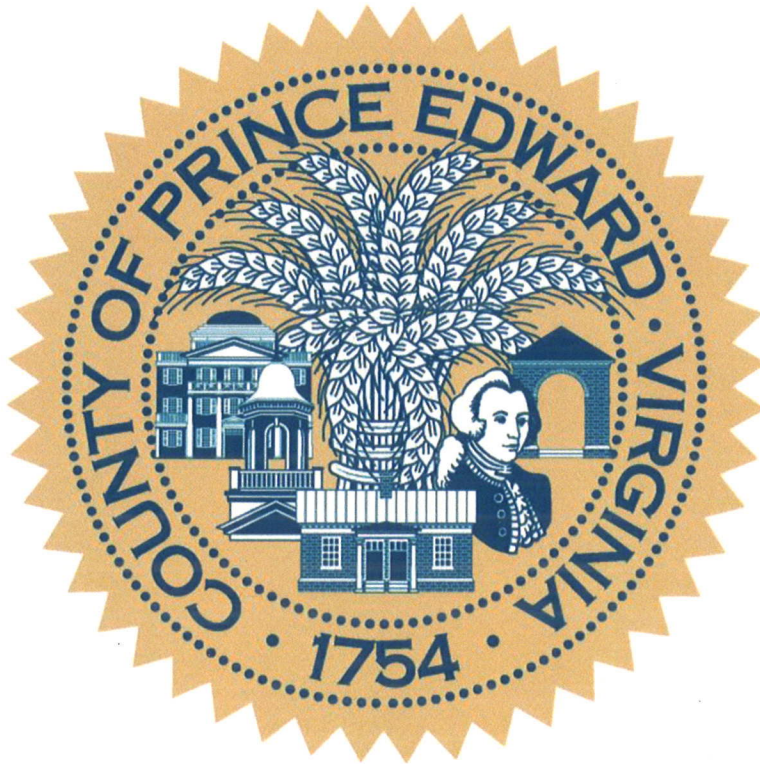


Prince Edward County 2014 Comprehensive Plan



Adopted:

March 11, 2014

Prepared By:

Commonwealth Regional Council

www.virginiashheartland.org

2014 Comprehensive Plan of
Prince Edward County, Virginia

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Prince Edward County Comprehensive Plan

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CHAPTER I

Introduction

This document is the Comprehensive Plan for Prince Edward County, Virginia. It was prepared and adopted as an update to County's current comprehensive plan adopted in 2005. The plan was prepared under the direction and guidance of the Prince Edward County Planning Commission. Formal work on the plan was initiated in 2012 and was completed in 2013.

A comprehensive plan is one of many long range planning tools that Virginia communities use to guide and manage community change. Change occurs daily in our lives and in our communities. A good plan:

- Attempts to guide change for the benefit of a community,
- Evaluates local trends and conditions,
- Presents a vision for the future, and contains goals, objectives and action strategies to help guide community changes and public and private decision making and investment,
- Is based upon the knowledge, values and aspirations of a community's citizens including elected and appointed representatives.

Community involvement was one of the guiding principles that governed the preparation of this plan. Many citizens contributed to its development. A citizen's planning academy, stakeholder interviews, community meetings solicitation of written citizen comments, planning commission work sessions, and public hearings were just some of the techniques used to effectively engage Prince Edward County citizens in the development of this important document.

This plan is an official public document adopted by the Prince Edward County Board of Supervisors on March 11, 2014. As an official document, required by law, the plan can be used as a guide for critical public land use decisions related to growth and development within the County. The plan can also be used as an effective guide for local investment in public facilities and programs. Finally, this plan can be used as a guide for private sector decision making and investment. Landowners, developers and financial institutions who are contemplating investment in Prince Edward County can look to this plan for guidance on the timing of planned public facilities, and the

A comprehensive Plan is an important tool to guide and manage community change.

Community involvement was one of the guiding principles guiding the preparation of this plan.

The Commonwealth of Virginia requires that Prince Edward County prepare and adopt a Comprehensive Plan. Once adopted, plans must be reviewed at least once every five years.

Communities have great flexibility in the format and content of their comprehensive plans. This flexibility allows plans to be tailored to local needs conditions and values.

type, scale, and character of future private sector development that is envisioned for different parts of the County.

