

# APPOMATTOX COUNTY COMPREHENSIVE PLAN



*A GUIDEBOOK FOR ELECTED OFFICIALS,  
GOVERNMENT STAFF, CIVIC GROUPS,  
AND CONCERNED CITIZENS OF  
APPOMATTOX COUNTY*

*ADOPTED:*

*JUNE 20, 2016*

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## **Vision Statement**

Appomattox County will be a place where family and community are valued, as the highest priority, where you can live, work and play all within the trusted confines of our towns and surrounding neighborhoods.

Appomattox County will be safe for all; young and old; welcoming and gracious to each visitor; while promoting a healthy, vibrant community focused on a high quality of life through dedicated parks, trails and recreational opportunities that seize upon our Civil War Heritage.

Leadership in our community will strive to act with Integrity, Trustworthiness, Cooperation, and a Dedication to public service. Community Leaders will encourage businesses, new and existing, to make history here by offering a work force that has relevant education, skills, and training. Employment opportunities will be sought out by providing improved county services, infrastructure, educational attainment, and community facilities.

Appomattox County will manage growth along our primary corridors of Route 460, Route 24, and Route 26, and emphasize growth that is near our town centers, while preserving our rural character and abundant open spaces, rivers, and other natural resources.

In 1865, in a small, rural village, two men resolved to shake hands, thus ending a bitter chapter in our nation's history, while at the same time signifying the rebirth of One Nation. Appomattox County will build on that spirit of reunification by being a community that encourages cooperation and embraces change.

## **Core Functions Necessary to Achieve Vision**

1. Adequate funding for Education
2. Put Tourism at the Forefront
3. Job Creation
4. Improved Public Facilities through better Funding
5. Town/County Cooperation/Communication
6. Pro-Active Governance
7. Community Appearance

## Opening Statement

Appomattox County citizens, through an extensive public involvement process, have described how they see their county today and what they'd like it to look like twenty years from now. They are optimistic about a future in which a diversified economic base will continue to support good jobs, the historical nature of the community will continue to be respected and preserved for future generations, and that the rural appearance of the county is protected. This vision has helped guide the update to the Appomattox County Comprehensive Plan. The goals and objectives in the opening chapter give guidance and direction for managing future growth while maintaining citizens' desire to maintain the close-knit fabric and sense of community that emanates throughout the county.

Appomattox - a name synonymous with Civil War history - it's where Confederate General Robert E. Lee surrendered at Appomattox Court House to Union General Ulysses S. Grant, reuniting of a war-torn nation. With its extensive history and volume of historical assets, Appomattox enjoys prominence on the National Register of Historic Places. This county of approximately 16,000 residents boast a proud past, a promising today, and a rich tomorrow.

Close to 250,000 visitors from around the world are drawn to Appomattox each year to visit the site "where our nation reunited". They come to walk the same dusty roads that Lee and Grant themselves walked, and to experience the peace and tranquility that is the legacy of Appomattox. The Appomattox Branch of the Museum of the Confederacy is located a little less than 2 miles from the surrender site. And the picturesque downtown provides quaint shops, an antique mall and charming restaurants. Local festivals and events, such as the annual Community of Candles and the Historic Appomattox Railroad Festival, attract more than 40,000 visitors to Appomattox.

Appomattox provides residents and visitors alike with the pleasure of all four seasons. Many visitors travel to the region merely to experience the beauty of the fall foliage, or to exchange a harsh Northern climate for the splendor of an occasional soft, Central Virginia snowfall.

The county's 343 square miles host a state park, state forest, and community and town parks featuring more than 20,000 acres of green space for nature lovers and sports enthusiasts. Many come to enjoy the outdoor recreation they find at Holiday Lake State Park, James River State Park, High Bridge Trail State Park, the Appomattox-Buckingham State Forest, golf courses, hiking and biking trails, disc golf, and it's an ideal destination for fishing, boating and canoeing. The lush countryside harbors a bounty of birds, fish, deer and other wildlife.

Despite a constant rate of steady growth in the past two decades, Appomattox County remains an attractive option for new residents that want to experience the rural charm and sense of place that the county has defined itself by. The county will continue to serve those seeking a rural living experience working in the nearby urban area around the City of Lynchburg. Leadership in the community has taken this vision into account and strives to preserve the sense of rural character that is celebrated by existing residents; while encouraging growth that will accommodate residents now and in the future.

## Introduction

This document is the Comprehensive Plan for Appomattox County, Virginia. It is an update to a Comprehensive Plan adopted by the county in 2003, which found its origins in the 1985 and 1996 versions. This update was prepared under the direction and guidance of the Appomattox County Planning Commission with input and oversight from the Appomattox County Board of Supervisors. A comprehensive plan is a long-range planning tool for a community. A good plan is based upon community visions of a desired future. It identifies local issues, evaluates local trends and public investment.

Community involvement was one of the guiding principles governing the preparation of this plan. To be effective and valid, a plan must be based upon the knowledge, values, and aspirations of a community's citizens, including its elected and appointed leaders. Since the adoption of the 2003 plan and with the revision of 2016, and now this revision in 2021, the rural nature of Appomattox County has experienced pressures from population growth due to the County's central location in the Central Virginia region. The population growth that occurred from the early 2000's until about 2015 was unprecedented in the history of the county. The population projects since that time and on into the future are more modest, but growth will continue at rates which will place further demands on developable land, especially in the western half of the county. Appomattox County wishes to maintain its rural character and avoid simply becoming a bedroom community to the urbanized Lynchburg area. To achieve this, the County recognizes the need not only to maintain, but to also expand its economic base to support the needs of its citizens. This Comprehensive Plan is built upon the concepts, which originated from the 1985 and 1996 plans, and is intended to address new challenges that will face Appomattox County over the next twenty (20) years. It provides a framework that will help guide decision makers to meet the goals and objectives of the citizens of Appomattox County.



*Figure 1. The Appomattox Railroad Festival will celebrate its' 44th birthday in 2016 and is an exciting time for residents from Appomattox County and beyond. Source: John Spencer*

## Planning Horizon

The Comprehensive Plan should look a minimum of twenty (20) years into the future. The planning horizon for this update is 2045. By law, this comprehensive plan shall be reviewed by the Appomattox County Planning Commission at least once every five (5) years. Each of the future plan reviews can serve as a basis to formally evaluate the county's progress and community success, and the continued appropriateness of the plans' goals and objectives. Adjustments to the plan may be made at any time subsequent to the appropriate review, study, public notice and formal amendment by the Appomattox County Board of Supervisors.

## Planning History



The preparation and update of the Appomattox Comprehensive Plan represents an evolution in thinking based on current planning trends as well as local socio-economic trends. As a place of national historical significance, Appomattox County must preserve its heritage while encouraging new development of an appropriate scale and character. As with the 2003, and 2007 iterations of the Comprehensive Plan, the challenge will not end with the adoption of this plan, but will continue as the county and towns undertake revisions of their respective zoning, subdivision, and other ordinances to implement the recommendations of this document.

As with many rural counties in Virginia, planning was not a major focus in Appomattox County until the mid-1980s. During that time, many diverse factors brought attention to the need to develop and implement plans to successfully guide the county and towns through the coming years. The first comprehensive plan, entitled *Appomattox Community Improvement Plan*, was adopted in 1985, followed by the first Zoning Ordinance in 1988 and the first Subdivision Ordinance in 1989. These latter two documents implemented the land control policies stated in the comprehensive plan to manage growth and insure that the need for public services such as water and sanitary sewer would not outdistance the localities' ability to supply these services. With these plans and controls in place, Appomattox entered the modern era of growth management.

### **Authority to Plan**

Authority for local government planning in Virginia is contained in Title 15, Section 15.2-2223 through 15.2-2232 of the Code of Virginia. This plan was prepared in accordance with these provisions. By State law, this plan shall be general in nature. It shall designate the approximate location, character, and extent of each feature shown and may indicate where existing lands or facilities are proposed to be extended, removed, relocated, vacated, narrowed, abandoned, or changed in use. A plan, with accompanying maps, charts, and descriptive matter, may include, but need not be limited to:

1. Planning Commission of a given locality shall prepare and recommend a comprehensive plan for the physical development of that locality;
2. The governing body of the locality shall adopt a comprehensive plan for all of the geographical areas within that locality;
3. The comprehensive plan shall be drawn so as to promote the health, morals, order, convenience, prosperity, and general welfare of all citizens of the locality;
4. The comprehensive plan shall be made with the purpose of guiding and accomplishing the coordinated, adjusted, and harmonious development of the locality;
5. The Planning Commission shall first make careful and comprehensive surveys of existing conditions, natural resources, population and economic growth trends, and probable future requirements of the locality;
6. The comprehensive plan shall be made in accord with both the present and future needs of its resources, trends and requirements;

7. The comprehensive plan shall be general in nature and shall designate the location, character, type and density for the long-range land uses and public improvements within the locality;
8. The comprehensive plan shall designate areas to promote affordable housing as well as housing for those of all income levels;
9. The comprehensive plan shall designate a long-range plan for transportation, including streets, roads, parkways, sidewalks, bridges, airports, drainage systems and the like;
10. The comprehensive plan shall designate geographical areas for various types of public and private development and land uses (including historic areas, preservation areas, parks, schools and open spaces.)
11. The key point required by the Code of Virginia is that upon adoption of the comprehensive plan, the Planning Commission shall act on matters related to the location, character and extent of each feature contained therein in a manner that is in substantial conformity and consistent with the comprehensive plan.

## Community History

The earliest mentioning of Appamatucks (Appomattox) comes from a 1612 map of Virginia drawn by Captain John Smith during his early explorations of the New World. The 1612 map he drafted details many of the natural and physical features of the region, but also the settlements of the many Indian tribes he encountered. Following the “Powhatan Flu”, now known as the James River, at one tributary is indicated an Indian village “Appamatuck”. This would be near the modern-day area of Bent Creek.

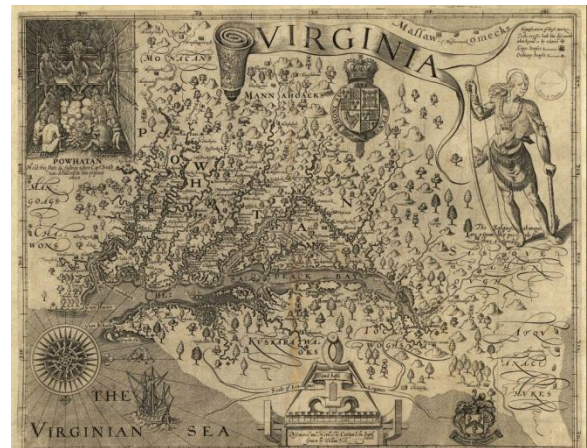


Figure 2. Captain John Smith drafted this map of Virginia published in 1612, using information supplied by American Indians as well as his own explorations. Source: "Maps and Beginnings of Colonial North America Collection", ([dcc.newberry.org](http://dcc.newberry.org))

Over the course of years, the spelling varied and simplified to the now standardized “Appomattox”. Appomattox County, however, was not formally created until 1845 when the Virginia General Assembly on February 8, 1845 created a new county from portions of Buckingham, Prince Edward, Charlotte, and Campbell counties. Each county were to give a portion of their territorial lands as of May 1, 1845. The county seat was formed in Appomattox Court House, then known as Clover Hill and located along the Richmond-Lynchburg Stage Road. The first courthouse was built in 1846.

The newly formed county remained relatively calm and unscathed from this time through the early years of the Civil War. Not until the final days of General Robert E. Lee’s desperate retreat would Appomattox become synonymous with the Civil War. After bloody battles at Petersburg, Five Forks, and finally Sailor’s Creek, on a cool spring morning in April, 1865, General Lee recognized the end was near. Union General George Custer advanced to the train depot at Appomattox Station (aka Nebraska), a few miles west of the Courthouse and intercepted a supply train, and then

captured twenty-five cannon and one hundred wagons. This final battle convinced General Lee that it was time to end the carnage. He ordered his advance officer to find a suitable location for a meeting with Union commander Ulysses S. Grant.

### **Using the Plan**

This plan is divided into chapters that addresses Appomattox County's existing demographic, economic development, the environment, agriculture, public facilities, housing, transportation, historic resources, and existing land uses, along with strategies for future land use development. Each chapter contains background information as well as the mechanism for implementation of the Plan, providing a framework for future actions.

This plan is comprised of eight chapters and two appendices. They are as follows:

- Chapter 1-Goals and Objectives
- Chapter 2-Demographics
- Chapter 3-Growth Management Plan
- Chapter 4-Transportation
- Chapter 5-Housing
- Chapter 6-Natural and Cultural Resources
- Chapter 7-Historic Preservation Plan
- Chapter 8-Economic Profile
- Appendix I: Educational Information
- Appendix II: Community Survey Results

# Chapter 1 Goals and Objectives

This plan is the result of planning efforts and citizen input that culminated into a basis to guide future land use decisions. The plan addresses objectives for each section of the plan that illustrate long-range recommendations for the general development of the county. Planning commission members considered input from the public via community surveys and meetings when reviewing and updating the goals and objectives.

Goals are shown in **RED**.

## **GROWTH MANAGEMENT**

**MAINTAIN AND PROTECT THE RURAL AND HISTORICAL NATURE OF THE COUNTY WHILE SIMULTANEOUSLY ENCOURAGING CONTROLLED DEVELOPMENT IN SPECIFIED AREAS.**

A key feature of any Comprehensive Plan is the designation of land uses in the Future Land Use Plan as shown on the Future Land Use Map. In interpreting the Plan for future development requests, the land use designations shall be considered general in nature as a guideline. Land use decisions shall not be based solely on the County's Future Land Use Plan.

The Code of Virginia provides that a property owner may voluntarily proffer reasonable development conditions for the use or development of property in addition to the regulations contained in the Zoning Ordinance. Proffers, in Appomattox County, should be non-monetary, but reasonable and relatable to impacts of the proposed development. Proffers should be welcomed with each rezoning proposal. Proffers should be utilized to assist the County in better implementing the Comprehensive Plan. Special conditions for public facilities may also be imposed on conditional use petitions.

Proffers and conditions associated with these petitions should be considered to:

1. Protect water quality through proper stormwater management control of runoff.
2. Develop all property in an environmentally sensitive manner.
3. Promote Best Management Practices (BMPs) when siting a new development.
4. Provide for a variety of housing types, including housing for low-and moderate income citizens and the economically disadvantaged.
5. Provide transportation improvements in conformance with the Comprehensive Plan and VDOT Six-Year Improvement Plan.
6. Provide water and sewer facilities in conformance with the County's long-range growth plans and utility provider standards.
7. Provide adequate community facilities that foster improved public safety and access to community resources such as schools, libraries, fire and rescue.

8. Provide for opportunities to develop greenways where appropriate and neighborhood recreational facilities.
9. Preserve significant historic structures and/or areas in conformance with the Comprehensive Plan.
10. Provide any form of mitigation that will insure adequate educational facilities for the County's citizens.

#### **MAINTAIN AGRICULTURE AS A SIGNIFICANT PORTION OF THE COUNTY'S ECONOMIC BASE.**

1. Encourage the use of prime agricultural land for farm and agricultural uses.
2. Maintain monetary incentives through Local, State and Federal programs to encourage continued agricultural production. An example of a Local program would be the Land Use taxation program which serves to encourage continued use of agricultural lands without generating the need for local services.
3. Work with the appropriate State and Local agencies to promote agriculture and forestry products produced locally.
4. Encourage the development of a local support system for agricultural and forestry production.
5. Encourage education programs focused on helping those interested in or new to farming.

#### **PROTECT, PROMOTE, AND ENHANCE AGRICULTURE AND FORESTRY AS A LAND USE.**

1. Encourage rezoning of land within designated growth areas to residential uses to protect farming operations from encroachment of incompatible land uses.
2. Weigh the value of proposed land use and policy decisions on agriculture.
3. Encourage landowners to convert marginal pasture or cropland to forestland.

#### **PLAN FOR FUTURE LOCATIONS AND EXPANSION OF PUBLIC FACILITIES.**

1. Locate new facilities in order to provide convenient service to the greatest number of residents consistent with contiguous land uses.
2. Maintain an active Capital Improvements Program and use the Comprehensive Plan as a general guide in new public facility decision-making.
3. Ensure equitable distribution of public facilities between all areas of Appomattox County.
4. Proactively acquire sites for future public facilities as soon as possible, ideally obtaining property for facilities well in advance of the need to build.
5. Utilize the 2232 Review process outlined in the Zoning Ordinance to determine whether proposed public facility improvements are substantially in accordance with the Comprehensive Plan, as required by state law.
6. Plan well in advance to replace or upgrade obsolete or inadequate facilities and reflect such plans in the County's Capital Improvement Program.

7. Where feasible, develop multiple use locations (i.e. joint school/recreation locations)

**MAINTAIN AND IMPLEMENT A LONG RANGE COUNTY-WIDE UTILITY PLAN FOR WATER AND SEWER THAT SUPPORTS AND COMPLEMENTS THE LONG RANGE PLAN FOR COMMUNITY DEVELOPMENT.**

1. Encourage the Town of Appomattox to provide water and sewer services to appropriate areas of the County to serve projected growth. Areas to be considered are all areas adjacent to the Town of Appomattox, Pumping Station Road corridor, Police Tower Road corridor, Concord area along Stage Road and Stonewall Road, Spout Spring village area and the Town of Pamplin.
2. Identify areas where centralized sewerage systems may be warranted and would provide for future growth opportunities.
3. Evaluate each designated Village Center for possible expansion of water/sewer service.
4. Maintain the preliminary engineering study which addresses distribution and expansion of the water line along Richmond Highway. Primary expansion opportunities include the Concord area, Spout Spring area and Pumping Station Road area.
5. Identify areas to support the Town of Pamplin as it continues to operate a public water and sewer system. Encourage coordination and cooperation with the Town of Appomattox to identify opportunities that will benefit both systems long term.

**MAINTAIN AND IMPROVE PUBLIC SAFETY THROUGH EMERGENCY SERVICES.**

1. Strive to reduce emergency response time to all parts of the County.
2. Upgrade all existing and future facilities to include the most current and modern equipment and to have modern/current capabilities.
3. Review and update all Mutual Aid Agreements to ensure close coordination of services in the County and the surrounding areas in order to avoid any unnecessary duplication of services.
4. Reinforce the County's commitment to volunteerism through coordination with the public schools, formal recognition of volunteer efforts in the community, establishment of a program of community education about volunteer services, and possible incentives for volunteers.
5. Coordinate future facilities and services with planned growth.

**EXPAND RECREATIONAL OPPORTUNITIES AND FACILITIES FOR ALL CITIZENS OF ALL AGES.**

1. Create and plan a wide range of quality classes and programs for residents of all ages and abilities.
2. Make reasonable efforts to provide persons with disabilities accessibility to parks, open spaces, and facilities for recreational opportunities.

3. Foster partnerships with internal County departments, social and civic organizations, and other local, county, and state governments in providing recreational opportunities.
4. Protect and enhance open space corridors in residential areas.
5. Encourage a study or planning effort to assess the ultimate conversion of the landfill site to an active recreational use.
6. Encourage and enhance the use of scenic road segments where appropriate in support of the Commonwealth of Virginia's Scenic Trails/Roads Program.
7. Encourage the use of rivers as water trails with public access.
8. Expand water-related opportunities along County rivers.
9. Include bicycle and pedestrian facilities in road improvement projects in areas designated for future residential growth.

**PROVIDE EFFICIENT MANAGEMENT OF SOLID WASTE AND PROTECT THE HEALTH, SAFETY, AND WELFARE OF THE CITIZENS OF APPOMATTOX COUNTY BY PLANNING FOR FUTURE SOLID WASTE MANAGEMENT.**

1. Categorize incoming waste in order to make informed decisions on how to spend limited funds to meet local, regional, and state goals and maximize the impact of those funds.
2. Proactively invest in convenience center locations through improved equipment, technology, and operational enhancements.

## **TRANSPORTATION**

**ENHANCE THE QUALITY, SAFETY, AND APPEARANCE OF THE COUNTY'S PRIMARY AND SECONDARY ROADS.**

**DEVELOP ALTERNATIVE TRANSPORTATION METHODS TO BETTER SERVE COUNTY RESIDENTS AND VISITORS TO THE COUNTY'S ATTRACTIONS.**

**DEVELOP AND IMPROVE PASSENGER TRANSPORTATION SERVICES IN THE COUNTY.**

1. In coordination with the Virginia Department of Transportation (VDOT) ensure future developments include necessary transportation improvements funded by the developer, including infrastructure for additional traffic and for connectivity to existing intersections and existing subdivisions.
2. Encourage the continuation and completion of existing frontage roads in the Richmond Highway Commerce corridor. Future development in this corridor should consider as a first step in addressing transportation requirements, the

implementation of a frontage road system, specifically in the area for the Town of Appomattox limits west to Police Tower Road.

