County has already and improving the accessibility of its existing facilities. This would include making the public piers available with adequate parking; maintaining these piers so they are not dangerous to residents and providing some sort of rest-room facilities. It is a known fact if the facilities aren't there, they will be constructed by demand. Trash cans on sites would also help as long as they were checked frequently. At the same time, Mathews County has some excellent natural areas that should be preserved.
11.	Courthouse needs a boat basin for transients
12.	Lease (contract concession) of public beach access facilities to private enterprise for increased revenue and facility improvements.
13.	Some kayak access on Put-In Creek would be very useful
14.	Need to be creative in small county with limited funds and small staff.
15.	Would like to see free access to all public access points for residents, commercial users and guests of the county (transients)
16.	To further answer Question 22 with regard to Commercial Seafood Houses: protect the Bay by limiting agricultural and sewage/septic run-off issues. Mandate sewage (public) connections. Bring back the catch and you'll bring back the business
17.	Part-time second generation come here
18.	Mathews is a wonderful place to live. As a much desired summertime destination for visitors (family, friends and especially grandkids!), safe public beaches are a paramount concern. In particular, the small county owned beach property at the end of Chapel Lane (Route 631) could easily be adapted to a safe beach area without very much effort or expense.
19.	Mathews County is a water mecca for boaters of all kinds and yet there are precious few places to

	launch a boat, so that those sights are usually over crowded. There needs to be more small launch sites for non motorized vessels like kayaks and canoes that have no impact on the environment. Out of town people find it difficult to find a place to launch, or rent a boat for a day or a weekend. I think the county is missing a BIG opportunity to develop tourism in this sector. The county is best seen from its protected waters.
20.	Mathews County has numerous access points that it currently owns which are neglected, in disrepair, not monitored and not publicized. These should receive immediate attention for the benefit of the entire community, recreational and commercial. The situation for the working waterman is severe. An entire way of life has died in a fraction of a generation.
21.	Clearly, the 355+ miles of valuable water front on/near Chesapeake Bay is a huge asset of Mathews that should be properly eco-travel marketed to the "golden-crescent" affluent folks- earn local income from these visitors with safeguards for environmental and local, good-life qualities.
22.	Only two good ramps in county, Seabreeze and Town Point. Both should have been built more steeply to facilitate floating boats on and off trailers.
23.	Mathews is doing a good job, but more funding is needed. Tough to do in these economic times.

Appendix C

***MATHEWS COUNTY PUBLIC ACCESS SITES AND SPECIFIC
IMPROVEMENTS AS PER SURVEY RESULTS***

Auburn Landing	
Waterway: North River	Zoned: B1
Map #: 23-A-20	Plat Available: Yes
Directions to Site: Rt 14 (Buckley Hall Rd), turn onto rt 620 (Chapel Neck Rd), L onto Northview Lane go to end	
Signs to Site: 1	
Location of Signs:	
Wording on Signs:	
Ownership: Political subdivision	Maintained By: County
Current Use:	
Improvements: None	
Facilities: small parking area	
Handicap Accessibility:	
Neighborhood Zoning & Development: Single-Family Dwellings	
Potential Improvements: Signs, parking, fishing pier and approach access	
Comments: This was in litigation. State Supreme Court ruled this site can be used for public access	
Public Comments from Survey: Access should be expanded.	

Bethel Beach	
Waterway:	Zoned:
Map #:	Plat Available:
Directions to Site:	
Signs to Site:	
Location of Signs:	
Wording on Signs:	
Ownership: Political subdivision	Maintained By:
Current Use:	
Improvements:	
Facilities:	
Handicap Accessibility:	
Neighborhood Zoning & Development:	
Potential Improvements:	
Comments:	
Public Comments from Survey:	

Davis Creek Landing	
Waterway: Davis Creek	Zoned: B1
Map #: 43-A-36	Plat Available: No
Directions to Site: Rt 14 (New Point Comfort Hwy), turn onto rt 600 (Circle Drive), L onto rt 689 (Davis Creek Rd), go to end	
Signs to Site: None	
Location of Signs:	
Wording on Signs:	
Ownership: Political subdivision	Maintained By: County
Current Use: pier	
Improvements: Large pier, ramp to pier, limited gravel parking area	
Facilities: small area to launch canoe, pier with 2 walkways, parking for cars (adjacent marina with slips and boat ramp)	
Handicap Accessibility:	
Neighborhood Zoning & Development: Single-Family Dwellings & Marina	
Potential Improvements: Signs, parking, lighting, picnic bench, waste receptacle	
Comments: "County of Mathews" Sign posted. Nice pier	
Public Comments from Survey: Launch site needs improvement. Access to Davis Creek has been lost due to beached boats, trash and debris.	