Authority to Plan

Authority for local government planning in Virginia is contained in Section 15.2-2223 through 15.2-2232 of the Code of Virginia. This plan was prepared in accordance with these provisions.

By law, the Prince Edward County Planning Commission is charged with the responsibility of preparing and recommending a comprehensive plan to the Prince Edward County Board of Supervisors for adoption. In the preparation of a comprehensive plan the Commission is required to make surveys and studies of the existing conditions and trends of growth, and of the probable future requirements of county citizens. The Board has the legal responsibility to adopt a plan that covers all territory within the unincorporated areas of the County.

A comprehensive plan shall, by law, 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:

- The designation of areas for various types of public and private development and use, such as different kinds of residential, business, industrial, agricultural, mineral resources, conservation, recreation, public service, flood plain and drainage, and other areas;
- The designation of a system of transportation facilities such as streets, roads, highways, parkways, railways, bridges, viaducts, waterways, airports, ports, terminals, and other like facilities;
- The designation of a system of community service facilities such as parks, forests, schools, playgrounds, public buildings and institutions, hospitals, community centers, waterworks, sewage disposal or waste disposal areas, and the like;
- The designation of historical areas and areas for urban renewal or other treatment;

Plans must address a community's affordable housing needs.

- The designation of areas for the implementation of reasonable ground water protection measures;
- An official map, a capital improvement program, a subdivision ordinance, a zoning ordinance and zoning district maps, mineral resource district maps and agricultural and district maps, where applicable;
- The location of existing or proposed recycling centers; and
- The designation of areas for the implementation of measures to promote the construction and maintenance of affordable housing, sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated.

Planning Horizon

Typical planning horizons for comprehensive plans range from approximately 20 - 50 years with 20 years being the most common. The year 2035 is the planning horizon for this comprehensive planning initiative. Although more than 20 years, the selected horizon is useful as it conforms to available demographic projections contained in Chapter IV of this plan.

*Chapter I
Introduction*

*Chapter II
Planning Process*

By law, this comprehensive plan shall be reviewed by the Prince Edward County Planning Commission at least once every five years. Each review will serve as the basis to evaluate the continued appropriateness of the plans' goals, objectives and policies.

*Chapter III
Natural and Cultural
Environment*

Format of the Plan

This plan is comprised of eight chapters. Chapters II -VIII contain the following information:

*Chapter IV
Demographic Analysis*

- Chapter II contains a description of the community planning process used to prepare this plan.
- Chapter III contains background data on the county's natural and cultural environment. Included is information on the county's geology, topography, soils, hydrology, climate and forest cover. The chapter also contains a brief history of the county, and information on the county's recognized historic resources.

*Chapter V
Community Facilities*

- Chapter IV is a demographic analysis of the county. Data on the

*Chapter VI
Special Policy Areas*

county's population, income, housing, employment and educational characteristics and trends was collected and analyzed.

*Chapter VII
Land Use*

- Chapter V is a discussion of Prince Edward County's community facilities.

*Chapter VIII
Goals, Objectives and
Strategies*

- Chapter VI highlights special policy areas that are important to county citizens. Included in this chapter are discussions and policies pertaining to open space preservation, the Sandy River Reservoir, land development characteristics, affordable housing, economic development and commercial corridor development.

*Chapter IX
Implementation Matrix*

- Chapter VII presents information on the county's existing land use pattern, and contains a recommended future land use map as a guide for the future physical development of the county.
- Chapter VIII contains goals, objectives and implementation strategies in the areas of economic development, land use, housing, community facilities, transportation, and agriculture.
- Chapter IX is an implementation matrix

CHAPTER II

The Planning Process

This chapter summarizes the process used by Prince Edward County to prepare and adopt this comprehensive plan. The planning process also ensured that the Planning Commission had the information necessary to fulfill their mandated charge to prepare a plan for adoption by the Board of Supervisors.

In the Spring of 2012, the Prince Edward County Planning Commission began the formal comprehensive plan update process. The Planning Commission chose to address the update process in their regularly scheduled monthly meetings providing the agenda was accommodating. They identified obvious discrepancies in the 2005 plan and corrected them where appropriate. Some necessary information required that the Prince Edward County planning staff or Commonwealth Regional Council staff research or prepare items for their approval.