3. Discourage residential and commercial strip development along primary roads.
4. Maximize pedestrian and vehicular accessibility to commercial, recreational, and other public areas.
5. Encourage VDOT and private developers to design road improvements to a scale that is appropriate for the intended land uses to be served.
6. Encourage VDOT and private developers to design road improvements to be aesthetically pleasing and to fit within the context of the existing land uses.
7. Actively support and participate in the regional planning activities sponsored by VDOT and the Central Virginia Planning District Commission as it relates to transportation.
8. Encourage the preservation of Route 460 (Richmond Highway) as a high-speed, traffic follow facility within Appomattox County. Continue to support its designation as a Corridor of Statewide Significance in the current and future Virginia Transportation Plan (VTRANS).
9. Consider the priority of rail access as one of the key factors to promote economic development in the County.
10. Take advantage of rail access funding provided by the Commonwealth of Virginia to enhance economic development opportunities.
11. Encourage and support the continued regional efforts associated with Lynchburg Regional Airport.
12. Encourage expansion of additional terminal area to maximize the Lynchburg Regional Airport recognizing its key benefit to economic development for the County and the region.

## **HOUSING**

**PROVIDE SAFE, CLEAN, AND AFFORDABLE HOUSING OPPORTUNITIES FOR ALL CITIZENS REGARDLESS OF RACE, RELIGION, SEX, OR NATIONAL ORIGIN.**

1. Consider a program that will maintain and enforce minimum property standards for all new construction, develop programs to improve salvageable substandard housing and to demolish vacant, substandard dwellings that cannot be cost-effectively repaired.
2. Consider requirements for buffer zones, landscaping standards, and other design standards for new residential developments in order to protect the character and property values of existing residential areas.
3. Encourage public and private programs to provide housing opportunities for special populations, including elderly persons and disabled individuals. Insure



that the public safety demands from senior housing developments are mitigated through the rezoning/proffer or conditional use permit process.

4. Encourage the development of plans to address housing needs for displaced families or homeless persons.
5. Identify distressed neighborhoods within the County and seek Federal and/or State funds to improve roads, sanitation facilities and housing.
6. Recognize the value of affordable housing and encourage private sector development of low-and moderate priced dwelling units.
7. Encourage housing development in quantities which are consistent with the intent expressed in this Plan.

## **NATURAL ENVIRONMENT**

### **MAINTAIN AND ENHANCE A HEALTHFUL NATURAL ENVIRONMENT THAT BOTH PRESERVES THE NATURAL BEAUTY AND PROTECTS THE ECOLOGY OF APPOMATTOX COUNTY.**

1. Manage land-consumption development through policies and development incentives which support rural characteristics.
2. Encourage residential and commercial development within designated growth areas where it can be economically and conveniently served by public facilities.
3. Encourage the effective maintenance of open space by offering cluster development alternatives instead of the continued strip development pattern that prevails throughout the county.
4. Encourage the design of subdivisions that provide adequate open space commensurate with the number and need of new residents.
5. Encourage the design of subdivisions that limit impacts to county viewscales.
6. Limit the extension of infrastructure improvements into agricultural and natural resource preservation areas.

### **PRESERVE AND IMPROVE THE QUALITY OF THE COUNTY'S SOIL, WATER, AIR, FORESTS, AND FARMLAND BY PROTECTING ENVIRONMENTALLY SENSITIVE AREAS FROM DEVELOPMENT.**

1. Require development to meet the highest standards in erosion and sediment control and stormwater management.
2. Encourage an impact assessment from any use that proposes to introduce hazardous wastes into the atmosphere, soil, or water as a condition of review and approval.
3. Encourage preservation of forested lands and waterways that provide long-term environmental benefits to water quality, recreation, tourism, general aesthetics, and which reduces air and noise pollution.
4. Prohibit new construction in flood hazard areas.

5. Support and promote the preservation of significant wetlands as identified in Federal Government guidelines.
6. Identify prime farmland and promote public policies designed for its preservation and general conservation.

### **PROTECT WATER RESOURCES AND WATER QUALITY FROM DETERIORATION FROM ALL SOURCES OF POLLUTION.**

1. Provide technical assistance to farmers and other property owners through the Soil and Water Conservation District to reduce soil erosion, implement the Virginia Agricultural Best Management Practices (BMP) Cost Share Program and other strategies that minimize the impacts on both surface and ground water quality from fertilizers, pesticides, soil erosion, and other related pollutants.
2. Encourage, through the use of the Virginia Extension Agent, that large property owners develop a forest conservation plan which addresses timber stand improvements, utilization of damaged timber, sound harvesting techniques, pest control and reforestation practices.
3. Require both above ground and below ground storage tanks to have containment measures to prevent contamination of surface and groundwater due to leaks and spills.
4. Improve the Conditional Use Permit and Rezoning process by requiring information concerning water quantity and quality, prime farm and forest land, and proposed stormwater management.
5. Encourage the development of educational programs in the school systems to teach conservation, wise use of resources, and environmental awareness.

## **HISTORIC PRESERVATION**

### **MAINTAIN AND PROTECT APPOMATTOX COUNTY AS A RURAL COMMUNITY THAT FOCUSES ON ITS IMPORTANT POSITION IN AMERICAN HISTORY.**

1. Work closely with the National Park Service to ensure that all land germane to the April 1865 surrender of the Southern army is duly protected from development, but not at the cost of tax revenue lost as a result of additional land being expunged from the county's tax rolls.
2. Consider creation of Historic Overlay District along Route 24 (Old Courthouse Road) that would match the overlay district created by the Town of Appomattox, specifically the area to be considered would be to the north of the National Park along Route 24 (Old Courthouse Road) to the Vera Village Center.
3. Preserve and enhance significant historical places and buildings in the County by creating a master inventory list to identify historic resources.

4. Provide design incentives and land use management tools for development adjacent to historic resource areas.
5. Consider regulations and incentives which would encourage the rehabilitation and maintenance of historical structures in the County.
6. Support the nomination of historic buildings and specific sites to the Virginia Landmarks Register of Historic Places and National Historic Register of Historic Landmarks, as is reasonable and otherwise in accordance with the goals and objectives of this Comprehensive Plan.
7. Promote tourism in association with the County's historic buildings and sites.

## **ECONOMIC DEVELOPMENT**

### **ENCOURAGE NEW ECONOMIC DEVELOPMENT WHILE RETAINING INDUSTRIES AND BUSINESSES.**

1. Provide for a variety of commercial and industrial zones within the County and emphasize the unique attributes of each. Focus on providing the necessary infrastructure including roads, water, sewer, broadband, and where possible rail.
2. Maintain the current balance between agricultural, industrial, and commercial sectors of the economy.
3. Encourage diversity within the industrial sector to prevent domination by limited sectors of the labor market and to provide for a broad spectrum of employment opportunities.
4. Use existing incentive programs, such as Opportunity Zones, to assist businesses seeking to locate in the County.

### **PROMOTE COMPATIBILITY OF INDUSTRIAL DEVELOPMENT WITH EXISTING COMMUNITY CONDITIONS.**

1. Cluster industries and businesses of similar intensities for ease in delivery of services and efficient use of land.
2. Use public site and service improvements to attract new industry that can further other goals of this plan and complement existing industries.
3. Encourage industries that complement agriculture and use local raw farm products.

### **EXPAND EMPLOYMENT OPPORTUNITIES IN APPOMATTOX COUNTY.**

1. Encourage commerce that uses and requires support from the existing County workforce.
2. Develop a Workforce Training Center as a tool for workforce development, instruction, and technology in order to customize training to a specific employer's needs.
3. Attract industries that fill voids in the existing job market and will offer high paying and technical employment opportunities to the existing labor force which currently out-commutes for such opportunities.

4. Encourage commercial and industrial enterprises that are compatible with the County's unique features.

**PROMOTE TOURISM TO THE COUNTY AND ENCOURAGE INCREASED VISITOR SPENDING, LOCAL TAX REVENUE, AWARENESS OF LOCAL TOURISM ASSETS, AND OPPORTUNITIES FOR JOB CREATION.**

1. Market the County as a unique visitor destination through a comprehensive integrated marketing program, including dedicated tourism website, promotional brochures, social media marketing, and print/online advertising.
2. Focus marketing on County's primary tourism assets of History, Heritage, Nature, Outdoors, Arts and Culture in identified target markets.
3. Promote local, regional, and statewide partnership that maximizes local tourism investments.
4. Promote tourism as a major industry and vital component of the County's economic development efforts.

## Chapter 2-Demographics

Demographics is the statistical study of population trends based upon data such as housing age and size, household size and age distribution of occupants, school enrollment, density, and income. The population and demographic characteristics of Appomattox County are important because these statistics reveal much about the direction that the County should take with respect to the need for county services, recreation, education, health care, law enforcement, fire protection, emergency services, solid waste, utilities, and other county-wide services. Demographic analysis provided important information to the private sector developers who are considering locating or expanding commercial or industrial endeavors in the county. Population and demographic changes are also important for county officials when assessing land use plans and policies. This chapter will concentrate on population changes since 2000, but will give context through historical data reaching further back as needed.

### Population Growth

Appomattox County was created by the Virginia General Assembly in 1845, and in 1850 underwent the first decennial census as a separate county. The first census counted 9,193 persons and remained moderately steady for the next century. Population counts for the county from 1940 through 2000 are presented below with projections into 2040:

		1940	1950	1960	1970	1980	1990	2000	2010	2020	2030	2040
Population	Town	992	1,094	1,184	1,398	1,345	1,707	1,756	1,733	1,698	1,647	1,581
	County	9,020	8,764	9,148	9,784	11,971	12,298	13,705	14,973	15,833	16,551	17,191
% Change from previous census	Town		9.3%	7.6%	15.3%	-3.9%	2.7%	2.8%	-1.3%	-2.0%	-3.0%	-4.0%
	County		-2.9%	4.2%	6.5%	18.3%	2.7%	10.3%	8.5%	5.4%	4.3%	3.7%
											Extrapolation	
											VEC Projection	

In 2010, the U.S. Census Bureau released current census data. The population increased 8.9% from 2000 to a population of 14,973 persons. This amounts to 45.1 persons per square mile.

The county's population fluctuated moderately from 1900 through the 1970s, remaining between 8,400 and 10,100 people. However, with the coming of the Thomasville Furniture plant in 1974 came new residents seeking employment opportunities both at the plant and at other local businesses which thrived due to the plant's existence. By 1980, the population had risen to 11,971, but stabilized at 12,298 by 1990.

During the 1990s, urban and suburban flight was a common occurrence nationwide. In Appomattox, newcomers raised the county's population to 13,705 by the 2000 Census and to 14,973 by the 2010 Census. Much of the growth was in the western part of the county, a sign that Appomattox County was increasingly becoming a bedroom community for the City of Lynchburg. However, based on information from the 2001 redistricting process, which itself was based on 2000 Census information, all areas of the county experienced growth during the 1990s. This same cycle repeated itself during the 2010 census and redistricting. The Stonewall area of the county grew at the fastest pace during the last decade.

Even with the population increases experienced over the past few decades, Appomattox County is by far the smallest of the four counties of the Central Virginia Planning District. With a 2010 population of 32,353, Amherst County, the next smallest of the four counties, has over twice the population of Appomattox. In terms of population, Appomattox County compares more favorably with its neighbors to the north, south and east than it does to the Central Virginia Planning District counties to the west. An analysis of the surrounding counties shows that to the north is Buckingham (17,146) and Nelson (15,020), while Prince Edward (23,368) lies to the east and Charlotte (12,586) to the south. In terms of population per square mile, Appomattox (44.9) is more densely populated than Buckingham, Charlotte, and Nelson Counties, but less densely populated than Prince Edward County (66.8).

During the 2000s, the Town of Appomattox saw a slight decrease in population (-1.6%) to 1,733 while the Town of Pamplin's population rebounded back to its 1990's level of 219. Two other comparable towns in the area, the towns of Amherst and Brookneal also experienced declining populations during the last decade. Two other area towns, Farmville and Altavista saw their populations increase during the same time period. The increase in Farmville's population can be attributed to the growth associated with Longwood University.



Figure 3. Appomattox Railroad Festival. Source: John Spencer

A portion of any population increase or decrease is due to what is termed as “natural increase”, or simply the number of births minus the number of deaths. The remainder of any given population change is due to “net migration”, defined as the number of people who move into a given area minus the number who move out of the same area. An analysis of demographic statistics shows that Appomattox County is following the overall trend in Central Virginia with a net in-migration (8.5%). Natural increase/decrease over the last decade was less than 1% of the increase.

## Age and Gender Distribution

Age statistics from the 2010 Census show that not only is the population of Appomattox County continuing to age, but also that the median age of both the county and the Town of Appomattox are significantly higher than the median age of Virginians as a whole. Interestingly, the Town of Pamplin's median age is below that of the State. In short, the “graying of the population”

has slowed down in recent years, possibly due to improvements in town infrastructure and new economic opportunities. Furthermore, as additional employment opportunities are provided to the county's young adult population, in conjunction with increased awareness of “quality of life” issues, the number of 18 to 34 year olds could increase beyond today's levels. The Town of Appomattox

	Appomattox County	Virginia	US
16 years and over	79.6%	79.5%	78.8%
18 years and over	77.2%	76.8%	76.0%
21 years and over	73.8%	72.5%	71.6%
62 years and over	23.0%	15.4%	16.2%
65 years and over	18.9%	12.2%	13.0%
Median Age	41.7	37.5	37.2

Table 1. Age distribution of Appomattox County residents. Source: 2010 US Census



has recently engaged in some planning activities to determine if enough adequate housing exists within the town to accommodate the anticipated type of population growth which is likely to include a significant amount of seniors. The findings from this study indicated that the Town of Appomattox is capable of providing adequate housing for the anticipated population growth.

## Racial Composition

The non-White population in Appomattox County decreased from 24.1% of the total population in 2000 to 23.3% of the total in 2010. Appomattox's non-White population is in line with those of neighboring Nelson County and Amherst County, but much lower than the non-White totals in Buckingham, Charlotte and Prince Edward Counties.

## Households, Families, and Marital Status

Changes in households, families and marital status provide an indication of the social structure in the county. The difference between a household and a family is that a household is any housing unit occupied jointly by non-related persons, while a family requires that members in the household be related to the head of that household by birth, marriage or adoption. The total number of households in the county increased 30% between 2000 and 2010, from 5,322 to 6,921. The number of family households increased by 46% between 2000 and 2010 from 4,103 in 2000 to 5,976 in 2010.

Part of the reason that the number of households has grown at a faster pace over the past few decades than has the number of families is that the number of divorced and separated people has increased significantly since 1970. This trend is borne out by the fact that the average household size in Appomattox County has steadily decreased from 2.94 persons in 1980 to 2.71 persons in 1990 to 2.55 persons in 2000 to 2.44 persons in 2010, a figure that is still lower than the state mark of 2.56 persons per household and the national average of 2.59 persons per household.

Also playing a part in the decline in median household size is the decrease in the number of children per family. This drop in overall household size has had, and is expected to continue to have, a major impact on the demand for additional housing units. Simply put, a greater number of housing units will be required to accommodate the same number of people.

## Educational Attainment

This section shows how students in the Appomattox County School System compare to students in other Central Virginia Planning District localities and the state. Table 2 shows that about 56% of students in the 2014 graduating cohort in Appomattox County went on to pursue any type of higher education in the 16 months following graduation. This statistic is in line with other Central Virginia Planning District localities but is significantly lower than Virginia's.

	Total number of students in 2014 high school graduating cohort	Students who enrolled in any higher education institution within 16 months of graduating high school	Students who did not enroll in any higher education within 16 months of graduating high school
Amherst	318	47%	53%
Appomattox	160	56%	44%
Bedford	714	56%	44%
Campbell	543	59%	41%
Lynchburg	464	56%	44%
Virginia	80,752	64%	36%

Table 2. Post-graduation education. Source: Virginia Department of Education (2014)

Table 3 (following page) shows the starting salary for teachers in the various Central Virginia Planning District localities as well as the state’s average. Appomattox County Schools are in line with the rest of the region’s localities, but slightly below the state’s average. It is important to note that these are starting salaries—these numbers do not take factors such as annual raises into account. A strong public school system can be an excellent asset for attracting potential residents.

Table 4 shows that Appomattox County High School had the fourth lowest Student to Teacher Ratio out of the 11 public high schools in the region.

Virginia, under the “No Child Left Behind Act” has established annual measurable objectives (AMOs) for reducing proficiency gaps between low-performing and high-performing schools. These objectives in reading and mathematics replace the Adequate Yearly Progress (AYP) targets schools were previously required to meet under the federal education law.

The AMOs represent the percentage of students within each subgroup that must pass Standards of Learning (SOL) tests in reading and mathematics in order to make acceptable progress over six years. While the AMOs represent yearly goals for low performing schools, all schools must meet these objectives. Complete AMO scores can be found in Appendix I.

Division Name	Bachelor's Starting Salary	Master's Starting Salary	Doctorate Starting Salary
Lynchburg City Public Schools	35,739	38,999	40,783
Campbell County Public Schools	37,118	39,156	39,156
Bedford County Public Schools	37,627	39,508	41,389
<b>Appomattox County Public Schools</b>	<b>37,757</b>	<b>39,857</b>	<b>41,057</b>
Amherst County Public Schools	38,138	40,942	42,221
<b>AVERAGE IN VIRGINIA:</b>	<b>38,621</b>	<b>41,254</b>	<b>42,895</b>

Table 3. Starting teacher salary. Source: Virginia Department of Education (2014)



Figure 4. Appomattox County High School students cheer on their classmates in the State Championship football game at Salem Stadium in 2015. Source: Jay Westcott, News and Advance

School Name	Student Population	Student to Teacher Ratio
	2014	2014
Amherst County High	1,392	14
<b>Appomattox County High</b>	<b>677</b>	<b>13.6</b>
Liberty High	951	15
Staunton River High	1,110	14.5
Jefferson Forest High	1,371	16.8
Altavista High	733	13.4
Rustburg High	850	15.3
William Campbell High	541	12.4
Brookville High	1,031	16.3
Heritage High	1,041	12
E.C. Glass High	1,366	13.8

Table 4. Student to teacher ratio. Source: Virginia Department of Education (2014)

A county that boasts the lowest student to teacher ratio in the region, a competitive starting salary for beginning teachers and competitive state test scores are excellent statistics for realtors and economic development officials to use in their dealings with potential residents and businesses.

## Income and Poverty



According to the 2014 American Community Survey, Appomattox County had a per capita personal income (PCPI) of \$33,553. This PCPI ranked 76th in the state and was 67% of the state average, \$50,345, and 73% of the national average, \$46,049. The 2014 PCPI reflected an increase of 2.9 % from 2013. The 2013-2014 state change was 2.8% and the national change was 3.6%. In 2004, the PCPI of Appomattox was \$26,170 and ranked 69th in the state. The 2004-2014 compound annual growth rate of PCPI was 2.5%. The compound annual growth rate for the state was 2.9% and for the nation was 3.0%.

Another measure of the overall economic well-being of a community is the extent of poverty found within that community. Poverty threshold is determined by crossing income with family size, thus the poverty level for a family of four would be different than the level for a family of seven. According to the 2010 Census, 13.8% of the individual residents of Appomattox County were considered to be living below the poverty threshold, a 2.5% increase from the 2000 Census, and relatively higher than the State's number of 10.3%. While poverty in Appomattox may be higher than for the state as a whole, several of the surrounding counties have much greater poverty rates than does Appomattox. However, poverty rates for most surrounding counties have risen over the past decade, in concert with the national average, but contrary to the State average.

In terms of the various means of public assistance, Appomattox County ranks near the top of most categories within the region. SNAP (formerly food stamps) benefits have risen tremendously in the later portion of the decade. Nearly seventeen percent of Appomattox citizens receive this type of public assistance. This ranks below Buckingham County and Charlotte County, but far ahead of our neighbors to the west (Campbell, Amherst, and Nelson Counties), which all find their SNAP participation rate in the lower teens. (*US Census American Community Survey 2014*).

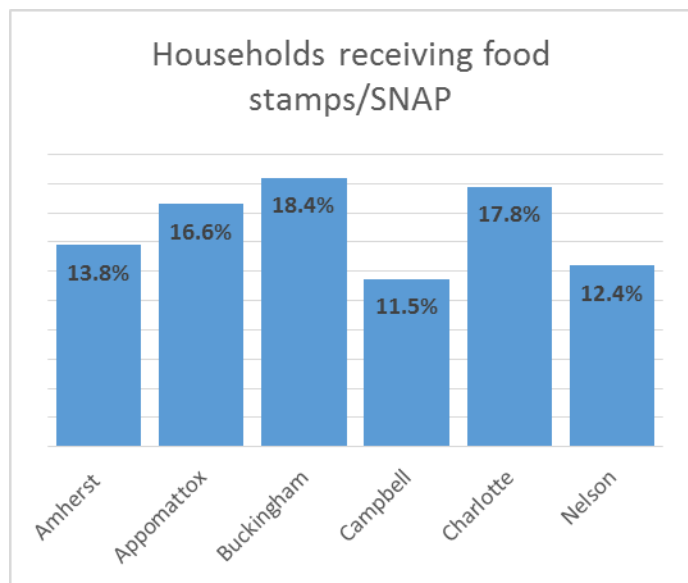


Figure 5. Households receiving food stamps/SNAP. Source: American Community Survey 2014

## Conclusion

When analyzing the various income data components, a certain economic pattern is fairly evident. Appomattox County has long associated with the counties immediately adjacent to the City of Lynchburg for most nearly every service, including membership in economic development (Lynchburg Regional Business Alliance), planning (Central Virginia Planning District Commission), elderly care (Central Virginia Alliance for Community Living), and other regional organizations. Though Appomattox has been regarded as the least wealthy of the region's counties, the county appears to be wealthier than its nearest non-Central Virginia Planning District neighbors. This may be attributable to the fact that many Appomattox County residents commute to jobs in the Greater Lynchburg area. Though the county itself may have a limited number of mid- to high-paying positions, many such opportunities can be found just a short drive to the west. Counties such as Buckingham, Charlotte and Prince Edward, on the other hand, also have a limited number of mid-

to high-paying positions, but driving from these counties to employment centers such as Lynchburg and Richmond is a more burdensome task. As mentioned in the “Educational Attainment” Section, Appomattox County is very competitive among its neighbors when comparing student/teacher ratios, starting teacher salaries, and SOL scores. The connection between higher educational attainment and higher levels of income inevitably leads to a higher quality of life—which aids Appomattox.