Doctors Creek Landing	
Waterway: Doctors Creek	Zoned: B1, "C"??
Map #: 42-5-4B	Plat Available: No
Directions to Site: Rt 14 (New Point Comfort Hwy), turn onto rt 602 (Sand Bank Rd), L on 691 (Heath Rd), R onto rt 699 (Doctors Creek Rd), go to end	
Signs to Site: None	
Location of Signs:	
Wording on Signs:	
Ownership: Political subdivision	Maintained By: County
Current Use:	
Improvements: None	
Facilities: Small area to launch canoes, limited parking	
Handicap Accessibility:	
Neighborhood Zoning & Development: Single-Family Dwellings	
Potential Improvements: Signs, parking, lighting, picnic bench	
Comments: Another wilderness spot.	
Public Comments from Survey: N/A	

Grimstead Public Landing	
Waterway: Milford Haven	Zoned: B1/R1
Map #: 11A5-A-6	Plat Available: Yes
Directions to Site: Rt 223 (Cricket Hill Rd) go over bridge, on right hand side of road – Public Landing @ Seabreeze (384 Old Ferry Road)	
Signs to Site: 2	
Location of Signs: Int Rt 198/223 and @ landing	
Wording on Signs: Public Landing	
Ownership: Political subdivision	Maintained By: County
Current Use: boat ramp and pier	
Improvements: concert ramp, pier	
Facilities: 19 spaces for trailer parking, +10 car parking, pier, boat ramp	
Handicap Accessibility:	
Neighborhood Zoning & Development: Single-Family Dwellings, Restaurant	
Potential Improvements: Additional parking, lighting, picnic benches	
Comments: "No wake Zone" sign	
Public Comments from Survey: Boat ramp is overcrowded and needs to be expanded. The Seabreeze Restaurant need have dedicated parking since the boaters take almost all the spaces during the boating season. More parking is needed.	

Haven Festival Beach	
Waterway: Chesapeake Bay	Zoned: C
Map #: 22-7-1, 2, 3	Plat Available: Yes
Directions to Site: Take Rt 198 (Buckley Hall Rd) until it becomes Rt 642, (Fitchetts Wharf Rd) bear right onto Rt 643 (Haven Beach Rd), follow Rt 643 to end of road, bear right onto dirt road and follow to the end, this site is on the left	
Signs to Site: None	
Location of Signs: None	
Wording on Signs: None	
Ownership: Political subdivision	Maintained By: County
Current Use:	
Improvements: None	
Facilities: long sandy beach, parking on side for about 5 vehicles, no turn around	
Handicap Accessibility:	
Neighborhood Zoning & Development: Single-Family Dwellings	
Potential Improvements: Clean the bottom by removing stumps. Offshore channel dredging to pump sand on the beach. Signs, parking, lighting, picnic benches, waste receptacle	
Comments: Mosquitoes. Marlbank along the water's edge of the beach and submerged stumps make swimming very dangerous. Offshore barriers are in place to decrease erosion. Great conservation and marsh area.	
Public Comments from Survey: N/A	

Milford Landing	
Waterway: Edwards Creek	Zoned: R1
Map #: 11A6-A-11A	Plat Available: No
Directions to Site: Take Rt 198 (Buckley Hall Rd), turn onto Rt 223 (Cricket hill Rd), R on 633 (Old Ferry Rd), R on 636 (S Bay Haven Dr), R on 672 (Edwards Landing Rd), to end	
Signs to Site: None; County of Mathews sign	
Location of Signs:	
Wording on Signs: Emergency mooring only, etc. – sign approved by BOS 2/22/00	
Ownership: Political subdivision	Maintained By: County
Current Use: local fishermen use extensively – 8 boats moored	
Improvements: wide pier	
Facilities: Limited parking – Rt 672 shoulders	
Handicap Accessibility:	
Neighborhood Zoning & Development: Single-Family Dwellings	
Potential Improvements: Signs, parking, lighting	
Comments:	
Public Comments from Survey: Access sight should be expanded.	

New Point Comfort	
Waterway: Chesapeake	Zoned: C
Map #: 45-A-2 & 3	Plat Available: No
Directions to Site: Rt 14 (New Point Comfort Hwy), L on 600 (Lighthouse Rd) to end	
Signs to Site: 3	
Location of Signs:	
Wording on Signs:	
Ownership: Political subdivision	Maintained By: County
Current Use: tourists and locals	
Improvements: pier, signage	
Facilities: On-street parking, turn around area for vehicles, long pier with four historical boards	
Handicap Accessibility: yes	
Neighborhood Zoning & Development: Single-Family Dwellings and conservation areas	
Potential Improvements: Signs, parking, lighting, waste receptacles	
Comments: Note sign just before turning into observation areas. Directions were misleading; therefore resident posted this sign. County should provide better directions at that intersection.	
Public Comments from Survey: Pier area needs to be expanded.	