Demographic Analysis

The Demographic Analysis (Chapter IV) Tables were updated with data from 2010 U.S. Bureau of the Census, American Community Survey, Virginia Employment Commission, Virginia Department of Taxation, Virginia Tourism Corporation, Weldon Cooper Center, Superintendent's Annual Report for Virginia, Prince Edward County Public Schools, and Prince Edward County Planning Department.

A demographic analysis was undertaken for the purpose of understanding the varied demographic characteristics of Prince Edward County. As a part of this analysis, population, income, housing, labor force, economics, tourism, education and commuting data were collected and analyzed so that historic trends and current conditions could be understood. Population projections were also reviewed.

In addition to the demographic analysis, a wide variety of community and public facility data was analyzed and updated. Included within this category were data in the areas of the natural environment, and historical and cultural resources.

The Transportation section (Chapter V) was expanded tremendously because of the 2012 Virginia General Assembly Chapter 729 VDOT requirements. The transportation plan element of the locality's comprehensive plan will be required to include new and expanded

transportation facilities and shall recognize and differentiate between different levels of roads. The plan will be required to be consistent with VTrans, Six Year Improvement Plan (SYIP), and the location of state routes approved by the Commonwealth Transportation Board (CTB). VTrans is the long-range, statewide multimodal policy plan that lays out overarching Vision and Goals for transportation in the Commonwealth.

The Existing and Future Land-use Maps (Chapter VII) were updated to show the Prince Edward/Farmville Enterprise Zone. Prince Edward County's Enterprise Zone Program is a Commonwealth of Virginia, economic development program managed by the Virginia Department of Housing and Community Development (DHCD). The legends on Maps XV & XVI were updated to improve feature identification.

A planning commission public hearing on the plan was held on February 18, 2014 and the planning commission recommended approval of the plan to the board of supervisors on February 18, 2014. The board of supervisors held a public hearing on March 11, 2014 and thereafter adopted the plan.

CHAPTER III

Natural and Cultural Environment

Prince Edward County lies in south-central Virginia in the Piedmont Plateau. The county occupies 357 square miles or 228,480 acres, having altitudes ranging from 300-800 feet. Prince Edward County lies near the headwaters of the Appomattox River and tributaries of this river drain most of the county. A small area in the southeastern section of the county is drained by the Nottoway River and its tributaries. Nearly two-thirds of the area is forested, having over 6,000 acres in the southeastern part of the county, which constitutes the Prince Edward Gallion State Forest.

Geological Features

1. Minerals

Prince Edward County and the Town of Farmville are in the Piedmont province and are underlain by sedimentary, igneous, and metamorphic rocks. These rocks occur in the Farmville Triassic Basin in the north central part of the county and in the Hampden-Sydney Basin in central Prince Edward County.