## Chapter 3-Growth Management Plan

### GOALS

MAINTAIN AND PROTECT THE RURAL AND HISTORICAL NATURE OF THE COUNTY WHILE SIMULTANEOUSLY ENCOURAGING CONTROLLED DEVELOPMENT IN SPECIFIED AREAS.

MAINTAIN AGRICULTURE AS A SIGNIFICANT PORTION OF THE COUNTY'S ECONOMIC BASE.

PROTECT, PROMOTE, AND ENHANCE AGRICULTURE AND FORESTRY AS A LAND USE.

PLAN FOR FUTURE LOCATIONS AND EXPANSION OF PUBLIC FACILITIES.

MAINTAIN AND IMPLEMENT A LONG RANGE COUNTY-WIDE UTILITY PLAN FOR WATER AND SEWER THAT SUPPORTS AND COMPLEMENTS THE LONG RANGE PLAN FOR COMMUNITY DEVELOPMENT.

MAINTAIN AND IMPROVE PUBLIC SAFETY THROUGH EMERGENCY SERVICES.

EXPAND RECREATIONAL OPPORTUNITIES AND FACILITIES FOR ALL CITIZENS OF ALL AGES.

PROVIDE EFFICIENT MANAGEMENT OF SOLID WASTE AND PROTECT THE HEALTH, SAFETY, AND WELFARE OF THE CITIZENS OF APPOMATTOX COUNTY BY PLANNING FOR FUTURE SOLID WASTE MANAGEMENT.

### Existing Conditions

Although Appomattox County can be classified as predominately rural in character, there has been an increase in both residential and commercial development in recent years. With 57% of the county's workforce employed outside of the county, Appomattox is becoming a preferred "bedroom" community for the businesses in the Lynchburg area (Virginia Economic Development Partnership, 2020). An estimated 92% of parcels in the county are currently zoned A-1 Agricultural, with roughly 4% zoned for primarily residential uses: R-1 Low Density Residential, R-2 Medium Density Residential, R-3 High Density Residential, V-1 Village Center, and H-1 Historic Overlay. The remaining 4% of the county is zoned for commerce: B-1 General Commercial, B-2 Limited Commercial, M-1 Industrial, and IP Planned Industrial Park.



Figure 6. An estimated 95% of parcels in Appomattox County are currently zoned A-1 Agricultural. Source: John Spencer

**Agricultural areas** -- The A-1 Agricultural District dominates land use in the county, but varying by-right uses have begun to collide with one another in recent years. Because minimum lot sizes in A-1 are one (1) acre, many developers have subdivided properties for residential use throughout the county without having to re-zone to gain approval of their subdivisions. The inevitable conflicts between residential uses and by-right agricultural uses have emerged with farming activities, livestock, and new homes trying to coexist with one another. It is evident that the usefulness of A-1 as a “default” zoning district is coming to an end, and that new rural residential districts need to be developed to further separate residential and agricultural uses. A concerted effort should be made to implement a rural residential district that would supplement the A-1 district, if not in lot size/density, then through limiting the land uses that would be permitted in these areas.

Major agricultural activities in the A-1 district include cattle farming and production of corn, soybeans, and tobacco. Prime agricultural land, as determined by soil type and topography, is located west and southwest of the Town of Appomattox, at the headwaters of Wreck Island Creek, and along Vaughans Creek north of the Town of Pamplin. Appomattox County is one of the leading wood producing counties in the state with several large commercial forests located within its boundaries. In February 2002, the county adopted an Intensive Farming Overlay District to regulate any high-production livestock facilities that may choose to locate here.

**Residential areas** -- The R-1, R-2, and R-3 residential districts have over time evolved to segregate housing types rather than regulating housing densities. Many areas of the county were originally zoned R-1 Residential in 1988 not just to designate concentrations of existing homes, but to discontinue or to prevent the siting of manufactured homes in those areas. The R-2 Medium Density Residential district is the least restrictive of the residential zoning districts, allowing all types of residential uses (single and multi-family dwellings, stick-built and manufactured homes) on the smallest lot configurations. Developers have sought to re-zone to R-2 in all areas of the county, not just to maximize available lots for sale, but to enable siting of manufactured homes in areas previously zoned R-1. The purpose of residential zoning districts needs to be carefully examined to establish policy for their use. Does the county wish to use the districts to control development densities, to segregate housing types, or a mix of both? In 2016, the county added the R-3, High Density zoning district as a means of facilitating multi-family, townhome and/or mixed-use developments near the urban development area that is the Town of Appomattox. However, limitations in place concerning the extension of public utilities offered by the Town of Appomattox have made this zoning district classification useless as a land use tool.

Another problem with residential uses is the “stripping out” of state road frontage in lieu of constructing new residential streets. Most developers wishing to create subdivisions with smaller lots—but without state road frontage—must construct new roads built to state standards, which can result in considerable cost. To avoid this problem, developers have focused on cutting up small lots along the existing state road frontage and selling off residue parcels that have limited or no frontage. These residue parcels cannot be further subdivided unless a state road is installed, and often end up unused or developed poorly in the future. One solution may be to modify the subdivision ordinance provisions on private lot subdivisions, requiring a road to be installed that could be readily upgraded to state standards at reduced cost.

Use of the Planned Unit Development (PUD) should also be considered to encourage more efficient development of residential properties and neighborhoods. The PUD was part of the original 1988 Zoning Ordinance, but to date none have ever been developed. PUDs can provide

developers with additional flexibility on lot sizes, setbacks, and uses in exchange for provision of certain public facilities for the development.

**Mixed Use/Historical --** The V-1 Village Center district, is used sporadically around the county, particularly in the Town of Pamplin and near the centers of Oakville, Vera, Evergreen, and Promise Land. V-1 represents the county's only mixed use district, where residential uses and the commercial uses that serve them may exist side by side allowing for more flexible development. A close examination of this district should be conducted to find ways to better encourage its widespread use near town and village centers and development corridors.



*Figure 7. The McLean House is one of the structures in the H-1 Historic Overlay District. Source: John Spencer*

Properties zoned H-1 Historic Overlay District, primarily include the Appomattox Courthouse National Historical Park and nearby parcels. Because the H-1 district can serve as a valuable tool to buffer the county's historical resources from new development, strong consideration should be given to re-zoning properties to H-1. Additionally, historic zoning can enable property owners to obtain low interest financing and tax credits towards renovating and restoring existing historical structures.

**Commercial/Industrial Uses --** Commercial development, once occurring in scattered areas throughout the county, has begun to focus along the Richmond Highway (US 460) corridor west of the Town of Appomattox.

One possible impediment to commercial and industrial growth in the county is the lack of available properties zoned for such use. Only a scattered 2% of parcels in the county are zoned B-1 General Commercial, and 2% is zoned I-1 Industrial, or IP Planned Industrial Park, and many of these tracts were re-zoned by developers. The majority of land zoned for industrial use resides in the IP district at the Appomattox Center for Business and Commerce. In 2016, the county adopted a B-2, Limited Commercial District, to help alleviate commercial conflicts out in the rural areas.

Because most new business has developed along Richmond Highway, measures should be taken to increase the number of available commercial and industrial properties along this corridor. Designating stretches of Richmond Highway as "commerce corridors" with a default zoning of B-1 or B-2 would make it much simpler for businesses to develop. Strip development, however, must be discouraged and avoided, if possible. Site development standards could be adopted that would allow the county to limit the number of entrances and require traffic lights, turn lanes, and frontage roads among other requirements.

In 2000, approximately 400 acres off of Oakville Road (Rt. 26) was re-zoned to the IP Planned Industrial Park district in order to create the Appomattox Center for Business and Commerce. This new zoning district allows for a diverse number of by-right industrial uses in a planned setting designed to coexist with surrounding properties.

## Town of Appomattox

The Town of Appomattox is the primary service center for the county, providing the bulk of retail stores, businesses, and other commercial services. Please refer to Chapter 195 of the town's code for an explanation of zoning classifications. (<http://ecode360.com/6546179>)

The Town of Appomattox maintained a joint Comprehensive Plan with Appomattox County up until 2014, when the town adopted its own Plan. This Plan—the first for the town—received substantial input from citizens, local officials, and the Master Plan Process in shaping the future of the town. This plan represents a general planning document for the Town of Appomattox as required by the Code of Virginia. The town's comprehensive plan can be viewed here: (<http://www.townofappomattox.com/government/comprehensive-plan/>)

## Town of Pamplin

The Town of Pamplin uses the Village (V-1) designation from the county's zoning ordinance.

The Town of Pamplin is an important rural service center for the eastern portion of the county that lies equidistance from the Towns of Appomattox and Farmville. Similar to a neighborhood convenience center in an urban area, residents have access to retail and a variety of personal services.

Transportation has played an important role in the development of the town. Pamplin was a railroad junction where the Main Line and the Belt Line of the old Norfolk and Western Railroad (now part of the Norfolk Southern Railroad) divided with one line heading east to Petersburg and the other southeast to Emporia and Franklin. The southeast line is not in operation anymore. Pamplin was once situated on one of the main roads from Richmond to Lynchburg but today, Richmond Highway (U.S. 460), a limited access facility, bypasses the town to the northeast.

**Residential --** Residential land uses are scattered throughout the town but are predominant along Thomas Jefferson Highway (Rt. 47). Residential uses account for 33% of the total land area in Pamplin. Almost all of the dwellings in the town are single-family units.

**Commercial/Industrial --** Commercial and industrial uses are intermixed with residential uses in Pamplin. Commercial facilities occupy approximately eight acres, or 4% of the total land area, and consist primarily of a gas station, a convenience store, and a car wash. There is a small business district located adjacent to the Pamplin Depot, but with the exception of one store, the store fronts are inactive.

**Public/Semi-Public --** Public and semi-public uses consist primarily of churches, a post office, and a volunteer fire department building. Outside the town limits is a ball field, managed by the Ruritan Club, which serves as the town's recreation facility. The town has an adequate public water system. A Community Improvement Grant (CIG) received from the Department of Housing and Community Development (DHCD) resulted in the plan to rehabilitate twenty six (26) houses and manufactured homes occupied by low- to moderate-income (LMI) families in the town. The CIG also provided partial funding for a central sewage drain project to serve these dwellings in the East Pamplin Sector of town.

**Vacant** -- The most prevalent land use in the town is vacant or open land, which forms almost 60% of all uses. This provides the town with sufficient sites to accommodate any future commercial or industrial facilities or new residential construction.

**Land Use Trends** -- In the past five years, Pamplin has seen a number of new commercial ventures leading to a small resurgence in the town center area. The renovation of the Pamplin Depot has produced a centralized community facility housing the Town office, meeting space, and exhibits reflecting the history of Pamplin. This project will be key to reinvigorating the downtown business district and increasing its marketability to both local and regional interests.

## **Future Land Use Map**

The comprehensive plan consists of various elements that are separate but related to each other, such as transportation, community and neighborhood revitalization, the natural environment, and how land is used now and in the future.

The Future Land Use Map is an element of the comprehensive plan and is advisory in nature. It does not have the force of law. It is intended to help achieve the county's long-range vision of growth conceived with a 2040 time frame in mind; understanding the amount of job growth and household growth that can be achieved. The Future Land Use Map is subject to periodic review to see if conditions have changed that may justify an amendment.

Future Land Use Maps are inevitably based on the existing uses, because some land uses are much less susceptible to change once they have been established. The Future Land Use Map provides guidance and recommendations for the general type of new development, which may be the same or may differ from current land uses. A Future Land Use Map will be used by planning staff and decision-making bodies such as the Planning Commission and Board of Supervisors as a reference for evaluating land use regulatory decisions (zoning) that come before them.

The Future Land Use Map is not a zoning map. It is a map that shows the distribution of general land use categories for desired future development within the city. The land use categories in a Future Land Use Map are often reflected by more than one zoning district in a zoning ordinance.

Basic assumptions about the county's future have been made in the process of creating the future land use map. These assumptions, listed below, are derived from analysis of the factual and historic data, and from discussions and decisions of the Planning Commission, Board of Supervisors, Appomattox Town Council and Pamplin Town Council. They are not specific in time frame. They are however, for the purposes of the plan, considered to be realistic.

- Population growth will continue, although at a slightly slower pace due to the changing economic realities associated with the global economic reset. The potential for large scale development exists; however, new land use rules put in place by the Commonwealth of Virginia make these projects economically tenuous. The county's proximity to Lynchburg, high quality of life, abundance of available, and affordable land makes Appomattox a potential for future development.

- The average age of the population will continue to increase affecting, healthcare, housing options, and the nature of public services being offered.
- The county's rural nature and its proximity to Lynchburg will continue to influence residential, commercial, industrial and recreational development.
- With incremental population growth, commercial growth in and around the Town of Appomattox will continue. These pressures will necessitate the installation of additional public utilities.
- There will be decreased federal and state revenues available to support local government programs. Unfunded federal and state mandates will continue and likely will increase.
- In certain areas, new or expanded public utilities will be needed to address and/or facilitate economic development.
- The transportation network in the county, including public transportation systems, will remain virtually unchanged due to limited funding.
- The citizens of the county will continue to place high priority on maintaining the rural nature of the community while desiring new service oriented development.

The land use categories and definitions are:

- **Primary Conservation Area:** These areas represent lands of significant natural beauty and characteristics that make them essential for open space preservation. Typically, these areas are near or along rivers or streams or vast open spaces. Some sporadic housing exists and should be limited in the future.
- **Rural Preservation Area:** These areas encompass land with special natural characteristics that make their preservation in open space particularly important to the county's environmental health. These areas include active and passive farm land, stream or river areas, steep slopes, trails, forestland or other passive recreational areas. Housing density should not exceed 1 unit per 5 acres. This area encompasses the majority of land area in the county.
- **Institution:** These areas include lands use for religious or other non-profit entities within the county. Examples include churches, public cemeteries, private schools, club and organizations, and college/universities.
- **Industry:** This land use is intended for a mixture of light and heavy manufacturing, research and development, and office parks. The intent is to have more of the intensive industrial activity in this area. Examples of this exact mixture would be based on the permitted uses listed in the zoning ordinance.



- **Commercial:** These areas contain retail, personal services, entertainment, and restaurant uses that draw customers from the various regions of the county and beyond. This land use typically contains clusters of businesses, shopping centers and is traditionally located near major intersections.
- **Rural Transition Area:** These areas are dominated by single-family housing at a density of 1 unit per 1 acre. The land use in this area is also interspersed with low impact public or institutional uses such as private parks/recreation, country clubs, or open space and agricultural uses that are in decline.
- **Primary Growth Area:** These areas are characterized by small lot single-family housing at a density of 2 or less units per acre. This land use is typically interspersed with agriculture, private recreational facilities, country clubs, swimming areas/clubs or open space. This area has the utmost development potential.
- **Suburban Growth Area:** These areas are dominated by existing single-family housing at a density of duplexes, townhomes, or multi-family development at a density of 4 or more units per acre. This area is substantially developed, however it has room for in-fill and/or redevelopment. It is characterized by its proximity to the Town Center and its ability to support public utilities. The land use is typically interspersed with a mixture of housing, recreational facilities, churches, and moderate commercial activity. These areas have a great deal of potential for redevelopment.
- **Neighborhood Commercial:** Lots of parcels containing small-scale retail or offices, professional services, convenience retail, and shopfront retail that serves a market at a neighborhood scale. Development is intended to be pedestrian-oriented and compatible with the scale of surrounding residential areas. Parking areas should be restricted, since their appearance is generally out of character with the surrounding residential development and the desired orientation of the uses. Typically, but not necessarily, found at intersections with major roadways. Residential living units may only be allowed as upper floor uses.
- **Historical Resource Protection Area:** This area represents lands within and adjacent to the National Park at the Appomattox Courthouse site. These lands have a national significance for which the value is immeasurable and should be protected against all development encroachment. Any new development should be coordinated with the National Park Service.
- **State Forest Protection Area:** This area is designated as a protection area due to its natural and environmental importance to the community. These forestlands have been accumulated by the Commonwealth of Virginia and should be preserved from intense development. Sporadic housing,

agriculture, silviculture, and natural recreational amenities are typical in this area.

# Appomattox County Future Land Use Map

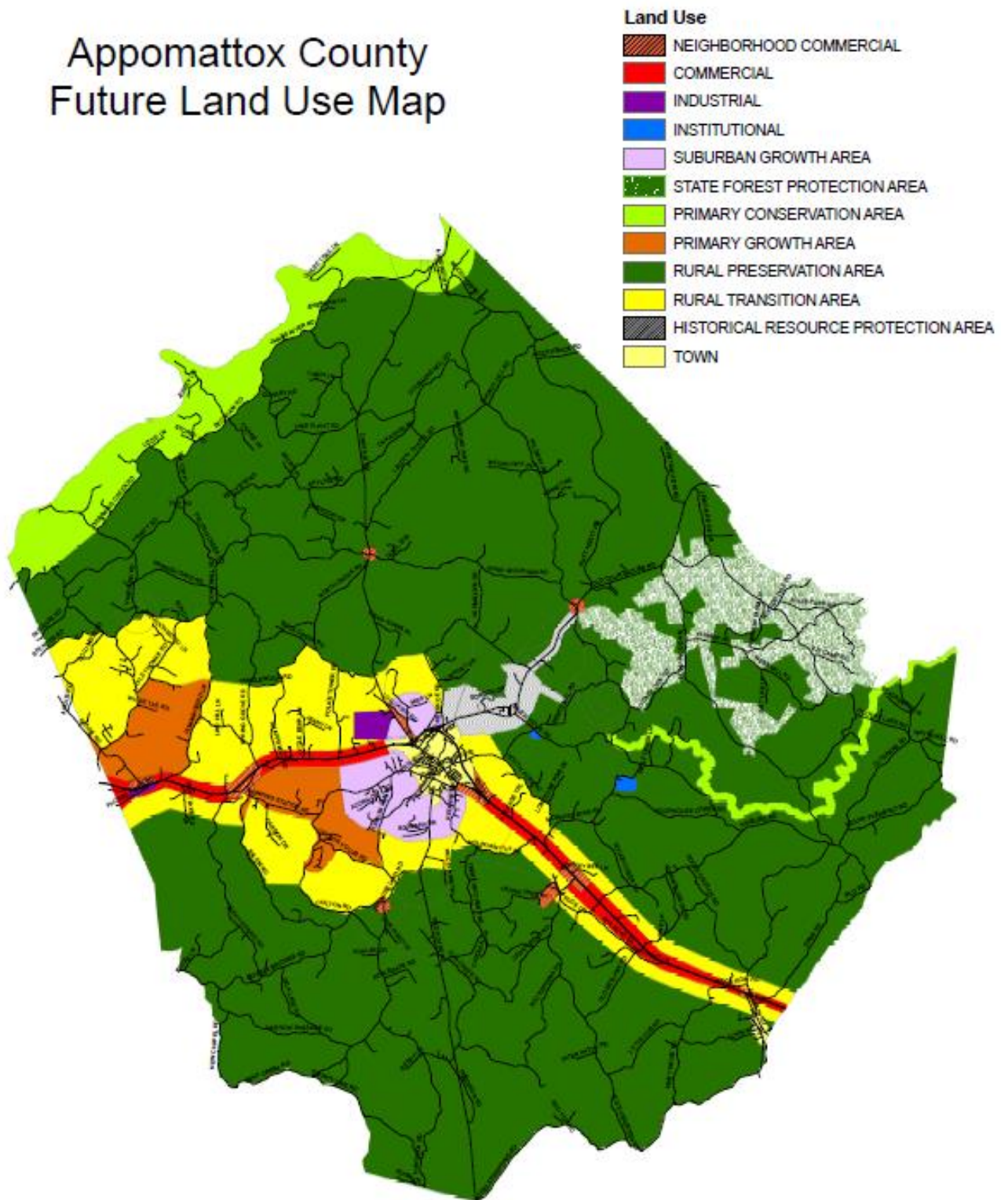


Figure 8. Appomattox County Future Land Use Map. Revised 2016

## Land Uses and Land Development

The function of this section is to delineate planning areas within the county based on degree of growth, to outline the characteristics of each planning area, and to establish general guidelines for land use decisions. In some cases these general guidelines may be used as a framework for developing more detailed development plans for the individual planning areas.