Piankatank River Landing	
Waterway: (Godfrey Bay)	Zoned: B1
Map #: 5-A-86A	Plat Available: No
Directions to Site: Rt 198 (Buckley Hall Rd), turn onto Rt. 626 (Hallieford Rd), L on 632 (Godfrey Bay RdRd) to end "End of Public Beach" sign nice touch	
Signs to Site: Follow Sandpiper Reef Signs – No County Signs	
Location of Signs: Int 198& 626	
Wording on Signs:	
Ownership: Political subdivision (.48 acres)	Maintained By: County
Current Use: beach, boat launch (used often by locals)	
Improvements: None	
Facilities: sandy beach, parking for 5-10 vehicles, small turn around area, parking for boat trailers, sandy beach for launching boats	
Handicap Accessibility:	
Neighborhood Zoning & Development: Single-Family Dwellings and Restaurants	
Potential Improvements: Improve, enlarge and designate parking areas. Parking, lighting, picnic benches	
Comments: Depth?, N&NE exposure, nice beach	
Public Comments from Survey: Access site needs to be expanded.	

Roane's Point Landing Wharf	
Waterway: Piankatank River	Zoned: B1
Map #: 1-A-21	Plat Available: Yes
Directions to Site: Rt 198 (Buckley Hall Rd), turn onto rt 630 (Roane Pt Dr.), go to end	
Signs to Site: None	
Location of Signs:	
Wording on Signs:	
Ownership: Political subdivision	Maintained By: County
Current Use: beach, boat launching area	
Improvements: None, permit approved for shoreline stabilization	
Facilities: parking for one vehicle and trailer, small turn around in grassy area, small sandy beach, unimproved beach used for launching small tailored boats	
Handicap Accessibility:	
Neighborhood Zoning & Development: Single-Family Dwellings	
Potential Improvements: Signs, parking, lighting, boat ramp	
Comments: Exposed to north, .45 acres, Water Depth - ?, 4 pilings offshore; picnic/swimming potential	
Public Comments from Survey: Access site needs to be upgraded – it could be an ideal area to put in boat. Overall this site should be expanded.	

Roses Creek Landing	
Waterway: Queens Creek	
Map #: 10-A-206	Plat Available: Yes
Directions to Site: Rt 198 (Buckley Hall Road), turn onto Rt. 626 (Hallieford Road), R on 662 (Old Mathews Lane) to end	
Signs to Site: 1 County of Mathews Sign	
Location of Signs: @ site	
Wording on Signs: Loading, unloading & emergency mooring only, no storage on premises, no vehicles on dock, use at own risk	
Ownership: Political subdivision	Maintained By: County
Current Use: (Hallieford Public Landing) local watermen mostly, few private boats, fishing/crabbing from pier	
Improvements: Large pier, guard rails, riprap, gravel walkway	
Facilities: Parking for few vehicles, 2 boat trailers, small turn around area, no beach, no ramp, long L-shaped pier for boat tie ups	
Handicap Accessibility:	
Neighborhood Zoning & Development: Single-Family Dwellings	
Potential Improvements: Improve, enlarge & designate parking areas. Extend guard rail along parking area to prevent vehicles from going into water. Install signs at boundary to designate public area. Designate area next to dock to launch canoes & kayaks. Signs, parking and lighting.	
Comments: Depth? Obvious permanent mooring, interesting – nice pier with “temporary” mooring only. Sheltered-nicely maintained pier. A ramp would be great. Rent/Lease permanent mooring to Mathews residents?	
Public Comments from Survey: Access sites needs to be expanded.	

Town Point Landing	
Waterway: Put-in-Creek	Zoned: B1
Map #: 29-A-201	Plat Available: Yes
Directions to Site: Rt 14 (New Point Comfort Hwy) turn onto Rt 615 (Lighthouse Rd) to end	
Signs to Site: 1 State sign regarding use	
Location of Signs: Int Rt 14 & Rt 615	
Wording on Signs: Public Landing	
Ownership: Political subdivision	Maintained By: County
Current Use: boat launch, fishing	
Improvements: concrete boat ramp, pier	
Facilities: boat ramp, small pier, parking for vehicles and boat trailers	
Handicap Accessibility:	
Neighborhood Zoning & Development: Single-Family Dwellings	
Potential Improvements: Signs, parking, lighting, waste receptacles	
Comments: Parking, fishing pier, lighting, picnic benches, waste receptacles	
Public Comments from Survey: Access site should be expanded for transient boaters, and access to shopping. More parking is needed. This area needs to be dredged.	