2. Soils

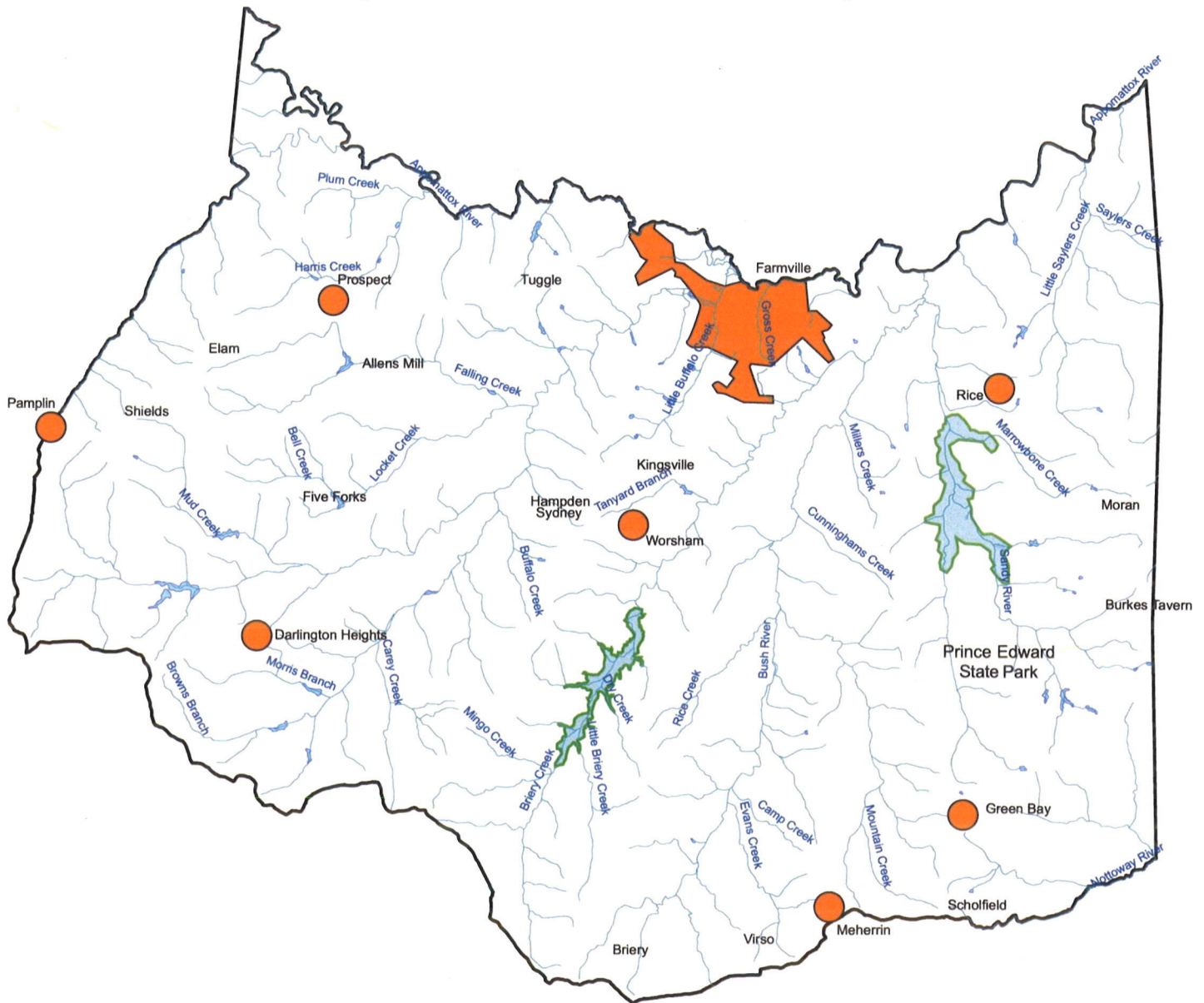
Prince Edward County and the Town of Farmville are comprised of 11 major soil associations. Soil associations are classified according to texture, and the parent rocks from which the soils were derived. Soil characteristics are an important factor that should be considered during the development process, as they can be significant factor in a building's structural stability and the potential for soil erosion before, during and after the development process. Appendix A contains a listing description of the soil associations found in the county and town. The names of the associations reflect the proportions, in decreasing order, of the principal soils in the associations.

Hydrological Features

1. Surface Water

The majority of Prince Edward lies in the Appomattox River Basin with that river forming the County's northern boundary.

Map I: Water Features of Prince Edward County



Principal tributary streams are: Vaughans Creek, Buffalo Creek, the Bush River, and Saylor's Creek. Two other notable streams, which flow into the Bush River, are Briery Creek and the Sandy River. The Appomattox River serves as the public water supply for the Town of Farmville.

The extreme southeastern part of the County is located within the Nottoway River Basin. The river itself originates along the Prince

Edward and Lunenburg County line with only small streams located in this drainage area of the County.

In addition to the surface water available from streams and rivers, the county also has over 2,700 acres of surface water resulting from lakes. Two major watershed projects have provided the majority of this acreage. The Buffalo Creek Watershed Project, which was completed in 1966, consists of nine lakes which have a total normal pool acreage of 223 acres. The main purpose of this project was flood control with the lakes themselves being privately owned, thus limiting public recreational uses.

The Bush River Watershed Project serves multiple purposes. This project consists of seven dams, which provide a total amount normal surface acreage of 1,655 acres. While flood control is the main purpose of these lakes, the two largest lakes contribute greatly to recreational opportunities in the county. Briery Creek Lake at 814 acres has received national attention as a trophy largemouth bass lake and many anglers from other states travel to the lake to try their luck. The 740 acre Sandy River Reservoir, which is owned by Prince Edward County, opened in May 1996 and is also attracting significant numbers of fishermen.

2. Flood Plains

Prince Edward County and the Town of Farmville have periodically experienced widespread flooding. Property damage and personal suffering resulting from flooding highlights the importance of community design and planning that recognizes natural land characteristics.