1. **Rural Preservation Areas (RPAs)**- RPAs are areas where agricultural and silvicultural activities are considered the highest and best use, with very light residential development as a secondary use. These are areas that exist several miles from existing public water and sewer, or even planned expansion of public water and sewer within the next 25 years.
  - a. Goals of RPAs:
    - (1) A-1 zoning should be the dominant zoning classification.
    - (2) Re-zoning petitions to smaller residential classifications should be denied absent amendment to the FLUM designation of these areas.
    - (3) Administrative re-zoning should be undertaken to return existing residential and business-zoned properties to A-1.
  - b. Allowable uses/densities. RPAs should only include A-1 properties that existed prior to enactment of zoning. A-1 re-zonings may be permitted for new subdivisions where housing density does not exceed 1 unit per 5 acres. This may be achieved through clustering and open space development.
2. **Rural Transition Areas (RTAs)**- RTAs are predominately rural areas where there is existing light to moderate residential uses and some businesses amidst farmland. Because of the existing uses and the proximity to public services, these areas could be candidates for new development depending on the project being offered.
  - a. Goals of RTAs:
    - (1) A-1 zoning should be the dominant zoning classifications with sporadic R-1 and R-2 zoning mixed in at or neighborhood commercial centers.
    - (2) Administrative re-zoning should be undertaken to re-zone R-1 and R-2 parcels not located in planned subdivisions to A-1. These parcels should also include platted frontage lots.
  - b. Allowable uses/densities. RTAs should consist primarily of A-1 parcels. R-1 and R-2 re-zoning should be permitted only in planned subdivisions containing parcels 1 acre or larger unless served by public water and sewer. B-1, M-1, and M-IP uses should be permitted only along primary thoroughfares—Richmond Hwy, Oakville Rd, Old Courthouse Rd, and Red House Rd.

## **Town Centers**

The Towns of Appomattox and Pamplin represent the highest concentrations of existing development in the county. With public utilities available to serve residential and commercial uses, both towns should continue to be viewed as areas of highest development concentration for all types of uses.

Strong consideration should be given to creating Development Plans for each town focusing on the following elements:

1. Historic Preservation
2. Sustainable Uses (residential, commercial, industrial)
3. Current Capacity and Expansion of Public Utilities and Services

Town Development Plans can also focus on the specific types of uses allowable in specific areas.

The Town of Appomattox serves as the community's Urban Development Area (UDA). UDAs are defined as an area designated by a locality that is (i) appropriate for higher density development due to its proximity to transportation facilities, the availability of a public or community water and sewer system, or a developed area and (ii) to the extent feasible, to be used for redevelopment or infill development. Code of Virginia Section 15.2-2223.1 discusses UDAs in the following manner:

Urban development areas are areas that may be appropriate for development at a density on the developable acreage of at least four single-family residences, six townhouses, or 12 apartments, condominium units, or cooperative units per acre, and an authorized floor area ratio of at least 0.4 per acre for commercial development, any proportional combination thereof, or any other combination or arrangement that is adopted by a locality in meeting the intent of this section.

The urban development areas designated by a locality may be sufficient to meet projected residential and commercial growth in the locality for an ensuing period of at least 10 but not more than 20 years, which may include phasing of development within the urban development areas. Where an urban development area in a county with the urban county executive form of government includes planned or existing rail transit, the planning horizon may be for an ensuing period of at least 10 but not more than 40 years. Future residential and commercial growth shall be based on official estimates of either the Weldon Cooper Center for Public Service of the University of Virginia, the Virginia Employment Commission, the United States Bureau of the Census, or other official government projections required for federal transportation planning purposes.

## **Neighborhood Commercial**

Neighborhood Commercial represents a second level of concentrated development or, in some cases, logical service areas for nearby scattered pockets of development. These areas are so designated because of their potential attraction to both residential and commercial

development.

Because Neighborhood Commercial areas are scattered in diverse areas throughout the county, each area bears its own unique characteristics and ability to support new development. The boundaries of the county's Neighborhood Commercial and their characteristics are as follows:

1. **Oakville Neighborhood Commercial Area**

- a. **Boundaries.** The Oakville “hub” is located at the intersection of Stonewall Rd, Piney Mountain Rd (Rt. 608), and Oakville Rd (Rt. 26). The boundaries are roughly circular, crossing Oakville Rd to the north of the hub at Liberty Chapel Rd (Rt. 615), Quail Run (Rt. 712) east of the hub, to the south at the North Creek Crossing on Oakville Rd, and crossing Stonewall Rd at Meadow Dr (Rt. 665) west of the hub. The area is approximately one-quarter mile (1/4) mile radius from the intersection.
- b. **Characteristics.**
  - (1) Current zoning districts: A-1 Agricultural, R-1 Low Density Residential, V-1 Village.
  - (2) This area is characterized by light residential use scattered among existing agricultural uses and some rural service businesses.
- c. **Conclusions.**
  - (1) Because of its location on a state highway at a busy intersection, there is the likelihood of rural service business development in this Neighborhood Commercial Area in the future.
  - (2) Residential development has been slow in this area but given its proximity to the Town of Appomattox and location along a main highway, this area could very well experience residential growth in the future.
  - (3) In spite of its distance from existing public utilities, additional light residential growth in this area should be encouraged. Subdivision approvals should be based on 1-3 acre lots, and Planned Unit Developments should be encouraged. Some rural service businesses along Oakville Rd. should also be encouraged to serve this community.
  - (4) Administrative re-zoning should be undertaken in this area to replace V-1 zoned properties with either A-1, B-1, or R-1 designations.
  - (5) A detailed area plan should also be developed for this area.

2. **Promise Land Neighborhood Commercial Area**

- a. **Boundaries.** The Promise Land “hub” is located at the intersection of Promise Land Rd (Rt. 604) and Double Bridges Rd (Rt. 679). The boundaries are roughly circular, crossing Double Bridges Rd to the west of the hub near the intersection with Hundley Springs Rd (Rt 645) and Chilton Rd (Rt 645), south of the hub on Promise Land Rd near Hundley Springs Rd, and north of the hub near Link Rd (Rt. 1080). The area is approximately one-quarter mile (1/4) mile radius from the intersection.
- b. **Characteristics.**
  - (1) Current zoning districts: A-1 Agricultural, V-1 Village, R-1 Low Density Residential.
  - (2) This area is characterized by light to moderate residential use scattered among existing agricultural uses and a rural service business (convenience store).
- c. **Conclusions.**
  - (1) Residential development has been slow to moderate in this area but given its proximity to the Town of Appomattox, this area could very well experience residential growth in the future.
  - (2) In spite of its distance from existing public utilities, additional light to moderate residential growth in this area should be encouraged. Subdivision approvals should be based on 1-3 acre lots, and Planned Unit Developments should be encouraged. Some rural service businesses should also be encouraged to serve this community.
  - (3) Administrative re-zoning should be undertaken in this area to replace V-1 zoned properties with A-1, B-1, or R-1 designations.
  - (4) A detailed area plan should also be developed for this area.

3. **Evergreen Neighborhood Commercial Area**

- a. **Boundaries.** The Evergreen “hub” is located at the intersection of Old Evergreen Rd (Rt. 630) and Cedar Tree Rd (Rt. 681). The boundaries are roughly circular, crossing Cedar Tree Rd to the west of the hub at Cypress Ct (Rt. 742), to the south on Old Evergreen Rd at Cedar Bend Rd (Rt. 675), and to the east at the intersection of Old Evergreen Rd and Richmond Hwy.
- b. **Characteristics.**
  - (1) Current zoning districts: A-1 Agricultural, V-1 Village, R-1 Low Density Residential.

- (2) This area is characterized by light to moderate residential use scattered among existing agricultural uses and rural service businesses.

c. Conclusions.

- (1) Residential development has been slow to moderate in this area but given its proximity to U.S. 460, this area could very well experience residential growth in the future.
- (2) In spite of its distance from existing public utilities, additional light to moderate residential growth in this area should be encouraged. Subdivision approvals should be based on 1-3 acre lots, and Planned Unit Developments should be encouraged. Some rural service businesses should also be encouraged to serve this community.
- (3) Administrative re-zoning should be undertaken to replace V-1 zoned properties with A-1, B-1 or R-1 and R-2 designations.
- (4) A detailed area plan should also be developed for this area.

4. **Vera Neighborhood Commercial Area**

- a. Boundaries. The Vera “hub” is located at the intersection of Old Courthouse Rd (Rt 24), Wildway Rd (Rt 616), and Old Grist Mill Rd (Rt 616). The boundaries are roughly circular, crossing Watt Abbitt Rd (Rt 654) north of the hub a quarter mile from Old Courthouse Rd, Wildway Rd northwest of the hub at Piney Mountain Rd, Old Courthouse Rd southwest of the hub at the Rocky Run bridge, Old Grist Mill Rd southeast of the hub a quarter mile from Old Courthouse Rd, and Old Courthouse Rd northeast of the hub at the easternmost intersection with Mini Ball Ln (Rt 699). The area is approximately one-quarter mile (1/4) mile radius from the intersection.

b. Characteristics.

- (1) Current zoning districts: A-1 Agricultural, R-1 Low Density Residential, V-1 Village.
- (2) This area is characterized by light residential use scattered among existing agricultural uses and some rural service businesses.

c. Conclusions.

- (1) Because of its location on a state highway at a busy intersection, there is the likelihood of rural service business development in this Neighborhood Commercial Area in the future.
- (2) Given that Vera is located in close proximity to the Appomattox Court House National Historical Park, additional consideration



should be given to new proposed uses and how they will impact the appearance of this thoroughfare.

- (3) Residential development has been slow in this area but given its proximity to the Town of Appomattox and location along a main highway, this area could very well experience residential growth in the future.
- (4) In spite of its distance from existing public utilities, additional light residential growth in this area should be encouraged. Subdivision approvals should be based on 1-3 acre lots, and Planned Unit Developments should be encouraged.
- (5) Administrative re-zoning should be undertaken in this area to replace V-1 zoned properties with either A-1, B-1, or R-1 and R-2 designations.
- (6) A detailed area plan should also be developed for this area.

5). ***Oakville Road/Log Cabin Road Neighborhood Commercial Area***

- a. Boundaries. The Oakville Road/Log Cabin Road “hub” is located at the intersection of Oakville Road (Rt 26), Log Cabin Road (Rt. 677) and Richmond Highway (Rt. 460). The boundaries are roughly rectangular along Oakville Road in the service area near the commercial area near the Walmart shopping are. The area is approximately one-eighth mile (1/8) mile radius from the intersection of the private road at Walmart.
- b. Characteristics.
  - (1) Current zoning districts: B-1, General Commercial, R-1 Low Density Residential, R-2 Medium Density Residential.
  - (2) This area is characterized by light residential use scattered among emerging commercial development.
- c. Conclusions.
  - (1) Because of its location on a state highway at a busy intersection, there is the likelihood of rural service business development in this Neighborhood Commercial Area in the future.
  - (2) Given that this area is located in close proximity to the Town of Appomattox and the Appomattox Court House National Historical Park, additional consideration should be given to new proposed uses and how they will impact the appearance of this thoroughfare.
  - (3) Residential development has quickly filled in this area in the previous decade but given its proximity to the Town of Appomattox and

location along a main highway, this area will experience commercial growth in the future as it converts from a residential suburb to a commercial shopping destination.

- (4) Due to its proximity to public utilities, commercial growth and residential growth is encouraged. It is likely that the Town of Appomattox will seek a Boundary Adjustment for this area some time in the future.
- (5) Administrative re-zoning should be undertaken in this area to replace residential zoned properties with either B-1 or B-2 designations.
- (6) A detailed area plan should also be developed for this area.

(6) ***Concord/Stage Road Neighborhood Commercial Area***

- a. Boundaries. The Concord/Stage Road “hub” is located at the intersection of Stage Road (Rt 609), Phoebe Pond Road (Rt. 609) and Richmond Highway (Rt. 460). The boundaries are roughly rectangular along Richmond Highway, stretching back approximately 1000 feet to include areas along both Stage Road and Phoebe Pond . The area is approximately one-quarter mile (1/4) mile radius from the intersection of the Stage Road/Phoebe Pond Road/Richmond Highway.
- b. Characteristics.
  - (1) Current zoning districts: B-1, General Commercial, M-1, Industrial, and A-1, Agricultural.
  - (2) This area is characterized by light commercial/industrial uses and is an emerging commercial development hub for the western portion of the county.
- c. Conclusions.
  - (1) Because of its location on a major Corridor of Statewide Significance and at a busy intersection, there is the likelihood of rural service business development in this Neighborhood Commercial Area in the future.
  - (2) Given that this area is located in close proximity to the county line and the community of Concord, additional consideration should be given to new proposed uses and how they will impact the appearance of this thoroughfare. This area is also part of the Richmond Highway Western Commerce Corridor.
  - (3) Commercial development has quickly filled in this area in the previous decade but given its proximity to Concord and the

Lynchburg area, and its location along a main highway, this area will continue to experience commercial growth in the future. Residential development nearby should consider the ramifications of locating so close to a commercial/industrial intersection.

- (4) Due to its proximity to public utilities and a major transportation corridor, commercial growth is encouraged. It is likely that the village of Concord will gradually extend into this area increasing the density through this corridor.
- (5) A detailed area plan should also be developed for this area.

### **Primary Growth Corridors**

Primary Growth Corridors are similar to Neighborhood Commercial in that both designate areas where there is existing concentrated development. But unlike Neighborhood Commercial, concentrated uses in these areas sprawl along a road or series of roads within a definable area.

Growth corridors are so designated to maximize development in areas that can sustain such concentrations, or to minimize expansion beyond their boundaries in areas unsuitable for future growth. A secondary goal is to encourage comparable development patterns along the corridors to decrease the chance of incompatible uses.

1. **Concord Growth Corridor**- While some may view the Concord area as more of a Neighborhood Commercial Area, its sprawling development patterns are better illustrated as a growth corridor within Appomattox County as opposed to the concentrated village area in Campbell County.
  - a. **Boundaries.** Includes Richmond Hwy (US 460) from Hummingbird Ln (Rt 667) to Campbell County line, Hummingbird Ln north a half a mile from Richmond Hwy, Phoebe Pond Rd (Rt 609) from Richmond Hwy to Campbell County line, Stage Rd (Rt 609) from Richmond Hwy to Stonewall Rd (Rt 608), and Stonewall Rd from Campbell County line to Stage Rd intersection.
  - b. **Characteristics.**
    - (1) Current zoning districts are as follows: R-1 Residential, R-2 General Residential, A-1 Agricultural, M-1 Industrial, and B-1 Business.
    - (2) Residential development concentration has increased over the past 10 years along Stonewall Rd and Stage Rd in the form of single-family dwellings and double-wide manufactured homes. Because of its close proximity to Richmond Hwy and short travel time to Lynchburg, this area will likely to be targeted for further development in the future.

- (3) Commercially-zoned properties have dramatically increased with the Concord Business Park near the intersection of Richmond Hwy and Stage Rd. It is important to ensure a clear separation between these uses and the residential uses developing further north along Stage Rd.
- (4) Development south of Richmond Hwy is limited by the presence of both the county line and the Norfolk Southern Railroad.
- (5) This Growth Corridor is a county gateway for traffic entering the county via Richmond Hwy and Stonewall Rd from the west.
- (6) Portions of this Growth Corridor also fall within the Richmond Highway Western Commerce Corridor. Considerations for both development areas should be consulted when making land use decisions in the affected areas.
- (7) This Growth Corridor also lies at the county's western gateway.

c. Conclusions.

- (1) A detailed area plan should be developed for this Growth Corridor.
- (2) Great consideration should be given to aesthetic impact of new business and industry on the county's western gateway.

2. **Pumping Station Road Growth Corridor-** This Corridor is the location of several of the county's largest subdivisions including Cannon Oaks, Walton Place, Spring Brook Subdivision, Country Club Estates, and Wildwood Subdivision.

- a. Boundaries. Includes all of Pumping Station Rd to Town limits, Country Club Rd (Rt 643) from Pumping Station Rd to Falling River Bridge, Country Club Estates, Wildwood Subdivision, Chilton Rd (Rt 645) from Country Club Rd to Falling River Bridge, Purdum Mill Rd (Rt 719) from Pumping Station Rd to Rt 641 intersection, and all of Dunn Roamin Rd (Rt 641).
- b. Characteristics.
  - (1) Current zoning districts are as follows: A-1 Agricultural, R-1 Low Density Residential, R-2 Medium Density Residential, M-1 Industrial (Transco pumping station).
  - (2) Because of the existing residential uses as well as its convenient location, developers will likely continue to target these areas for more residential development.
- c. Conclusions.
  - (1) Administrative re-zoning should be undertaken to ensure that all residential parcels in planned subdivisions currently zoned A-1 Agricultural are re-zoned to R-1 Residential.

- (2) R-2 re-zoning should be allowed only for subdivisions that will be served by public water and sewer.
  - (3) A detailed area plan should be developed for this Growth Corridor.
- 3. **Town of Appomattox Suburban Growth Corridors**- There are four areas of concentrated residential development outside the limits of the Town of Appomattox:
  - 1) Horseshoe Rd corridor north of Town and the Historical Park;
  - 2) Log Cabin Rd corridor north of Town; 3) Church St/Purdum Mill Rd. corridor southwest of Town; and 4) Redfields Rd corridor southeast of Town.
  - a. **Boundaries.** Includes Church St (Rt. 641) from Town limits to Purdum Mill Rd, all of Log Cabin Rd (Rt 677), all of Eldon Rd (Rt. 658), all of Country View Ln (Rt 1032), all of Tower Hill Rd (Rt 1064), Old Courthouse Rd from Town limits to Horseshoe Rd (Rt. 656), Horseshoe Rd from Old Courthouse Rd to Woodchuck Dr (Rt 1090), all of Hunting Ridge Subdivision, all of Babcock Farm Rd (Rt 706), Redfields Rd (Rt 635) from Confederate Blvd (US 460 Business) to Evergreen Av (Rt. 1002).
  - b. **Characteristics.**
    - (1) Current zoning districts are as follows: A-1 Agricultural, R-1 Low Density Residential, R-2 Medium Density Residential, some scattered B-1 Commercial parcels.
    - (2) These corridors contain some of the community's highest residential concentrations. Given their proximity to the Town, main highways, and public utilities, their growth should be encouraged to continue.
  - c. **Conclusions.**
    - (1) Strong consideration should be given to administrative rezoning of A-1 Agricultural properties to either R-1 or R-2 designations to ensure that residential and agricultural uses do not collide.
    - (2) Infilling of existing vacant properties with residential uses should be encouraged, particularly where public water and sewer is available or can be readily provided.
    - (3) R-2 rezoning requests, especially involving multifamily dwellings, should be honored only in areas currently served or to be served by public water and sewer.
    - (4) Administrative Rezoning to R-3, High Density Residential should be encouraged only where public water and sewer is available.

- (5) A detailed area plan should be developed for these corridors.
4. **Red House Road Growth Corridor** – This area is an emerging residential sector for the county. Previous single-family subdivisions have been developed on the northern end of the corridor closet to the town limits. The Northern portion is projected to develop faster than the southern portion.
- a. **Boundaries.** Includes Red House Rd (Rt 727) from Town limits to Promise Land Road (Rt 604). Also includes Country Estates Rd (Rt 642), Woodlawn Tr (Rt 1065) and the area south east of the town encompassing Redfields Road (Rt 635).
  - b. **Characteristics.**
    - (1) Current zoning districts are as follows: A-1 Agricultural, R-1 Residential, and R-2 Residential.
    - (2) With the exception of a few cul-de-sac subdivisions that branch off of Red House Rd, most residential development in this corridor consists of road frontage lots.
  - c. **Conclusions.**
    - (1) Administrative re-zoning should be undertaken to replace all R-1, R-2, and V-1 zoned properties with A-1 zoning designations south of Woodlawn Tr (Rt. 1065). The exceptions are Country Estates on Rt. 642 and Cedar Knolls on Rt. 1065.
    - (2) V-1 zoning should not be used in this corridor south of the intersection with Promise Land Rd (Rt 604).
    - (3) A detailed area plan should be developed for this corridor.

## **Commerce Corridors**

One of the key planning goals for the community is to encourage the development of uses in areas that can best sustain them. Based on its prime location and proximity to other thoroughfares and Town Centers, Richmond Highway (U.S. 460) is the preferable area for the development of business and industry. Allowing for random development of business and industrial uses along secondary and/or rural roads only increases the likelihood of colliding incompatible uses.

### **1. *Richmond Highway Western Commerce Corridor***

- a. **Boundaries.** Includes that portion of Richmond Hwy from the town limits west to Police Tower Road for a distance of 1000 feet on either side of the highway, then extending west from Police Tower Road to Hummingbird Lane for a distance of 500 feet on either side of the highway, finally, from

Hummingbird Lane to the Campbell County line for a distance of 1000 feet on either side of the road.

b. Characteristics.

- (1) Current zoning districts are as follows: A-1 Agricultural, B-1 Business, M-1 Industrial, R-1 Residential, and R-2 Residential.
- (2) Concentrations of existing businesses and business-zoned properties are located between Town limits and Police Tower Rd (Rt. 613), between Snapps Mill Rd (Rt. 703) and Little Dogwood Rd (Rt. 647), and between the Campbell County line and Hummingbird Ln (Rt. 667).
- (3) Portions of this Growth Corridor also fall within the Concord and Spout Spring Growth Corridors. Considerations for these development areas should be consulted when making land use decisions in the affected areas.

c. Conclusions.