White's Creek Landing	
Waterway: Whites Creeks (Bay access through "Hole-in-Wall")	Zoned: B1
Map #: 22-A-118	Plat Available: No
Directions to Site: Take Rt 198 (Buckley Hall Rd) until it becomes Rt 642 (Fitchetts Wharf Rd), bear right onto Rt 643, follow Rt 643 (Haven Beach Rd) to rt 682 (Rigby Wharf Rd), to the end of the state maintained road, go straight onto dirt road and follow to the end	
Signs to Site: 1 County of Mathews Sign	
Location of Signs: @S Site	
Wording on Signs: Loading, unloading and emergency mooring only, no storage on premises, no vehicles on dock, use at own risk	
Ownership: Political subdivision	Maintained By: County
Current Use: local fishermen – no boats moored	
Improvements: long pier – good shape	
Facilities: sandy beach, parking for a few cars	
Handicap Accessibility:	
Neighborhood Zoning & Development: Single-Family Dwellings	
Potential Improvements: Signs, parking, lighting, picnic benches	
Comments: Site is in good condition and located @ ESM Rt 682. Wooden pier in very good condition. Site has unpaved (sandy) site where small boats can be launched at high tide. Very limited parking area. Vehicle/trailer units could not exceed 5. Site should be upgraded because of close access to Bay fishing grounds. Parking and paved boat launch with pier.	
Public Comments from Survey: Islands are washing away at "Hole-In-Wall". Boat ramp needs to be expanded.	

Williams Wharf Landing	
Waterway: East River	Zoned: B1
Map#: 29-A-221, 222	Plat Available: Yes
Directions to Site: Rt 14 (New Point Comfort Hwy), turn onto 614 (Williams Wharf Rd), go to end	
Signs to Site: No	
Location of Signs:	
Wording on Signs:	
Ownership: Political subdivision	Maintained By: C/S/F
Current Use: crew team, local fishermen, boaters	
Improvements: floating concrete pier, long fishing pier	
Facilities: plenty of parking for vehicles and boat trailers, car-top launch area for no-powered boats, long pier for fishing "designated fishing area", other state/federal buildings	
Handicap Accessibility: yes, floating concrete pier	
Neighborhood Zoning & Development: Single-Family Dwellings and 2 vacant buildings	
Potential Improvements: Lighting, picnic benches, waste receptacles	
Comments:	
Public Comments from Survey: This site could be used for a public mooring area. This area is perceived as a private club. This access point should be expanded and may want to consider providing transportation access to town. This site should not be restricted to hand or wind powered boats; public funds were used and a historic public landing.	

Winter Harbor Haven Landing (Old Mill Landing)	
Waterway: Winter Harbor	Zoned: B1
Map #: 36-A-21A	Plat Available: No
Directions to Site: Rt 14 (New Point Comfort Hwy), turn onto Rt 611 (Tabernacle Rd), R on Rt 611 (Garden Creek Road), continue on Rt 611 (Old Mill Landing) to Int 609 (Bethel Beach Rd), remain on Old Mill Landing Rd and go to end	
Signs to Site: 1 County of Mathews Sign	
Location of Signs: @ site	
Wording on Signs:	
Ownership: Political subdivision	Maintained By: County
Current Use: local fishermen permanently moored boats, sunken boats, crab pots	
Improvements: pier	
Facilities: small pier, unimproved boat ramp, small turn around parking for 1 boat trailer	
Handicap Accessibility: yes	
Neighborhood Zoning & Development: Single-Family Dwellings	
Potential Improvements: Signs, parking, boat ramp lighting	
Comments: Also a sign that says "Virginia Public Landing", State owned. Dock appears to be good shape. Limited parked for six or fewer vehicles. "Unimproved ramp" is an erroneous designation for than access through the marsh grass that would mire an unsuspecting visitor in a muddy morass of pain and frustration	
Public Comments from Survey: Shoaling is an issue at this site which impedes access. This site should be expanded due t the excellent kayaking. Parking needs to be expanded. Ramp needs improvements	

Winter Haven Landing	
Waterway: Winter Harbor / Bay access	Zoned: B1
Map #: 36-A148	Plat Available: No
Directions to Site: Rt 14 (New Point Comfort Hwy), L on 608 (Hamburg Rd), at sharp turn to right remain on 608 (Potato Neck Rd) to end	
Signs to Site: County of Mathews Sign	
Location of Signs: @ site	
Wording on Signs:	
Ownership: Political subdivision	Maintained By: County
Current Use: fishing pier, boat launch	
Improvements: pier, gravel parking	
Facilities: parking at end for vehicles, turn around area at end, (adjacent private marina with ramp area for launching and boast slips)	
Handicap Accessibility:	
Neighborhood Zoning & Development: summer cottages, marina, shop	
Potential Improvements: Designate county-owned area. Signs, parking, boat ramp, lighting, picnic bench, waste receptacle	
Comments: Dredging being done at private marina. Dock appears in good shape. The shell ramp on the eastern side of the dock is routinely used for shallow draft boat launching. Parking area for six or more vehicles is in good condition.	
Public Comments from Survey: N/A	