The Appomattox River's highest flood stage of record occurred in June 1972. The flood reached 29.7 feet at the gauging station in Farmville. This was 6.1 feet above the previous record stage recorded in August 1940. In September 1996, rains associated with Hurricane Fran led to a crest of 24.5 feet, the second highest level on record. It was estimated that the June 1972 flood was nearly equal to a 100 year event while the August 1940 and September 1996 floods were in the range of a 50 year flood.

A Flood Insurance Study prepared in 1978 by the U.S. Department of Housing and Urban Development, highlights the locations of the county's floodplain areas. This study and its associated maps guide the county and private landowners by designating areas that are subject to flooding and periodic inundation.

3. Groundwater

The availability and quality of groundwater can be a significant factor in county development patterns. Groundwater is the primary source of potable water for a majority of county households. With public water lines located in only a few limited areas of the county, county residents rely upon this natural resource for everyday needs. In 2005 there were approximately 3100 known residential wells within the County, with an average of 150 new permits being issued each year over the past five years.

In Prince Edward County and the Town of Farmville, bedrock is covered by 25 to 70 feet of unconsolidated soil, alluvium, and weathered rock. Groundwater occurs in the lower portion of the unconsolidated material, in fractured and weathered zones within the bedrock in floodplain alluvial deposits that extend below the water level of the streams, and in the more permeable sandstone and shale strata. Depth of the water table averages about 45 to 59 feet.

Most wells are less than 200 feet deep and yield less than 20 gallons per minute. One of the most productive wells in Prince Edward County is drilled at Hampden-Sydney to a depth of 236 feet and produces 115 gallons per minute. Springs are more numerous in the western half of the county. Dug wells are normally 50 to 60 feet deep and yield small quantities of water. Because of generally low yields from dug wells and springs, decreases during periods of drought, and susceptibility to surface contamination, these shallow sources are being replaced by drilled wells.

Quality of groundwater varies with type of bedrock and depth of wells. Excessive iron or hardness is reported in some areas, especially those underlain by shale, sandstone, and some metamorphic rocks. Water from near the upper surface of the bedrock is often less mineralized than water from deeper within the bedrock.

4. Wetlands

Wetlands are defined by the National Clean Water Act as “areas that are inundated or saturated by surface or groundwater, at a frequency and duration sufficient to support the prevalence of vegetation, typically adapted for life in saturated soil conditions.” There are approximately 18,465 acres of mapped wetlands in Prince Edward

County.

Wetlands are a valuable natural resource, which are found mainly in the flood plains of the county's creeks and rivers. Benefits of these areas include storing floodwater, reducing stormwater velocity, serving as groundwater discharge and recharge areas, improving water quality and providing food and habitat to fish and wildlife. These areas are highly protected from disturbance as Section 404 of the Clean Water Act empowers the U.S. Environmental Protection Agency to regulate the placement of fill or dredged material into the waters of the United States, including wetlands.

History of the County

Prince Edward County was formed in 1754 from Amelia County and was named for Prince Edward Augustus, son of Frederick, Prince of Wales. Evidence indicates Indians were living in the area in the 1600s, with the first white settlers arriving around 1730. The first courthouse was completed in 1787 and was located at Worsham, then known only as Prince Edward Courthouse. The county seat remained at Worsham until 1872 when it was moved to Farmville. The original county courthouse in Farmville dates to 1939.

The early economy of the county was based largely on tobacco. Transportation of this important product was provided by the Appomattox River, which remained navigable to bateaux as far west as Farmville, until at least 1878 when the last such boat left Farmville. The development of railroads in the 1840s provided the farmers and merchants of the area with a better means of transportation and lessened the importance of the river as a transport route.

Farmville, the main town in the county, was founded in 1798 and thrived because of the river and the tobacco warehouses. The provision of railroad service to the town ensured its continued growth. Another town located on the Appomattox River, east of Farmville, did not fare as well. Jamestown was founded in 1796, and like its neighbor to the west, prospered early because of the river and its ability to transport tobacco. However, as the river lost importance because of the railroad, Jamestown began to decline. When the bridge over the Appomattox River, connecting the Town of Jamestown to Cumberland County, was washed away in the 1930s, the town's fate was sealed. The last building was abandoned in 1938.