- (1) A detailed area plan should be developed for this Growth Corridor.
- (2) One of the focuses of the detailed area plan should be the impact on traffic that new business and industrial uses may have. Until this area plan is developed, no new Richmond Hwy crossovers should be approved.
- (3) Properties not currently zoned B-1 or M-1 that front on Richmond Hwy in the areas of concentration discussed in (b)(2) above should be administratively rezoned to B-1.
- (4) Some site elements that should give weight to a business or industrial zoning petition include:
  - (A) Provision for a minimum 50' service road to access adjacent business and industrial properties, especially connecting to existing service roads or reserved rights-of-way.
  - (B) Landscaping and/or preservation of greenspace in the form of screening buffers or greenways.
  - (C) Use of public water and sewer.
- (5) Great consideration should be given to aesthetic impact of new business and industry on the county's western gateway.

**2. *Richmond Highway Eastern Commerce Corridor***

- a. Boundaries. Includes Richmond Hwy from Town limits extending east to Old Evergreen Road for a distance of 1000 feet in either direction, then from Piney Ridge Road eastward to Pamplin Road for a distance of 500 feet in

either direction. This area encompasses portions of Flower Lane and Park Street.

b. Characteristics.

- (1) Current zoning districts are as follows: A-1 Agricultural, B-1 Business, M-1 Industrial, R-1 Residential, R-2 Residential.
- (2) Existing businesses are scattered throughout the Corridor and are not focused in one or more specific locations.

c. Conclusions.

- (1) A detailed area plan should be developed for this Corridor.
- (2) One of the focuses of the detailed area plan should be the impact on traffic that new business and industrial uses may have. Until this area plan is developed, no new Richmond Hwy crossovers should be approved.
- (3) Some site elements that should give weight to a business or industrial zoning petition include:
  - (A) Provision for a minimum 50' service road to access adjacent business and industrial properties, especially connecting to existing service roads or reserved rights-of-way.
  - (B) Landscaping and/or preservation of greenspace in the form of screening buffers or greenways.
  - (C) Use of public water and sewer.
- (4) Great consideration should be given to aesthetic impact of new business and industry on the county's eastern gateway.



## **Approach to Renewable Energy**

*(adopted February 18, 2020, amended October 17, 2022)*

Appomattox County endeavors to promote the development of renewable energy resources, such as properly sited utility-scale solar energy farms and wind energy facilities. The purpose of such facilities is for the generation of electricity in a clean, efficient, and renewable manner. Each facility should promote the public health, safety and general welfare of the citizens of the Appomattox County and the Commonwealth of Virginia in an environmentally friendly approach through its design, construction, and eventual decommissioning. These facilities are best sited in areas of the county zoned either M-1, Industrial or IP, Planned Industrial and should be reviewed as a conditional use within said district. In conjunction with the underlying zoning district classification, siting conformity should overlap areas designated by the Future Land Use Map as planned for commercial or industrial development areas. Areas designated by the Future Land Use Map as primary growth, rural transition, rural preservation and/or primary conservation are considered to be undesirable for such land use regardless of the underlying zoning district classification.

Several planning factors to deliberate when considering siting such a facility are 1). The scope and scale of the project relative to the character of the surrounding community. Projects should be limited to 500 acres or less in size; 2). The proximity to other electrical power generation facilities; 3). The proximity to population centers. Projects should be sited more than 1.5 miles from incorporated town limits; 4). The proximity to the industry/business to be served by the facility; 5). The proximity to other public infrastructure directly impacted in Appomattox County; 6) The impacts to Cultural and Historical Resources, specifically taking precaution to be outside of existing viewsheds; and (7) Avoid or minimize use of prime farmland or farmlands of statewide importance as defined by the USDA and/or Code of Virginia. These factors are not exclusive or limiting, but should be included in the overall deliberation, as part of generally accepted good zoning practices. Any siting of either a utility-scale solar energy farm or a wind energy facility should have a direct, positive impact on the citizens of Appomattox County and should be consistent with the current Commonwealth of Virginia Energy Plan, as well as, the Appomattox County Comprehensive Plan.

## **Chapter 4-Transportation**

**ENHANCE THE QUALITY, SAFETY, AND APPEARANCE OF THE COUNTY'S PRIMARY AND SECONDARY ROADS.**

**DEVELOP ALTERNATIVE TRANSPORTATION METHODS TO BETTER SERVE COUNTY RESIDENTS AND VISITORS TO THE COUNTY'S ATTRACTIONS.**

**DEVELOP AND IMPROVE PASSENGER TRANSPORTATION SERVICES IN THE COUNTY.**

Appomattox County's transportation system is comprised of more than just roadways. Rail, air, bicycle and pedestrian opportunities are all elements of a successful county transportation network. Together, these elements provide for an efficient movement of people and goods. It is essential that the county continually plan for the construction and enhancement of these transportation elements. Doing so allows the economic vitality of the county to be retained and enhanced.

It is important to note the linkage between land use planning and transportation planning. A community's land use decisions will directly impact the adequacy of its transportation network. Conversely, transportation planning decisions have quite possibly the greatest impact on a community's growth patterns and the availability of other public facilities. The county's primary transportation asset is and will continue to be US Route 460 (Richmond Highway).

### **Basic Assumptions**

- Transportation and land use decisions are closely linked and interdependent.
- The implementation of the new Virginia Department of Transportation (VDOT) Access Management program will improve safety and capacity of the county's arterial roadways.
- Funding limitations will limit the county's ability to control the rights-of-way in advance of growth. Zoning and Subdivision regulations are the best means for accomplishing this for better integration of transportation and new land uses.
- VDOT's Subdivision Street regulations will have a profound impact on future residential development in the county.

### **The Transportation Planning Process**

Transportation planning in Virginia is undertaken through a partnership of state, local, and federal participants. This planning process relies on VDOT to identify needs and recommend improvements and for the locality to set priorities for these improvements. The state and/or federal government provide the majority of funding for slated improvements. Local governments also have the responsibility of making wise land use decisions that respect the integrity of the existing transportation system and/or anticipate planned and funded improvements.

## Transportation Network Inventory/Existing Conditions

The County of Appomattox is served by U.S. Route 460 (Richmond Highway), a four-lane principal arterial highway that links Pamplin, Evergreen, Appomattox Town, and Spout Spring within the county. U.S. Route 460 currently spans 655 miles from Norfolk, Virginia to Frankfort, Kentucky. It passes through the Virginia cities of Portsmouth, Suffolk, Petersburg, and Lynchburg.

U.S. Route 60 (Anderson Highway) is an east-west highway stretching from the Atlantic Ocean at Virginia Beach to the Pacific Ocean at Los Angeles. Route 60 only runs through approximately four miles of Appomattox County, passing through the community of Bent Creek as it travels from Buckingham County across the James River to Nelson and Amherst Counties.

Virginia State Route 24 (Old Courthouse Road) runs on a generally east-west path between the City of Roanoke and Mt. Rush at U.S. 60 in Buckingham County. In Appomattox County, Route 24 is merged with U.S. 460 from Concord to the Town of Appomattox. As a two lane road, it then runs through Appomattox Court House National Historical Park and Vera before entering Buckingham County.

Virginia State Route 26 (Oakville Road) is a two lane road that connects the Town of Appomattox and Oakville with Bent Creek at U.S. 60.

Virginia State Route 47 (Thomas Jefferson Highway) is a two lane road that connects Charlotte Court House with Pamplin. The route follows the border between Prince Edward and Appomattox Counties for approximately four miles, and is within Appomattox County for just over one mile before it terminates at U.S. 460 Business in Pamplin.

Virginia State Route 131 (Court Street/Church Street) is located wholly within the Town of Appomattox, and serves as a de facto “main street”.

U. S. Route 460 is classified as a “Major Strategic Highway Network (STRAHNET) Connector,” and is a part of the National Highway System (NHS) as designated by the Congress of the United States. This designation stresses the importance of this highway to the economic and defensive well-being of the nation. U.S. Route 460 is also a part of the “Corridors of Statewide Significance”, which were originally introduced as part of the VTrans2025 effort as Multimodal Investment Networks (MINs). These MINs were to be a focus of statewide investment. Eleven MINs were identified throughout the Commonwealth of Virginia and were defined as multimodal networks. It was envisioned that high priority multimodal projects within these corridors would be given increased consideration over single-mode solutions in modal plans. The Corridors of Statewide Significance (CoSS) are broadly drawn and include other modal facilities, such as highways (e.g., I-81, I-95, U.S. 460, etc.), rail lines, transit services, port facilities, and airports.

All of the other roadways within the County of Appomattox are state secondary roads, frontage roads, or privately maintained streets.

Appomattox County has 53.27 miles of primary roadway and 435.76 miles of secondary roadway. Almost 50 miles of untreated secondary roads (gravel/dirt) exist in the county. One of the major issues facing the county when it comes to transportation is the road width. Half of the secondary

roads in Appomattox County are 16 feet wide or less, which creates a safety hazard as we travel faster and are often distracted. An interactive map showing the functional classifications of all of Appomattox County's roads is available through VDOT at the following website: [http://www.virginiadot.org/projects/fxn\\_class/maps.as](http://www.virginiadot.org/projects/fxn_class/maps.as)



Figure 9. Approved Functional Classification Map (VDOT 2014)

## Air Service

There are no licensed public airports in Appomattox County. However, air service can be found in nearby Lynchburg. Two airports, one a regional commercial airport and the other a general aviation airport, can be found in the Lynchburg metropolitan area.

Lynchburg Regional Airport is the air service provider for the greater Lynchburg area. The airport is located along U. S. 29 within Campbell County, just outside the City of Lynchburg limits. As of December 2015, the facility has 12 daily flights—6 arriving and 6 departing. Regional service is provided by Delta Connection and US Airways Express. The airport has two runways; one measuring 7,100 feet in length; and the other measuring 3,387 feet. Expanding the capabilities of the airport is currently being considered within long term facility planning.

Falwell Aviation, Inc. is the general aviation airport located on U.S. Route 460 in the City of Lynchburg. The hard surface runway is 2,900 feet in length and has lights for night landings. The airport is attended from 8:00 A.M. to dusk daily. Repairs, fuel, lodging, and surface transportation are available.

Both airports are used by small aircraft for business and pleasure flying. Commercial passenger service is available at Lynchburg Regional. Falwell Aviation also has facilities for the landing of small private jet aircraft. Air freight service is available from Lynchburg Regional.

Other air services are available in localities such as Charlottesville, Roanoke, Richmond and Washington, D.C., and Greensboro, North Carolina.

## Rail Service

The Norfolk Southern Railway, one of the giants in the rail transportation business, has a mainline running through Appomattox County. The line parallels U.S. Route 460, passing through the Towns of Pamplin and Appomattox before entering Concord in Campbell County to the west. The 20.88 miles of single track which passes through Appomattox connects with other rail lines of both Norfolk Southern and CSX Transportation. These lines, in turn, connect with the lines of yet other companies, linking the deepwater port of Hampton Roads with America's heartland and the West Coast. At this time, there is no regular rail freight service in Appomattox County.

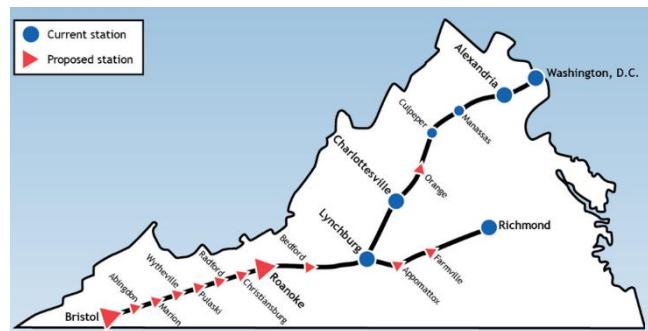


Figure 10. The Transdominion Express has examined a route outlined in the 2013 Virginia Statewide Rail Plan. The long term recommendations include a rail stop in Appomattox. Source: 2013 VA Statewide Rail Plan

The 2013 Virginia Statewide Rail Plan shows long term recommendations of connecting Richmond, Southwestern Virginia, and Washington, D.C., with passenger rail service. The study states that by providing an efficient and needed alternative to automobile travel, the new rail service would decrease traffic congestion on highways, reduce air pollution, increase safety, and stimulate tourism and commerce. A stop in Appomattox is suggested as a long term option.

The Amtrak Crescent, which makes a daily trip between New York, and New Orleans, may be boarded at Lynchburg. In October of 2009, additional daily Amtrak service was established in Lynchburg, extending a Northeast Regional line that can take travelers to Washington, D.C., New York, and Boston.

## Bus Service

Appomattox residents can access service offered by the Greyhound Bus Company at the Kemper Street Station in Lynchburg or at the Third Avenue Market in Farmville. There have been ongoing discussions about adding a regional bus service to aid the mobility of the low to moderate income



population as well as the elderly. Examples of this type of regional bus service model currently exist in Altavista and Farmville.

## **Multi-Modal Transportation System Analysis**

The County of Appomattox's multi-modal transportation system is functional, and typically performs at a level above that of other localities within the region. Generally speaking, the county's moderate to low traffic counts, subtle terrain changes, and road layout present few problems for vehicular travel.

The "Route 460 Corridor Management Study" forecasted future (2030) conditions along that corridor by evaluating certain trends. Considering the combined patterns of population, employment and traffic volume growth, the study forecasts an 8% increase over current traffic volumes on U.S. Route 460 through the year 2030. The analysis of forecast year 2030 conditions indicates that the four-lane facility will continue to provide adequate service within the study area limits. Neither capacity nor crash rates are expected to begin to exhibit deficient conditions. However, the pattern of land use development may cause a diminution of capacity and safety by increasing the frequency of vehicle conflict points.

## **Traffic Counts**

The best way of analyzing the number and type of vehicles using a given roadway is through the use of traffic counts. However, traffic counts do not give any indication of the number of people and volume of goods or whether the vehicles are empty or full. Also, bicycles are now included in traffic count data; however, the traffic counters are usually placed in areas not normally associated with bicycle riding. Pedestrian counts are not taken except at special locations where a problem between pedestrian movement and motorized vehicle movement may exist.

The traffic count information presented in the table below indicates that more vehicles travel through Appomattox than ever before. However, due to the construction of the U.S. Route 460 bypass around the Town of Appomattox, much of the traffic that previously used the Town streets is now using the bypass. Further analysis of the numbers reveals that traffic on U.S. Route 460 west of the Town of Appomattox has increased considerably over the last decade as the Concord and Stonewall areas of the county have grown. Factoring into this increase in traffic is the increase in truck traffic, especially on U.S. Route 460, a route used by many trucking firms to reach Lynchburg and other areas from the eastern part of the state. Secondary roadway counts are available from VDOT for the entirety of the county. For a complete copy of the most recent traffic counts, visit the VDOT web site at [www.virginiadot.org](http://www.virginiadot.org).

Though the number of vehicles using Appomattox's roadways has increased over the past twenty years, the current volume is still below capacity. According to VDOT, most roadways in the county have sufficient capacity available to accommodate reasonable increases in volume for several more years.

## 2019 Annual Average Daily Traffic Counts Appomattox County Primary Roads

Route Label	Route Alias	Start Label	End Label	AADT
US 460, VA 24	Richmond Hwy	Campbell County Line	06-689	18000
US 460, VA 24	Richmond Hwy	Campbell County Line	06-689 Spout Spring Rd	18000
US 460, VA 24	Richmond Hwy	06-689	CL Appomattox	17000
US 460, VA 24	Richmond Hwy	CL Appomattox	BUS US 460	17000
US 460, VA 24	Richmond Hwy	06-689 Spout Spring Rd	WCL Appomattox	17000
US 460, VA 24	Richmond Hwy	WCL Appomattox	Bus US 460	17000
US 460	Richmond Hwy	Bus US 460	ECL Appomattox	14000
Bus US 460, VA 131	Pamplin Rd	BUS US 460	CFUS 460/JB-165/STREET/NCL APPOMATTOX	13000
Bus US 460	Confederate Blvd	SR 26, US 460 Richmond Hwy	WCL Appomattox	13000
Bus US 460	Pamplin Rd	WCL Appomattox	NCL Appomattox, SR 131	13000
Bus US 460, VA 131	Pamplin Rd	NCL Appomattox, SR 131	SR 131; 06-1012,	13000
US 460	Richmond Hwy	06-707 Peach St	06-630 Old Evergreen Rd	11000
US 460, VA 24	Richmond Hwy	BUS US 460	E RT 460	9800
US 460, VA 24	Richmond Hwy	Bus US 460	SR 24, SR 131 Old Courthouse Rd	9800
US 460	Richmond Hwy	SR 24, SR 131	Bus US 460	9500
US 460	Richmond Hwy	ECL Appomattox	06-707 Peach St	9500
US 460	Richmond Hwy	06-630 Old Evergreen Rd	Bus US 460 Pamplin Rd	8800
Bus US 460	Confederate Blvd	SR 131; 06-1012,	SR 131 Old Courthouse Rd	8200
VA 131	Court Street	Main St	Bus US 460 Confederate Blvd	6800
US 460	Richmond Hwy	Bus US 460 Pamplijn Rd	Prince Edward County Line	6800
VA 131	Church Street	Oakleigh Ave	Main St	5100
Bus US 460	Confederate Blvd	SR 131 Old Courthouse Rd	ECL Appomattox	3800
Bus US 460	Pamplin Rd	ECL Appomattox	US 460 Richmond Hwy	3800
VA 131	Old Courthouse Rd	Bus US 460, NCL Appomattox	SR 24 Northeast of Appomattox	3600
VA 24	Old Courthouse Rd	US 460 Richmond Hwy	06-616 Wildway Rd; Old Grist Mill Rd	3500
VA 26	Oakville Rd	US 460 Richmond Hwy	06-608 Piney Mountain Rd; Stonewall Rd	2600
VA 47	Thomas Jefferson Hwy	Prince Edward County Line	SCL Pamplin City	2200
VA 47	Thomas Jefferson Hwy	SCL Pamplin City	Bus US 460	2200

Route Label	Route Alias	Start Label	End Label	AADT
Bus US 460	Pamplin Rd	US 460 West of Pamplin	WCL Pamplin City	2200
Bus US 460	Pamplin Rd	WCL Pamplin City	SR 47 Thomas Jefferson Hwy	2200
VA 24	Old Courthouse Rd	06-616 Wildway Rd; Old Grist Mill Rd	Buckingham County Line	2000
Bus US 460	Pamplin Rd	SR 47 Thomas Jefferson Hwy	Prince Edward County Line	1600
VA 26	Oakville Rd	06-608 Piney Mountain Rd; Stonewall Rd	US 60 Bent Creek	1500
Bus US 460	Pamplin Rd	Appomattox County Line	ECL Pamplin City	1400
VA 131	Main St	Church St	Court St	1300
US 60	Anderson Hwy	Nelson County Line	Buckingham County Line	780
VA 131	Oakleigh Ave	Bus US 460 Confederate Blvd	Church St	590

Table 5. 2019 Annual Average Daily Traffic Counts for Appomattox County Primary Roads. Source: Virginia Department of Transportation

Figure 11. 2015 Average Daily Traffic Counts for Appomattox County. Source: Virginia Department of Transportation

## 2035 Projected Annual Average Daily Traffic Counts for US460 through Appomattox County

	Segment From	Segment To	Length (Mi.)	2013 (Most Recent ADT Count)	2035 Official ADT Forecast
US460	CAMPBELL CL	RTE 647 WEST	4.0	17972	22300
US460	RTE 647 WEST	RTE 613	2.2	16660	20000
US460	RTE 613	RTE 460 BUS WEST	1.7	16660	20000
US460	RTE 460 BUS WEST	RTE 131	0.6	11356	15000
US460	RTE 131	RTE 460 BUS EAST	2.4	9227	11500
US460	RTE 460 BUS EAST	RTE 630	2.9	9965	13200
US460	RTE 630	RTE 633	0.9	8305	10500
US460	RTE 633	RTE 628	3.8	8305	10500
US460	RTE 628	RTE 460 BUS WEST	0.6	8305	10500
US460	RTE 460 BUS WEST	PRINCE EDWARD CL	1.0	6371	8400

Table 6. 2035 Projected Annual Average Daily Traffic counts for US460 through Appomattox County. Source: Virginia Department of Transportation