Historic Resources

Prince Edward County has a rich history. Many sites in the county can be identified to attest to this heritage. A survey done by the Virginia

Historic Landmarks Commission listed over 60 historic places. Of these, the following are currently listed on the Virginia Register of Historic Places:

Briery Church: This landmark was constructed in 1760 and was the first structure in the county to be listed on the Virginia Historic Register. The present Gothic Revival Church was designed by Robert Lewis Dabney. The church is located on Route 747 near the Charlotte County line.

Debtor's Prison: A small, solid log jail for debtors was built in 1787. It is among the earliest public buildings of such construction still standing in Virginia. It is located in Worsham on Route 15.

Hampden-Sydney College Historic District: The college was founded in 1776 by Virginia Presbyterians. It has an important collection of antebellum college buildings and preserves a 19th-century rural atmosphere. Outstanding among the several surviving early buildings is Virginia College Church, designed by Robert Lewis Dabney.

Falkland: A large, framed plantation house was built in 1815 by the Watkins family, important figures in the early history of Prince Edward County and Hampden-Sydney College. The two-story, four-bay, hall parlor dwelling is a striking example of a vernacular house type formed throughout the Upper South, from the Virginia Piedmont westward. Falkland is located on Route 632.

Old Prince Edward County Clerk's Office: This building served as the first clerk's office at Prince Edward Courthouse, now known as Worsham. It was built in 1855. It was later used as a public school. An addition was made to the north side of the building to accommodate the public school students. Once the new Worsham school was constructed, the building was used on occasions as a residence. This building replaced the clerk's office built in 1809-1810.

Burke's Old Tavern: Originally owned by Richard Burke, who was warden from 1760 to 1761. He married Mildred Hawkins and sired a large family, and died in 1763. His son, Richard Floyd Burke, a merchant in Prince Edward and Norfolk, died in 1809. He also conducted a large business at the Tavern, which is located on Route 621, near Nottoway County.

Farmville Historic District: Encompasses the downtown business section, the 19th-century Beech Street neighborhood, Victorian-era High Street, 20th-century houses on First and Second Avenues, the Longwood University buildings on High Street, and the 19-century warehouses between the railroad tracks and the Appomattox River. This district includes more than 250 structures.

Buffalo Meeting House: Also known as Buffalo Presbyterian Church, the original building was constructed in 1739, with the present structure dating to 1808. It is located on Route 659, just south of Route 658. The church was founded by Scotch-Irish settlers and served as the focal point of the Buffalo Settlement. The building continues in use today as a Presbyterian Church.

R. R. Moton School: This building was constructed in 1939 and served as the school for the county's African-American children. In April 1951, the students at the school conducted a "strike" to protest the condition of the school. This walkout was one of the five test cases the U.S. Supreme Court used in its *Brown vs. Board of Education* case, in which the court ruled separate but equal was not an acceptable method of educating the nation's youth. In response to this decision, the Prince Edward County Board of Supervisors, instead of integrating the schools, closed the schools from 1959 to 1964. Today, a National Historic Landmark, the Moton Museum honors the courage and sacrifice of Prince Edward County, Virginia students and families, and their leading role in moving America from segregation toward integration.

Worsham High School: Worsham High School and Elementary School for whites on secondary road 665 in Worsham, Prince Edward County, Va. Built in 1928, it initially served grades 1-12 and had a pupil capacity of 300. It was later used only as an elementary school.

In addition to the historic structures described above, the county is also on the Route of Lee's Retreat Driving Tour. This route traces Lee's retreat from Petersburg to Appomattox and includes stops at eighteen historic locations, including five in Prince Edward County. The County also has 6 sites on the Civil Rights In Education Heritage Trail which comprises 41 locations between Petersburg and Appomattox.

CHAPTER IV

Demographic Analysis

This chapter contains an overview of Prince Edward County's demographic characteristics. Information on population, income, housing, employment, the economy, and education are included. An understanding of a community's demography – its past trends, current conditions and future projections can be a vital component of community planning. An analysis of this data helps a community identify emerging community issues and allows a community to respond proactively to these emerging trends.

Population

Other than a sharp decline in the 1950's, the population of Prince Edward County faced relatively small fluctuations between 1900 and 1970 (Table 1). However, between 1970 and 2010, significant growth took place during this period of suburbanization in the northern end of the County near Farmville and the areas close to Longwood University and Hampden-Sydney College.