## Bicycle accommodation recommendations from the 2010 Region 2000 Bicycle Plan

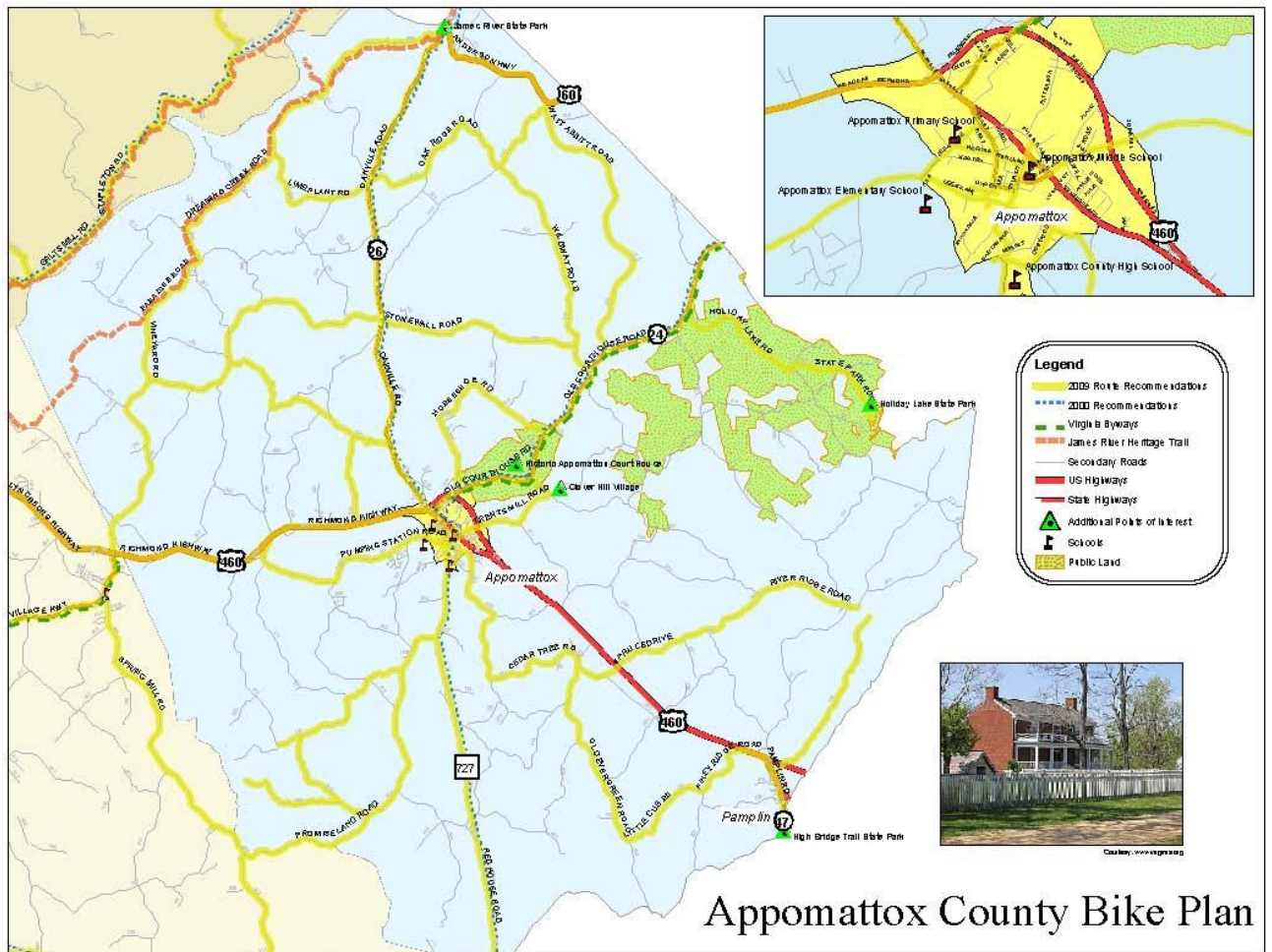


Figure 12. Bike accommodation recommendations from Region 2000 Bike Plan. Source: Region 2000

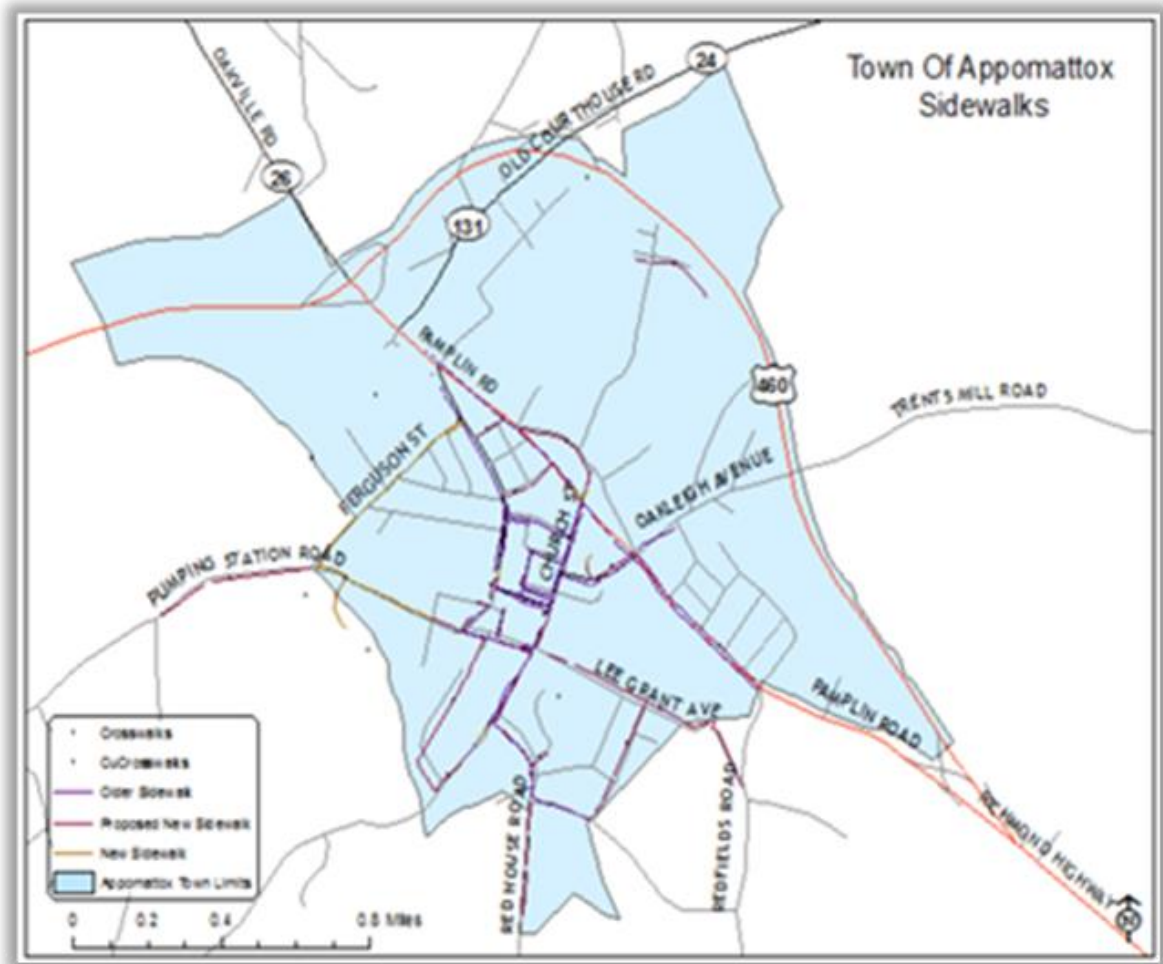


Figure 13. Sidewalk Facilities within the Town of Appomattox.

## Long Range Planning (Transportation Recommendations)

### Planned Transportation Projects within the County of Appomattox (Source: VDOT)

Project ID	Stage	Description	Estimate
T16664	IN VDOT FY16 SYIP	APPOMATTOX HERITAGE & RECREATIONAL TRAIL (AHRT) - PHASE 2	<b>\$546,442</b>
84362	ADVERTISED	RTE 715 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)	<b>\$155,000</b>
95869	DESIGN UNDERWAY	RTE 660 - BRIDGE SUPERSTRUCTURE REPLACEMENT OVER NORTH CREEK	<b>\$2,043,200</b>
15058	DESIGN UNDERWAY	RTE 608 - RECONSTRUCTION	<b>\$5,650,000</b>
106889	FUTURE PROJECT	BUS 460 - REPLACE SIGNAL AT RTE 727	<b>\$275,000</b>
T15220	FUTURE PROJECT	RTE 607 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)	<b>\$110,000</b>
T15217	FUTURE PROJECT	RTE 644 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)	<b>\$360,000</b>
107682	FUTURE PROJECT	RTE 617 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)	<b>\$110,000</b>

Table 7. Planned transportation projects within Appomattox County with cost estimates from VDOT Project Pool. Source: Virginia Department of Transportation

### Additional Transportation Project Recommendations within the County of Appomattox

Road Name	Type of Improvement	Recommended from	Planning level cost estimate (VDOT)
US460 Bus. at VA 131 (Old Courthouse Rd.)/ VA 631 (Oakleigh Ave.)	Enhanced Advance Warning Notification	Region 2000 RL RTP	<b>\$60,000</b>
US460 Bus. at VA 131 (N. Court St.)	Enhanced Advance Warning Notification	Region 2000 RL RTP	<b>\$60,000</b>
US460 Bus. at VA 727 (N. Church St.)	Enhanced Advance Warning Notification	Region 2000 RL RTP	<b>\$60,000</b>
VA 631 (Oakleigh Ave.)/Appomattox Eastern Town Limit to Route 627.	Widen to urban two-lane roadway	Region 2000 RL RTP	<b>\$9,096,000</b>
Us 460 Bus./VA 131 w. To VA 131 E. (Old Courthouse)	Widen roadway and add turn lanes near intersections	Region 2000 RL RTP	<b>\$1,940,000</b>
Old Courthouse Rd. /Confederate Blvd.	Add new traffic circle at the intersection of Old Courthouse Rd. and Confederate Blvd.	Old Courthouse Rd Corridor Study	<b>\$2,600,000</b>
Old Courthouse Rd./Union Blvd.	Redevelop intersection according to the neighborhood green concept.	Old Courthouse Rd Corridor Study	<b>\$1,540,000</b>
Old Courthouse Rd. (Immediate vicinity of the Museum of the Confederacy)	Redesign streetscape and redevelop the area across from the Canaan Baptist Church.	Old Courthouse Rd Corridor Study	<b>Not available</b>
Jamerson Ln. / Jones St.	Create a new entrance to the battlefield area	Old Courthouse Rd Corridor Study	<b>\$490,000</b>

Table 8. Additional transportation project recommendations within Appomattox County. Source: Virginia Department of Transportation

While it is recognized that the transportation element of the Comprehensive Plan can be most influential and/or is most costly, it is important to note that roads in the County of Appomattox are maintained by the Virginia Department of Transportation (VDOT), and that new construction is almost always funded by VDOT or developer finances and not by county monies. These features make transportation planning a long range effort. In spite of these conditions, it is important that the county strive for a transportation system which has the capability of moving people and goods in a convenient, efficient and safe manner.

It has long been the policy of the County of Appomattox to rely on VDOT and its 6-year planning processes to provide transportation improvements within the county.

## Automobile Crash Data for Appomattox County (2012-2015)

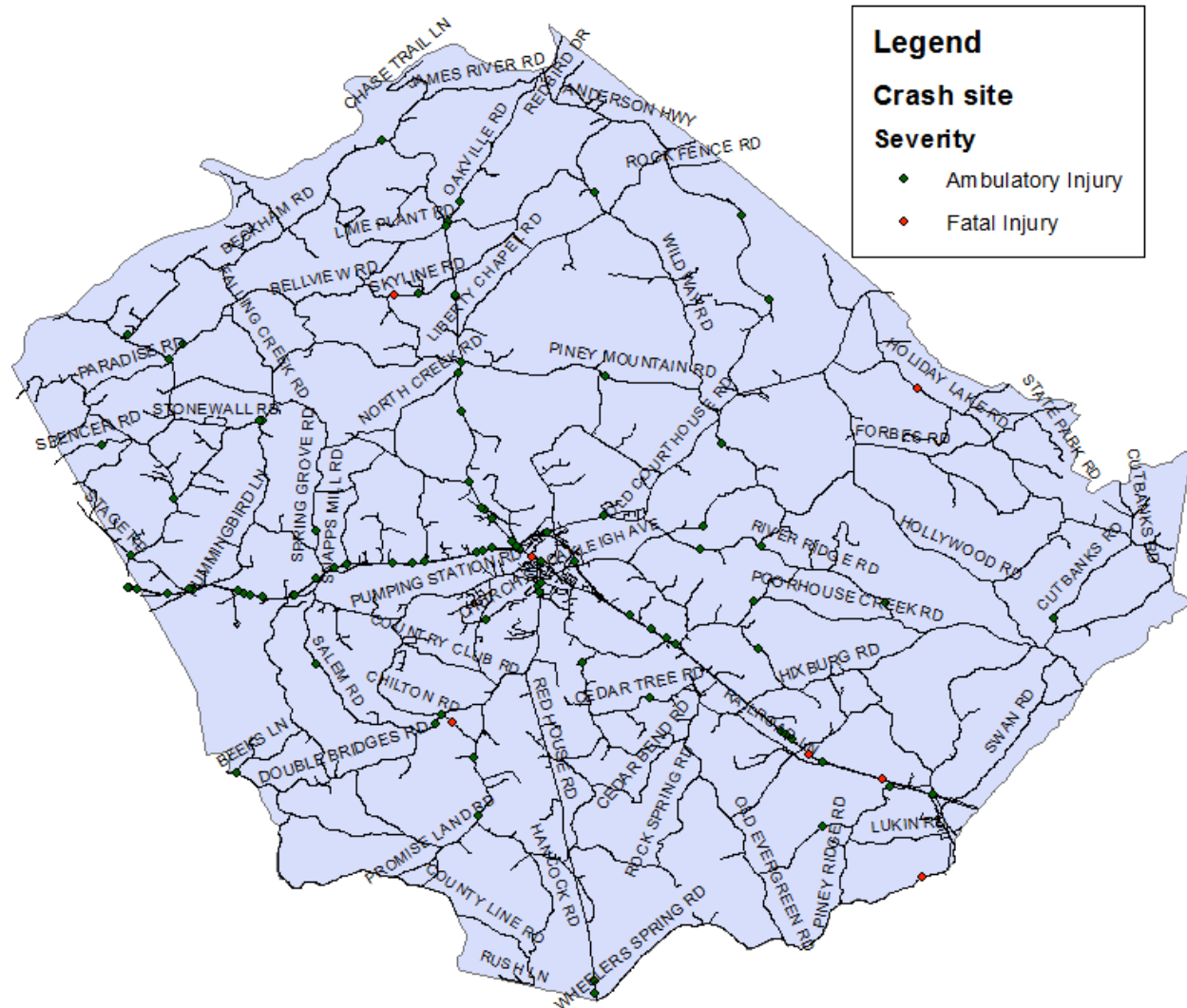


Figure 14. Appomattox County Crash Data 2012-2015 (Source: VDOT)

## Chapter 5-Housing

### PROVIDE SAFE, CLEAN, AND AFFORDABLE HOUSING OPPORTUNITIES FOR ALL CITIZENS REGARDLESS OF RACE, RELIGION, SEX, OR NATIONAL ORIGIN.

According to the *Code of Virginia*, affordable housing is generally defined as “housing that is affordable to households with incomes at or below the area median income, provided that the occupant pays no more than 30% of his gross income for gross housing costs, including utilities.”

Appomattox County is a low-density, rural community that offers a wide variety of housing options for its citizens. However, with only 6,921 housing units to be found within the county’s 335 square miles, Appomattox has the lowest number of housing units (20.7) per square mile in the Region 2000 area. To date, development has taken place mainly in the west-central section of the county, surrounding the Town of Appomattox and towards Campbell County and the City of Lynchburg. The Stonewall area has the greatest mix of both incomes and housing values. The Falling River area, to the south of Route 460, contains several new housing subdivisions, with units priced in the middle and upper ranges. The Vera area contains Holliday Lake State Park and other state forest areas and is the most rural. No particular socio-economic group predominates in this area. The incorporated towns of Appomattox and Pamplin are largely residential in nature and are more densely settled than is the rest of the county. Pamplin is made up of predominately low and moderate income households while the Town of Appomattox has a wider range of household incomes.

Many factors influence the location and structural type of housing that can be found within a given locality. These factors can be defined as: the physical features of the location; governmental policy decisions; housing costs; availability of land and building materials; energy costs; available services and utilities; family characteristics; tradition; economic development; and employment opportunities. All of these factors interact and affect each other. Appomattox County did not exhibit much population change until 1972. Since then, there has been a rise in residential building activity, with the need to plan for future development becoming increasingly necessary.

### Housing Market

The number, type, condition, and household occupancy characteristics of the existing housing stock of the county describe how the present housing needs of the population are being met.

Number of Housing Units -- In 1960 the total number of year-round housing units in Appomattox County was 2,595. This number reached 3,303 by 1970, 4,467 by 1980, and 4,913 by 1990. By the 2000 Census, there were 5,828 housing units located in Appomattox County, more than double the number found in the county in 1960. Census 2010 figures show there were 6,921 housing units, an increase of 19% from 2000.

Housing Units by Structural Type - When tabulating housing units by structural type, all existing housing is included, whether occupied year round, used as a vacation home, or vacant or abandoned. In



Appomattox, as in most rural areas, there are several structures such as old tenant houses that are no longer used as residences. These are still included in the inventory until a permit is taken out for demolition. Almost all housing in Appomattox is used as a primary residence.

By far the most prevalent type of housing throughout Appomattox is the “stick built” detached single-family unit, a housing type that accounts for 73.6% of the county’s housing units (2010 Census). The percentage of manufactured homes has decreased slightly to 21.6% in 2010 from 22.4% in 2000. Multi-family and attached single-family housing opportunities make up the remaining 5% of the housing units in the county; however, more multi-family opportunities are needed to address the needs of people such as young couples and “empty nesters” who would prefer apartment, townhouse, or condominium living as alternatives to single-family dwellings or manufactured homes (2010 Census).

The type of units that comprise the housing inventories of the Towns of Appomattox and Pamplin differ in proportion from those found in Appomattox County, primarily due to the smaller percentages of manufactured homes located in the Towns. At the time of the 2010 Census, there were 849 housing units in the Town of Appomattox, up from 778 in 2000. Sixty seven percent of which were detached single-family dwellings. Sixteen percent of the Town’s housing units are reported to be manufactured housing units (2010 Census). The remainder was multi-family and attached single-family units. Pamplin reported a total of 104 housing units in 2010, an increase from 89 housing units in 2000. Eighty four percent of which were single-family dwellings. Fifteen percent of Pamplin’s housing stock was reported to be manufactured housing, with the remaining percentage being multi-family units.

Housing Tenure -- As is the norm, rental units tend to be clustered in towns and cities due to the increased availability of medical providers, public transportation, and other services usually not available in the more rural areas. Therefore, the towns of Appomattox and Pamplin have a greater percentage of rental units than does the county as a whole. In 2010, 53.8% of the housing units in the Town of Appomattox were owner-occupied, down from 64.7% in 2000. Pamplin’s percentage of owner-occupied units increased to 75.6% in 2010, up from 73% in 2000. The percentage of owner-occupied units in Appomattox County decreased to 79.2% in 2010 from 84.4% in 2000.

Elderly Housing Data – Historically, elderly householders have had better ownership patterns within the county than has the population as a whole. Of those householders over 65 years of age in 2010, 76% owned their homes outright without a mortgage. Census 2000 data on elderly housing is not available at this time.

Appomattox County has seen a significant increase in the number of retirees who have chosen to settle within the county. Many are county natives who left years ago to find employment elsewhere, but many are newcomers to the county. A great number of these retirees are moving in from metropolitan areas such as Northern Virginia and the cities of the northeast, therefore are accustomed to services such as public water, public sewer and trash pickup, services that are provided within the towns, but not in the unincorporated areas of the county. Furthermore, as the population of the county continues to age, additional options should be developed to provide safe, convenient, and affordable elderly housing opportunities through each progressive stage, including independent living, independent living with meal and social options, assisted living, and nursing

home care. Currently, elderly care facilities are at a premium within Appomattox County, prompting many long-time county residents to move to Lynchburg, Farmville, or elsewhere to find suitable care options. A specific objective in the revitalization planning for the Town of Pamplin is to enable such a facility to be developed within the town.

## Housing Quality

Indoor Plumbing facilities: The criterion most frequently used to indicate housing quality has been the presence of complete indoor plumbing facilities. Beginning in 1970, the Census has included a question on the presence, or lack thereof, of indoor plumbing facilities. Since 1973, the county has been operating under the Virginia Uniform Statewide Building Code which requires that all new residential units have complete indoor plumbing in order to be granted a Certificate of Occupancy. Due to abandonment, demolition, and plumbing upgrades, some of which have been carried out through programs such as the Virginia Indoor Plumbing/Rehabilitation Program, the number of housing units lacking complete plumbing facilities has decreased sharply since 1970. According to the 1970 Census, 855 units lacked complete plumbing, compared to 323 in 1980, 157 in 1990, and 45 in 2000. 2010 Census data is not available for this data category. However, 2014 American Community Survey Data reports that only 7 housing units within the county are reported as lacking indoor plumbing facilities.

Overcrowding – Housing units are considered to be overcrowded if they have more than 1.01 persons per room of the unit. 1990 was the first year that there were fewer overcrowded housing units in the county than there were units without complete plumbing facilities, a trend that has continued through 2000 as a rising number of older units are retrofitted with complete plumbing facilities. The county reported 73 overcrowded units in 2000. Overcrowding data is not available for the 2010 Census. However, 2014 American Community Survey Data reports that 70 units in the county were overcrowded.

Value Of Housing Units – In 2000, the median value of the county's *owner-occupied housing* units had risen to \$81,600. According to 2014 American Community Survey Data, the median value of the county's owner-occupied housing units rose sharply to \$137,100.

Rent – The median rent for Appomattox County in 1999—according to the 2000 Census—was \$437. The median rent according to 2014 American Community Survey Data was \$674—a 54% increase.

Age of Structure in Appomattox County (Source: 2014 American Community Survey Data)	
Built 2010 or later	1.5%
Built 2000 to 2009	18.6%
Built 1990 to 1999	15.5%
Built 1980 to 1989	11.6%
Built 1970 to 1979	20.0%
Built 1960 to 1969	11.2%
Built 1950 to 1959	10.9%
Built 1940 to 1949	3.9%
Built 1939 or earlier	6.9%

Table 9. Age of structure in Appomattox County. Source: American Community Survey 2014

Age of Housing Units – The age of the housing stock in Appomattox County is detailed in Table 9.

## Affordable Housing Units



Though the census may undervalue housing, there can be no doubt that housing in Appomattox is relatively inexpensive in comparison to both the State and the Central Virginia region. Even so, ownership of a traditional single family home remains an unaffordable dream to a large segment of the population. Hence the ever increasing popularity of manufactured housing.

It should be noted that programs do exist that help low- to moderate-income individuals and families to become homeowners. Qualified applicants may receive assistance through agencies such as the Virginia Housing and Development Authority (VHDA), Rural Development (formerly Farmer's Home Administration and a part of the U. S. Department of Agriculture), and Fannie Mae. In addition, the Veterans Administration offers loans to qualified service veterans. Each of these assistance programs may be accessed through the local financial institutions that serve Appomattox County.

Steps must be taken to insure that affordable housing will always be available to anyone desiring to live within the county border. The placement of manufactured homes on permanent foundations, both in parks and on individual lots, should continue to be allowed in agricultural areas of the county as an affordable alternative to stick built structures. However, comparably-priced modular units built according to Building Officials & Code Administrators International (BOCA) standards should be encouraged as an alternative to units constructed to Housing and Urban Development standards for reasons of safety and efficiency. Also, affordable rental units, both single and multi-family, should remain available, with new construction of such units encouraged. These units will continue to provide an alternative to home ownership for those who cannot afford, or do not desire, to own their own home.

From a regulatory aspect, government at all levels should be wary of adding excessive or unnecessary layers of regulation to the permitting process, something that inevitably adds to the cost of housing. An example of this would be the expansion of the Chesapeake Bay Preservation Act to include Appomattox County.

## **Household Structure**

The 2010 Census identified 6,033 households in Appomattox County, up from 5,322 households reported in 2000. The 2010 Census identified 71.8% of these households as "family households", down from 75.4% reported in 2000. This decrease in the percentage of families as households reflects the changing lifestyle of our culture and is a nationwide phenomenon.

Of the family households, the 2010 Census reported 54.7% as being a husband-wife family, down from 59.7% reported in 2000. Female-headed households with children under 18, a segment that grew 31% from 1980 to 1990, decreased from 10.8% of the total family households in 1990 to 6.2% in 2000, and remained stable at 6.4% according to the 2010 Census.

In the Town of Appomattox, the 2000 Census counted 716 total households, 65.6% of which were family households. Female-headed households with children under 18 accounted for 17.9% of family households in the Town.

In Pamplin, there were 78 households in 2000, 65.3% of which were family households. Of the family households, 11.8% were classified as being female-headed with children under the age of 18.

## **Planning for the Future**

The national housing goal, adopted by the Congress in 1949, is "the realization as soon as feasible of the goal of a decent home and a suitable living environment for every American family". While the actual production and exchange of housing are both largely in private hands, almost every area of local government responsibility--for utilities, education, transportation, health, welfare, recreation, and so on--has implications for housing development and availability. State and federal policies such as tax incentives for home mortgage payments; HUD and USDA housing subsidy programs and community facilities grants; environmental and civil rights laws; landlord/tenant regulations; location of highways; and manufactured home regulations all have a significant effect on the market place. At the local level, property taxes, zoning policies, subdivision ordinances, building and housing codes, and location of public water and sewer can have considerable impact on the quality, location, and cost of housing. Other factors influencing housing are population growth and size of family, employment opportunities, economic growth, agricultural needs for land, technological advances in housing construction, the cost of housing construction, the cost of housing maintenance, and utility costs. So it is evident that progress toward meeting the housing goal can only be made by close cooperation between the public and private sector.

## Chapter 6-Natural and Cultural Resources

**NATURAL ENVIRONMENT (NE) GOAL: MAINTAIN AND ENHANCE A HEALTHFUL NATURAL ENVIRONMENT THAT BOTH PRESERVES THE NATURAL BEAUTY AND PROTECTS THE ECOLOGY OF APPOMATTOX COUNTY.**

### Air Resources

Climate – Like most of Virginia, Appomattox County has a modified continental climate, with mild winters and warm, humid summers. Mountains to the west mitigate the effects of winter storms moving easterly, while the Chesapeake Bay and the Atlantic Ocean to the east contribute to the humid summers. The state has five different climate regions: the Tidewater, Piedmont, Northern Virginia, Western Mountain, and Southwestern Mountain. Appomattox belongs to the Piedmont region, however our proximity to the Western Mountain region creates a unique climate of long growing seasons and infrequent subzero winter temperatures. All told, the average temperature is 55.7° F, with the average high being 66.7° F and the average low being 44.6° F. Summer months average in the mid-80's, while the dead of winter sees an average low in the mid-20's. Appomattox County averages 42.7 inches of precipitation with up to 40% of this coming during the late summer, early fall season as a result of hurricanes and tropical storms. These storms are much less intense usually when they reach Central Virginia due to the interaction of the mountains and the warm waters off the coast. Periodically, like in 1969 when Hurricane Camille passed through, Appomattox County will experience the full scale of damage from these storms.

Due to our location in the foothills of the Blue Ridge Mountains, snowfall amounts are relatively low. Appomattox County averages 9 inches of snow over an extended winter (National Climatic Data Center, NOAA). First snows generally occur around the first part of December, while the most severe weather will be found in late January-early February.

Air Quality – The National Ambient Air Quality Standards (NAAQS) are standards established by the United States Environmental Protection Agency (EPA) under authority of the Clean Air Act (1970) that apply for outdoor air throughout the country. Primary standards are designed to protect human health, with an adequate margin of safety, including sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases. Secondary standards are designed to protect public welfare from any known or anticipated adverse effects of a pollutant. A district meeting these given standards is known as an “attainment area”, otherwise it is known as a “non-attainment area”, meaning air quality is impaired. As with most areas of the Commonwealth outside of the Northern Virginia, Richmond, and Tidewater metropolitan areas, Appomattox County has been designated as an attainment area.

## Land Resources

Knowledge of physiography, geology, and soils is especially useful in determining opportunities and constraints for developmental activities, locating economic resources, and identifying scenic areas.

Physiography - Appomattox County lies wholly within the Piedmont physiographic province -- a broad, elevated belt situated between the Coastal Plain and Blue Ridge provinces, and extending from Alabama to New Jersey. The Piedmont is an eastward sloping region made from the harder rocks of the Appalachian Mountains to the softer, less consolidated sedimentary rocks of the Atlantic Coastal Plains. Elevations in the county vary from approximately 460 feet above sea level at the point where the Appomattox River flows into Prince Edward County to 1,151 feet on the top of Piney Mountain. Most of the county, however, lies between 500 and 800 feet. Variability of soils underlie the variety of geologic units in the county. Abundant clays contributed to the economic base of the early settlers with Appomattox County once containing the largest manufacturer of ceramic smoking pipes (Pamplin Pipe Factory).

Slope- In general, slope is a major constraint (or conversely, an opportunity) to developmental activities. The class of "zero to eight percent" is usually good for development, other conditions permitting. The class "eight to fifteen" percent presents some limitations normally due to higher site preparation costs and service extensions. For instance, in such areas, gravity sewers must often be accompanied with forced mains thereby increasing costs. It can be expected that development costs in the "Fifteen+ percent" class will be much higher than those of the other classes. Also, development in areas with this much slope often runs the risk of encountering problems such as localized land sliding. However, only on-site investigation can determine the development suitability of a particular location because sites with little slope may have other factors that would make development undesirable while others with a slope of greater than 15% may actually prove to be good areas for development. Slope is generally not a factor in individual site development for Appomattox County, however, areas in the northwest portion of the county do encounter slope limitations.

The county straddles two main river basins, divided roughly by US Route 460. The area north of the divide is drained by the James River, while the south is drained by the Roanoke (Staunton) River. There are also several major watersheds within the basins. The James basin includes Stonewall Creek, Wreck Island Creek, Bent Creek, and Appomattox River watersheds. The Roanoke basin includes the Falling River and Cub Creek watersheds. The watersheds are useful units, especially for water quality and water supply planning. Note that some of the watersheds actually combine separate but adjacent smaller watersheds.

Soils - The soils in the area are almost all residual--having formed from the rock material below them. Alluvial soils, or those deposited by water such as the soil found in floodplains, account for the remainder.

Until recently, the 1904 Soil Survey of Appomattox County was the primary source of information regarding the soil composition of the area. However, in 2008, William F. Kitchel and Thomas Saxon, III of Virginia Polytechnic Institute and State University updated the century-old soil survey, in cooperation with the U.S. Dept. of Agriculture, Soil Conservation Service. This new soil survey

identified expansive soils, otherwise known as “shrink-swell” soils. Shrink-swell soil is defined as expansive soils that swell/heave when wet and contract/consolidate when dry. This type of activity is detrimental to normal building foundations.

Soils vary widely in their suitability for various uses. Depending on factors such as depth, permeability, plasticity, drainage, and size composition, a particular soil may be a constraint or an opportunity for uses contemplated. The Soil Conservation Service has rated soils found within the soil associations in Appomattox County in terms of their suitability for a number of activities. For detailed information on the soils of the county, their locations, characteristics and best uses, please visit <http://soildatamart.nrcs.usda.gov/manuscripts/VA011/0/Appomattox.pdf>

## Water Resources

The water resources of an area are extremely important for planning consideration. The amount and distribution of water determines supplies for industrial and residential consumption, and offers recreation and habitat among many other benefits. On the negative side, flooding, pollution, and droughts can be devastating to an area.

Surface Waters - Appomattox County is divided between two large river basins--the James River and Roanoke River basins. Tributaries to the James River drain northerly and those to the Roanoke River drain southerly, from a divide which roughly corresponds to US Route 460. Both the James and Roanoke Rivers receive waters from Appomattox County, but only the James River is physically located within Appomattox County—forming the northwest border.



Figure 15. Holliday Lake State Park offers citizens many recreational opportunities. Source: John Spencer

There are numerous surface impoundments in the county, only four of which are greater than 10 acres. The major impoundment is Holliday Lake, which straddles the Appomattox-Buckingham County Line. The majority of impoundments in the county are farm ponds that range in size from less than one to several acres. These impoundments offer recreational opportunities as well as flood control and sedimentation and erosion control benefits.

Surface Water Quality - There have been no identified problems for surface waters in the county. The Appomattox River and its tributaries are Class III streams meaning they are "generally satisfactory for secondary contact recreation, propagation of fish and aquatic life, and other beneficial uses." This classification means the applicable standard for minimum dissolved oxygen is 4.0 mg/L, pH is 6.0 - 9.0 and maximum temperature is 32 degrees Celsius. Falling River and Cub Creek, as well as their tributaries, have the same classification with the special standard that the pH of the waters shall fall within the 6.5 to 9.0 range. There are very few direct discharges to surface water in Appomattox County.

Ground Water - Accessible ground water can be found throughout the county. Most supplies have been found in fracture zones or joints in bedrock, or just above bedrock in the weathered rock zones at depths usually within 150 feet of the surface.

Shallow large-diameter wells dug in soil have also found useable supplies. In general, the more dependable supplies come from deeper wells. Shallow wells are more susceptible to fluctuations in level and yield due to short droughts.

Groundwater Quality - Shallow wells usually have good quality water for most uses, though they are susceptible to contamination, especially from nearby septic fields. The quality in deeper wells is variable, depending on the lithology of the rock in which the water is in contact, but is generally soft to moderately hard and low in total dissolved solids. Water derived from sericite phyllite in the central area may be hard in the vicinity of the altered limestone area.

Flood Hazard Areas - Floodplains are flat areas contiguous to water courses and serve a vital function in the hydrologic system. As the channel capacity of a stream is exceeded due to, for example, intensive precipitation, the floodplain acts as a temporary water storage area for the excess. It also provides habitat for wildlife and fertile land for agriculture. Because rivers and streams often coincide with transportation routes, and the flat land is usually easily developable, man has often built structures in the floodplain. But because flooding is a recurrent phenomenon, structures in such areas must eventually be affected by flood waters or be protected by very expensive means to prevent damages.

For a detailed view of these flood hazard areas, please consult the actual FEMA maps located in the Appomattox County Department of Community Development. However, even these maps may not accurately pinpoint the limits of a flood hazard area on a given parcel without the aid of a land survey.

## **Wildlife Resources**

Many species of animals and fish can be found in Appomattox County, including several game species. Game species are particularly important to an area for two reasons, the first of which is that a variety and large numbers of game animals and fish indicates a healthful environment, barring overabundance. Second, game species can be important to the rural economy since hunters attracted from outside the area provide revenue for local merchants and service providers.

Big Game - Big game in Appomattox County consists of deer and turkey. Occasionally, bear are sighted, but these are usually "visitors" from higher elevations to the west in search of food during times of short supply. White-tailed deer are plentiful and can be found in all but the most populated areas. As recently as the early 1940's there were virtually no deer in the area, but the abandonment of small farms and the clearing of densely forested areas has vastly improved conditions. The planting of pine has also helped, since this has increased the supply of browse. The present deer population is near capacity for the available food supply, and thus may need to be thinned out in the coming years.

Fishing - Fishing is considered to be good in Appomattox County. Important warm water streams and associated fisheries are as follows:

- James River - smallmouth bass, muskellunge, rock bass, redbreast sunfish, bluegill, channel catfish, and carp
- Appomattox River - largemouth bass, smallmouth bass, spotted bass, chain pickerel, redbreast sunfish, bluegill, black crappie, and suckers

The James River is widely known for its smallmouth bass and muskellunge fisheries; in fact, it is generally considered to be the premier trophy fishery in the state for these two species. The Appomattox River is generally narrow and relatively shallow in Appomattox County; however the river does support a viable and diverse sport fishery which is often accessed by float fishing. In an effort to establish a spotted bass population in the James, approximately 11,000 fish were introduced to the river from 1976 to 1978. The stockings were very successful and a significant fishery exists today. Several other small streams which feed the James River such as Wreck Island Creek support spring sucker fisheries; however the fisheries are limited at other times of the year.

As mentioned previously there are four private lakes over 10 acres in Appomattox County. Holliday Lake, a state park, is the only public lake in the county. Fishing pressure is light on Holliday Lake, and success is generally good. The lake is predominantly utilized for swimming, picnicking, and boating. The primary sport fishery in Holliday Lake consists of largemouth bass, chain pickerel, channel catfish, bluegill, and redear sunfish. Small private ponds and lakes (less than 10 acres) are plentiful in the county and, in general support, typical warm water fisheries consisting of largemouth bass, bluegill, pumpkinseed, red breasted sunfish, black crappie, and channel catfish.

## **Unique Features**

There are several natural and manmade features in Appomattox County that are of environmental and/or historic value. The Division of State Planning and Community Affairs conducted a study of critical environmental areas in 1972; this study found two sites in Appomattox County which met their criteria:

- The James River -- A critical watershed, fish habitat and recreational area;
- The Appomattox Court House Environs -- A nationally important historic site.

A portion of Cub Creek in Appomattox County, as well as the Falling River, are included in the Nationwide Rivers Inventory. This is the list of rivers in the United States meeting the criteria of Public Law 90-542 for designation under the National Wild and Scenic Rivers Act. By presidential decree all federal agencies must avoid or mitigate adverse effects on rivers included in this inventory. These streams were included because of their scenic, recreational, geologic and habitat values.

Holliday Lake State Park is located in Appomattox County. The park includes 250 acres, of which 150 acres is Holliday Lake. The entire park is situated within the Appomattox-Buckingham State

Forest, a 19,710 acre reserve. The Holliday Lake facility offers a variety of recreational opportunities, including boating, fishing, hiking, and camping. The Appomattox-Buckingham State Forest is a working forest with roughly equal acreage in Appomattox and Buckingham counties. Of the acreage in Appomattox County, 8,416 acres are commercial forest and 1,056 acres are non-commercial. The forest also offers a large number of research opportunities. Both the Virginia Polytechnic Institute and State University and the Virginia Department of Forestry conduct research throughout the forest.

## Cultural Resources

In the 1970's, a group of citizens recognized the importance of preserving the history, historical structures and artifacts of Appomattox County. In 1975, the Appomattox County Historical Society was incorporated as a private nonprofit organization for the purpose of collecting, preserving, and providing accessibility to historic materials, buildings, monuments, and markers. With the cooperation of the Appomattox County Board of Supervisors, the Society established a County Museum in the old jail (1897) located in the courthouse square in the Town of Appomattox. Current major displays in the museum include a general store and post office area, a doctor's office, a country kitchen, a school room, a seamstress area, and a jail cell. There is also a Civil War memorabilia room sponsored by the United Daughters of the Confederacy. The Society has amassed a collection of genealogical records, documents, and artifacts too numerous to display in this facility; therefore, the Society has long term plans to relocate some artifacts and to develop additional displays of others.



*Figure 16. The Appomattox Court House National Historical Park attracted nearly a half a million visitors in 2015.*

Being aware of the increasing loss of historic buildings to decay and development, the Society undertook an additional project in 1990, Clover Hill Village. This village is dedicated to Appomattox County historic preservation and education through a living history format that takes visitors back to the time period of the 1840's to the 1920's. The Society is committed to developing a comprehensive program portraying daily life in an agrarian, rural village of the period. Currently, Clover Hill Village has no staff, only volunteers who give guided tours of the buildings during a limited schedule of public hours. Self-guided tours of the grounds via a brochure are available year round. Pre-arranged guided tours of the facility are also available.

In 2012, the Museum of the Confederacy opened a branch location in Appomattox. The Museum of the Confederacy owns the world's most comprehensive collection of artifacts and documents related to the Confederate States of America, in total over 130,000 items. A vast majority of those items were donated directly from the soldiers and families who lived through America's most defining era. The main branch is located in Richmond, Virginia. The focus of the Appomattox



branch is the end of the war and the beginning of reunification. In the first two months of business, the museum saw over 12,000 visitors from all over the world!

The Carver-Price Legacy Museum is located off of Confederate Boulevard in the Town of Appomattox. Its focus is on the county's African-American history from the end of the Civil War forward through the Civil Rights movement. The museum is located in the original portion of the former black high school and is open to the public several days a week. Following desegregation, the school served as the county's Intermediate, then Elementary school until 2002. Today, in addition to the museum, the building houses a number of uses including a satellite community college.

The Appomattox Courthouse Theatre is located in the old county courthouse (1892) on Court Street in the Town of Appomattox. The theatre began in 2007 as a non-profit community organization and puts on several plays annually. Attending a play has become a stalwart event on the social scene in Appomattox.

As with most rural communities, Appomattox hosts a number of festivals and outdoor events each year. Some of the more established are the Railroad Festival, the Evergreen Lavender Festival, the Lions Club's Food Festival, and Friday Cheerz series held in Abbitt Park.

## **Preserving the Past**

Appomattox County is fortunate to have many fine relics of the past scattered throughout the county. Most are privately owned, though some are in public or non-profit possession.

Below is a listing of properties within the county have been listed on the National Register of Historic Places, or have been determined eligible for listing by the Virginia Department of Historic Resources:

- Appomattox Courthouse Battlefield, Appomattox Courthouse National Historic Park (1819) (DHR # 006-0033)
- Appomattox River Bridge, Bridge #1002, Route 24, Appomattox River (1930) (DHR # 006-0048)
- Holliday Lake State Park , Holliday Lake Recreation Area , Holliday Lake State Park (DHR # 006-0051)
- High Bridge Trail State Park, Norfolk Southern Rail Line (DHR # 006-5007)
- Holliday Lake 4-H Camp, Holliday Lake 4-H Educational Center (1930) (DHR # 006-5009)
- High Bridge, Route 460 (DHR # 024-0056)
- Appomattox Depot, Appomattox Station (1924) (DHR # 165-0006)
- Appomattox Station Battlefield (1865) (DHR # 165-5001)
- Appomattox Historic District (1840) (DHR # 165-5002)
- Carver Price School (1930) (DHR # 165-5003)
- Akron Smoking Pipe Company, Merrill and Ford, Pamplin Pipe Factory, Pamplin Pipe Smoking Pipe & Manufacturing Company (DHR # 277-0002)
- Pamplin Depot (DHR # 277-0003)

## Chapter 7- Historic Preservation Plan

### **HISTORIC PRESERVATION (HP) GOAL: MAINTAIN AND PROTECT APPOMATTOX COUNTY AS A RURAL COMMUNITY THAT FOCUSES ON ITS IMPORTANT POSITION IN AMERICAN HISTORY.**

Though a relatively “new” county by Virginia standards, Appomattox County lays claim to one of the most important events in American history. However, long before Generals Lee and Grant met to bring closure to the Civil War, the area now known as Appomattox was home to several related tribes of Native Americans and eventually became part of Chief Powhatan's immense land holdings.

One of the tribes in the area, the "Appamatuck", lived further east along the James River near the present City of Hopewell. Encountered by Captain John Smith, the Appamatuck people were shown on Smith's map of 1612. Also, their name “Appamatuck” was applied to the major tributary entering the James near their settlements. Eventually, “Appamatuck” evolved into “Appomattox”, and the river flowing eastward from Flood's Mountain in present-day Appomattox County to the James at Hopewell is called the Appomattox River.

As more settlers moved into Virginia, the state was divided into political subdivisions. First, eight "shires" were formed, then more manageable "counties", each with a "seat of government" not more than a one day ride by horseback from any point in the county. On May 1, 1845, Buckingham, Prince Edward, Charlotte, and Campbell Counties each surrendered portions of their territory for a new county named Appomattox in honor of the river springing from the heart of the new county.

The village of Clover Hill, renamed Appomattox Court House, was chosen as the seat of government for the new County of Appomattox. Located in the center of Appomattox County along the Richmond-Lynchburg Stage Road, the site was originally settled around 1815 with the construction of the Clover Hill Tavern, across from which the brick courthouse building for the new county was built.



*Figure 17. Reenactors portray General Lee's surrender to General Grant which effectively ended the Civil War. Source: John Spencer*

In April of 1865, Appomattox Court House found itself playing a pivotal role in the history of the United States. Four long years of war had torn the nation apart, killed thousands of men, wounded thousands of others, scorched the landscape, and forever changed life in the South, if not the entire country. Virginia was especially devastated since the Old Dominion had acted as the primary battleground of the war in each side's attempt to capture the capital city of the other. But on April 9, 1865, Palm Sunday, a large part of the hostilities ended when General Robert E. Lee,

Commanding General of the Army of Northern Virginia, accepted the generous terms of surrender offered by Lieutenant General Ulysses S. Grant, General-in-Chief of all United States forces, in the parlor of a home owned by Wilbur McLean. Though fighting raged on elsewhere for several more weeks, General Lee's surrender effectively ended the Southern States' attempt to create a separate nation, and made Appomattox a symbol of peace and unity.

In February, 1892, fire destroyed the courthouse building. Two months later, a special election was held at which time the residents voted to move the county seat two miles to the southwest to be nearer to the railroad at the Appomattox Depot. Old Appomattox Court House was left to deteriorate until being taken over by the National Park Service in the 1930's.

Appomattox Depot was settled with the coming of the railroad in 1852. According to one legend, in that same year, a family headed for the frontiers of Nebraska stopped on its way west. These people never left the little railroad village, but began calling the place "Nebraska" instead. Regardless of the origin of the name "Nebraska", the fact remains that a post office under this name was soon established, and Nebraska became the official name of the settlement until shortly after the county seat moved here in 1892, at which time the name Appomattox was chosen. The village was incorporated in 1925 and remains the seat of county government today.

The Southside Railroad reached what is now the Town of Pamplin in about 1854. By 1874, the settlement established around the railroad depot, named for a local landowner, had become so prosperous that the General Assembly granted the wish of the people to incorporate. Hopes for the future were extremely high, noted by the chosen name of Pamplin City. Pamplin's most famous attribute, the Pamplin Smoking Pipe Manufacturing Company, at one time was the world's largest factory of the sort, producing as many as 25,000 clay pipes per day. The plant closed in 1951. Other businesses in a thriving Pamplin included a tobacco warehouse, a flour mill, several stores, three hotels, and the largest bank in the county in 1919.

Hixburg, Evergreen, Spout Spring, Concord, Bent Creek and Beckham are just a few of the Appomattox County communities which have had storied pasts. Though most of these settlements are no longer the thriving communities they once were, many still have remnants of their past history for the curious to study.

With the arrival of the National Park Service in the 1930's came a rebirth of the historic court house village. Both the burned "original" courthouse and the McLean House were rebuilt. The scene of the historic surrender meeting, the McLean House, had been sold and then dismantled for an intended reconstruction elsewhere. The Clover Hill Tavern and Old County Jail were restored along with other original structures still standing in the village. Later, VA Route 24 was relocated to better protect and preserve the historic setting of the village. Today, visitors to the Appomattox Court House National Historical Park begin their experience at the Visitor's Center housed in the reconstructed courthouse, then travel back to 1865 through interaction with costumed interpreters focused on the events of that bygone era. As the crown jewel of Appomattox County's historic treasures, Appomattox Court House National Historical Park remains the keystone of tourism efforts within the county.

## **Appomattox County Historical Society**

In the 1970's, a group of citizens recognized the importance of preserving the history, historical structures and artifacts of Appomattox County. In 1975, the Appomattox County Historical Society was incorporated as a private nonprofit organization for the purpose of collecting, preserving, and providing accessibility to historic materials, buildings, monuments, and markers. With the cooperation of the Appomattox County Board of Supervisors, the Society established a County Museum in the old jail (1897) located in the courthouse square in the Town of Appomattox. Current major displays in the museum include a general store and post office area, a doctor's office, a country kitchen, a school room, a seamstress area, and a jail cell. There is also a Civil War memorabilia room sponsored by the United Daughters of the Confederacy. The Society has amassed a collection of genealogical records, documents, and artifacts too numerous to display in this facility; therefore, the Society has long term plans to relocate some artifacts and to develop additional displays of others.

Being aware of the increasing loss of historic buildings to decay and development, the Society undertook an additional project in 1990, Clover Hill Village. This village is dedicated to Appomattox County historical preservation and education through a living history format that takes visitors back to the time period of the 1840's to the 1920's. The Society is committed to developing a comprehensive program portraying daily life in an agrarian, rural village of the period. The village site, a six acre tract of donated land near the Appomattox Court House National Historical Park, has been developed with a parking lot, roadway, split rail fencing, and electric and water service. In the ten years since its inception, Clover Hill Village has grown to ten structures either completed or under construction. These buildings include:

- Wesley Chapel (1828) and "privy" - a restored, furnished country church.
- Isabelle Grady (Martin/Grady) Log Cabin (C. 1830) and utility shed - reconstructed and furnished with original furnishings.
- Poor House Farm Log Cabin (Late 1800's) - reconstructed and furnished
- Hamilton's Blacksmith Shop (c. 1900) - reconstructed and equipped with tools.
- Two equipment pole barns (1995 and 1999) - reproduction of typical open sheds
- General Store/Post Office (2000) - reproduction of the Vermillion General Store now being furnished in the early 1900's period
- The Hardy School (c. 1914) - a 3/4 scale reconstruction currently underway

In addition to the buildings, Clover Hill Village has a large collection of period hand tools and farm equipment. This collection was significantly expanded by the long term loan of equipment from the estate of the late Harry Dixon and includes both horse drawn and early steam engine farm implements. Displays of this equipment will be developed in the pole barns and the future farm area.

Currently, Clover Hill Village has no staff, only volunteers who give guided tours of the buildings during a limited schedule of public hours. Self-guided tours of the grounds via a brochure are available year round. Pre-arranged guided tours of the facility are also available.

## Historic Structures

Appomattox County is fortunate to have many fine relics of the past scattered throughout the county. Most are privately owned, though some are in public or non-profit possession. With the assistance of the Appomattox County Historical Society, the following list of historic structures has been compiled to provide a glimpse of the historical value of the county.

### Appomattox Court House National Historical Park

The National Park Service preserves and maintains the buildings and grounds of the historic courthouse village as they appeared in 1865. Included within the confines of the National Historical Park are thirty-seven (37) buildings and structures, all of which, with the exception of the McLean House and the Courthouse, are original

#### *Town of Appomattox*

- Appomattox County Courthouse and Clerk's Office (1892) -- Court Street
- Appomattox County Middle School (1908) – N. Church Street
- Carver-Price School/Old Appomattox Elementary School (1929-30, with additions) – Confederate Boulevard
- The Appomattox Depot (rebuilt 1924) – Main Street
- Atwood/McDearmon/Wilson House (1854 w/1892 addition – now known as the Nebraska House) – N. Church Street
- Atwood/Crawley House (1908) ) – N. Church Street
- Fuqua/Hubbard House (1900) ) – N. Church Street
- Burkey Home (1918) ) – N. Church Street
- Gregory/Moore/Vesely/Coflin House (1888) ) – N. Church Street
- Atwood/Wilson House (1911) ) – N. Church Street
- Durham/Wilson (1903) ) – N. Church Street, #106
- Atwood/Ferguson House (1912) ) – N. Church Street
- Harvey/Stanley House (1893) – N. Church Street
- Moses/Carson (1908) – S. Church Street
- Hancock/Carson (1896) – S. Church Street
- Walton, George Home (1893) – S. Church Street
- Walton, Thomas Home (1894) – S. Church Street
- Brown/Ferrell (1914) – S. Church Street
- Hancock, Thomas (1891) – S. Church Street
- Parson Home (1921-1924) – S. Church Street
- Wooldridge/Abbitt (1890) – S. Church Street
- Gill's Home (1892) – S. Church Street
- Hancock/Mays/Rush (1891) – S. Church Street

- Hancock/Haley (1890) – S. Church Street
- Hancock/Mann (1907) – S. Church Street
- Smith Home (1902) – E. Lee Grant Avenue
- Smith Home (1890) – Business 460 East

### ***Town of Pamplin***

- The Norfolk and Western Depot (1924 - currently undergoing restoration)
- The Pamplin Clay Smoking Pipe Factory
- Old Park Hotel (c. 1900)
- Wyatt-Franklin House (1835)
- Adie Foster House (post- Civil War)

### ***Appomattox County***

- Clover Hill Village (inventory of buildings listed previously)
- Mount Comfort Plantation
- Eldon
- Mozella Price Home, also known as Winonah Camp
- The communities of Hixburg, Vera, Evergreen, Stonewall, Spout Spring, Beckham, and Bent Creek, all of which have houses, churches, schools and other buildings significant to the historical and cultural heritage of both the local community and the county as a whole.

## **Chapter 8- Economic Profile**

**ECONOMIC DEVELOPMENT (ED) GOAL: ATTAIN AN ENVIRONMENTALLY SOUND, DIVERSIFIED, AND STABLE ECONOMY WHICH IMPROVES THE QUALITY OF LIFE AND LESSENS THE TAX BURDEN OF COUNTY RESIDENTS AND BUSINESSES.**

Economic development activities that result in new investment create a wealth in a community. A community's wealth can be in many different forms. For example, the income earned by Appomattox County residents, the employment opportunities available in the county, local business investment in capital, the value of real estate, and even taxes paid for essential and desired public services, can all be seen as forms of community wealth.

Basic economic growth, i.e. growth that results in new money being invested or spent in a community is the most beneficial form of economic activity. Businesses or industries that export their products or services promote basic economic growth. In Appomattox, tourism is the best example of this type of activity, as it results in new money being invested in the community by people not requiring any services.

### **Economic History**

The first major industry in Appomattox was the Pamplin Smoking Pipe & Manufacturing Company. Established in 1878, this factory manufactured clay pipes for over 70 years before closing in 1951. The 20th century brought many other manufacturing businesses to Appomattox with a concentration in the apparel and furniture industries. Of particular interest is the Thomasville furniture plant constructed in 1974. At that time, this was the world's largest furniture operation under one roof. However, both the furniture and textile industries have been hurt extensively by foreign labor competition, magnifying the need to diversify the county's economy to insure both a strong tax base and continued employment for county residents. The labor force at the plant decreased steadily through the early 2000's and in the late summer of 2010, the plant finally shut its doors for good. The overall economic climate in the United States has made it difficult to fill the plant with a new occupant.

### **Labor Pool**

There are two indicators commonly used to track a locality's source of workers. The first and most widely known indicator is the unemployment rate. 2010 Census numbers show that Appomattox County has an unemployment rate of 7.3%. The US had an unemployment rate of 9.2% and Virginia had an unemployment rate of 6.9%. Appomattox typically has a rate below that of the United States but above that of the state.

Because the unemployment rate measures only those actively seeking employment, the figure is occasionally misleading. People often abandon their job search for a variety of reasons, only to reappear in the job market at a later date. To get a more accurate picture of the available workforce, employment analysts often utilize participation rates, the statistical comparison of the labor force to the population 16 years of age and older. In 2010, there were 11,649 persons 16 years of age or older living in Appomattox County. This, along with a civilian labor force of 7,409, indicated a participation rate of 64.0%, which remains essentially unchanged since 1990.

## Commuting Patterns

Commuter patterns is another basic economic indicator. In Appomattox, the majority of the commuters are “out” commuters. According to the 2010 Census, 45% of Appomattox County residents work within the county. Campbell County is the highest commuting destination outside of the county, followed by the City of Lynchburg.

Distance to Work for Appomattox Workers (Source 2010 Census)	
Less than 10 miles	48.8%
10 to 24 miles	24.3%
25 to 50 miles	10.6%
Greater than 50 miles	16.3%

Table 11. Distance to work statistics.  
Source: US Census "OntheMap" 2014

Where do Appomattox County Residents Work? (Source 2010 Census)	
Appomattox County	45.0%
Campbell County	7.6%
Lynchburg City	4.9%
Prince Edward County	4.5%
Bedford County	3.5%
Amherst County	3.4%
Charlotte County	3.2%
Buckingham County	2.5%
Pittsylvania County	1.2%
Albemarle County	1.0%
All other locations	23.3%

Table 10. Appomattox County Community Statistics.  
Source: US Census "OntheMap" 2014

## Business Health by Sector

Employment data by industry sector is a proven way to gauge the health and make-up of the local economy. As with many economic indicators, it is not perfect, however. Table 12 (next page) contains the most recent information from the Bureau of Labor Statistics regarding employment by industry sector.



## Appomattox County Employment Data (Bureau of Labor Statistics, 2015)

Appomattox County Employment Data (Bureau of Labor Statistics)				
	2015		Change from 2010-2015	
Industry	Total # Employed	Avg. Annual Wages	Change in Employment	Average annual % Change in Employment
Retail Trade	671	\$20,213	51	1.6%
Health Care and Social Assistance	549	\$22,834	161	7.2%
Educational Services	459	\$27,427	-53	-2.2%
Construction	364	\$31,646	-120	-5.6%
Accommodation and Food Services	271	\$11,047	43	3.5%
Other Services (except Public Administration)	213	\$23,840	17	1.7%
Public Administration	204	\$40,494	-15	-1.4%
Agriculture, Forestry, Fishing and Hunting	197	\$17,070	13	1.4%
Manufacturing	118	\$28,576	-201	-18.0%
Professional, Scientific, and Technical Services	99	\$35,674	14	3.1%
Management of Companies and Enterprises	77	\$39,008	12	3.4%
Transportation and Warehousing	72	\$59,181	-27	-6.2%
Wholesale Trade	67	\$33,872	-14	-3.7%
Administrative and Support and Waste Management and Remediation Services	56	\$18,912	-8	-2.7%
Arts, Entertainment, and Recreation	51	\$30,521	-33	-9.4%
Finance and Insurance	50	\$31,288	-1	-0.4%
Real Estate and Rental and Leasing	27	\$35,410	2	1.5%
Information	21	\$32,849	-9	-7.0%
Mining, Quarrying, and Oil and Gas Extraction	12	\$27,387	-1	-2.0%
Utilities	9	\$45,987	-8	-12.0%
Total - All Industries	3,588	\$26,349	-177	-1.0%

Table 12. Appomattox County Employment Data. Source: Bureau of Labor Statistics 201

### ***Retail Trade***

The retail trade sector is the largest employer in Appomattox County with 671 residents reporting work in that sector. Appomattox County saw a slight increase of 1.6% in this sector between 2010 and 2015. Retail trade now employs approximately 18% of the county's workforce, which is a slight increase from 2010.

### ***Health Care and Social Assistance***

The health care and social assistance sector is the second largest employer in Appomattox County with 549 residents reporting work in that sector. Appomattox County saw a substantial increase of 7.2% in this sector between 2010 and 2015. This sector now employs approximately 15% of the county's workforce, which is a substantial increase from 2010. This number is likely to increase in the future given the aging population of Appomattox, Virginia, and the country as a whole.

### ***Educational Services***

The educational services sector is the third largest employer in Appomattox County with 459 residents reporting work in that sector. Appomattox County saw a slight decrease of 2.2% in this sector between 2010 and 2015. This sector now employs approximately 13% of the county's workforce, which is a slight decrease from 2010. This number depends highly on employment with the Appomattox County School System.

### ***Construction***

The construction sector is the fourth largest employer in Appomattox County with 364 residents reporting work in that sector. Appomattox County saw a decrease of 5.6% in this sector between 2010 and 2015. This sector now employs approximately 10% of the county's workforce, which is a slight increase from 2010. This number may grow over the next five years as the county, Virginia, and the country as a whole continue to recover from the recession of 2009.

### ***Accommodation and Food Services***

The accommodation and food services sector is the fifth largest employer in Appomattox County with 271 residents reporting work in that sector. Appomattox County saw an increase of 3.5% in this sector between 2010 and 2015. This sector now employs approximately 7.5% of the county's workforce, which is a slight increase from 2010.

Due primarily to the presence of the Appomattox Court House National Historical Park within the county's borders, tourism has long been an extremely important economic component of Appomattox. Visitation to National Parks as a whole is a cyclical data point. The table to the right shows the fluctuations in visitation since 2008. A record high 412,640 visitors visited the park in 2015 due to the events associated with the Sesquicentennial events. The number of those employed in sectors that support tourism will grow if an increased

Historic Visitation to Appomattox Court House National Historic Park (Source: National Park Service)	
2008	178,748
2009	185,443
2010	216,220
2011	258,917
2012	320,668
2013	317,660
2014	278,776
2015	412,640

Table 13. Appomattox Court House National Historical Park visitation statistics. Source: National Park Service (2015)

emphasis is placed on retaining tourists after they visit the National Historic Park and other historic sites in Appomattox County.

### ***Agriculture, Forestry, Fishing and Hunting***

The agriculture, forestry, fishing and hunting sector is the eighth largest employer in Appomattox County with 197 residents reporting working exclusively in that sector—many residents enjoy hobby farms with a full-time profession. Appomattox County saw an increase of 1.4% in this sector between 2010 and 2015. This sector now employs approximately 5% of the county's workforce, which is a slight increase from 2010.

Many rural areas in Virginia and the United States are facing increasing development pressure with population growth, which will escalate both land values and taxes. This trend—combined with the trends of aging farmers and few young people taking up the profession of farming—is resulting in the loss of farm land to development. However, the story surrounding agriculture in Appomattox County takes on a different tune. The USDA Agricultural Census—which is released every 5 years) shows an increase in number of farms from 2007 to 2012 of 26.9%.

Value of farm sales has increased across the board—with the largest increase (113.3% from 2007-2012) coming from farms with sales over \$100,000.

### ***Manufacturing***

The manufacturing sector is the ninth largest employer in Appomattox County with 118 residents reporting work in that sector. Appomattox County saw a substantial decrease of 18.5% in this sector between 2010 and 2015. This sector now employs approximately 3% of the county's workforce, which is a substantial decrease from 2010. Manufacturing had been the predominant industry in Appomattox County for the past several decades with the presence of the Thomasville Furniture plant in the Town of Appomattox. However, due to layoffs in the sector resulting from the downsizing and eventual shuttering of the plant in 2010; dominance of manufacturing in the county has been decreasing over the past twenty years.

USDA Agricultural Census Summary for Appomattox County			
Census Year	2007	2012	% Change
<b>Farms</b>	323	410	26.9%
<b>Land in farms: (acres)</b>	75,874	96,299	26.9%
Average size of farm	235	235	0.0%
Median size of farm	127	125	-1.6%
<b>Farms by size: (acres)</b>			
1 to 9 acres	12	11	-8.3%
10-49 acres	47	75	59.6%
50-179 acres	143	173	21.0%
180-499 acres	91	108	18.7%
500-999 acres	19	24	26.3%
1,000 acres or more	11	19	72.7%
<b>Farms by value of sales:</b>			
Less than \$2,5000	102	124	21.6%
\$2,500-\$4,999	34	46	35.3%
\$5,000-\$9,999	59	68	15.3%
\$10,000-\$24,999	57	68	19.3%
\$25,000-\$49,999	33	49	48.5%
\$50,000-\$99,999	23	23	0.0%
\$100,000 or more	15	32	113.3%

Table 14. Agricultural Census data summary for Appomattox County. Source: USDA 2012

Table 15. Agricultural Census data summary for Appomattox County. Source: USDA 2012

## Appendix I-Education information (Annual Measurable Objective Scores)

READING	All Students (AMO Score)	Gap Group 1- Students with Disabilities	Gap Group 2- Black Students	Gap Group 3- Hispanic Students
Amherst County	72	62	58	78
Appomattox County	71	60	55	TS
Bedford County	72	58	56	57
Campbell County	72	58	56	57
Lynchburg City	64	52	49	69
Target set by VA Department of Education	66	52	49	53

Table 16. Reading "Annual Measurable Objectives". Source: Virginia Department of Education, 2014

MATH	All Students (AMO Score)	Gap Group 1- Students with Disabilities	Gap Group 2- Black Students	Gap Group 3- Hispanic Students
Amherst County	60	55	44	65
Appomattox County	62	47	53	82
Bedford County	69	57	54	69
Campbell County	69	57	54	69
Lynchburg City	54	44	40	61
Target set by VA Department of Education	64	52	51	56

Table 17. Math "Annual Measurable Objectives". Source: Virginia Department of Education, 2014

## **Appendix II- Community Survey Results**