Table 1
Population Trends (1900-2010)

Year	Population	Percent Change
1900	15,045	-
1910	14,266	-5.5%
1920	14,767	3.4%
1930	14,520	-1.7%
1940	14,922	2.7%
1950	15,398	3.2%
1960	14,121	-8.3%
1970	14,379	1.8%
1980	16,456	14.4%
1990	17,320	5.3%
2000	19,720	13.9%
2010	23,368	18.5%

Source: U.S. Bureau of the Census.

Proportionately, growth was closely divided between the three census tracts (9901, 9902, and 9903) in Prince Edward County for the year 2000 (Table 2). In 2010 the County was divided into five census tracts 9301, 9302.01, 9302.02, 9302.03, and 9303. In 2000, census tract 9902 experienced the greatest total net increase of population, and in 2010 most of the area was divided into three tracts (9302.01, 9302.02, and 9302.03). Census Tract 9901 area is now 9301, while 9903 now resembles census tract 9303. As the population continued to expand, the population density for the entire County increased from 55 persons per square mile in 2000 to 66 persons per square mile in 2010. Table 3 shows 2000 population and density by Census Tract. Recent population estimates (see Table 1) show that the County's population increased from 2000 to 2010 by 18.5%.

Table 2
Population and Distribution by Census Tract: 2000-2010

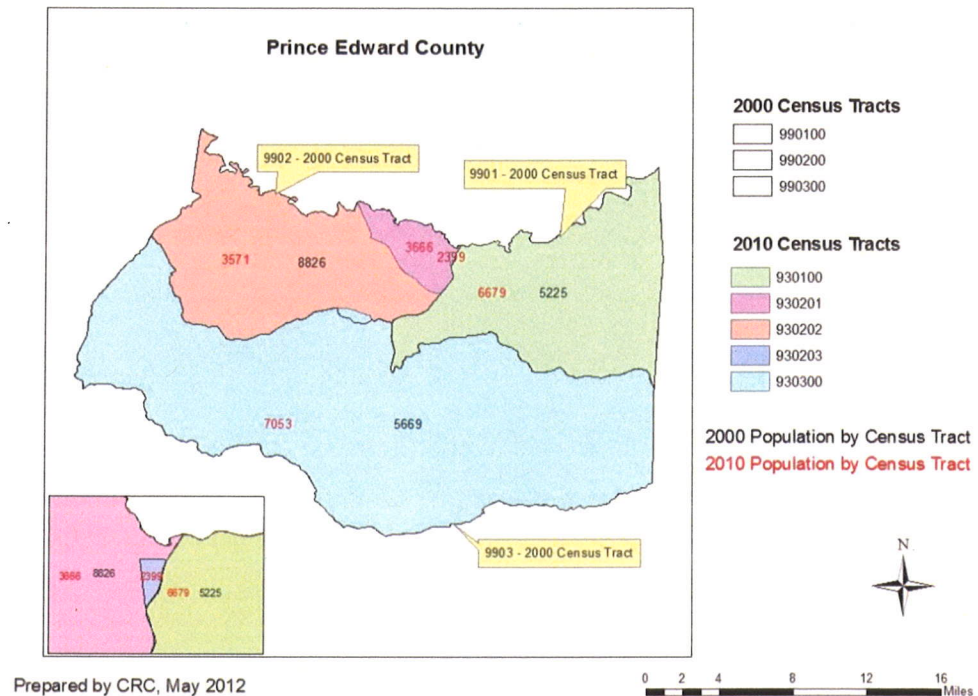
	2000		2010	
Census Tract	Population	% of Pop.	Population	% of Pop.
9301	NA	NA	6,679	29%
9302.01	NA	NA	3,666	16%
9302.02	NA	NA	3,571	15%
9302.03	NA	NA	2,399	10%
9303	NA	NA	7,053	30%
9901	5,225	26%	NA	NA
9902	8,826	45%	NA	NA
9903	5,669	29%	NA	NA
Total	19,720	100%	23,368	100%

Source: U.S. Bureau of the Census.

The Census Tract Map 2000-2010 displays both the old three tract version and the new five tract version together for comparison. The 2000 population is presented in "black" print and the three tract boundaries are colored black as well, while the 2010 population is presented in "red" print and the five tract boundaries are displayed in colors.

MAP II

Census Tract 2000-2010



MAP III

Census Tract 2010

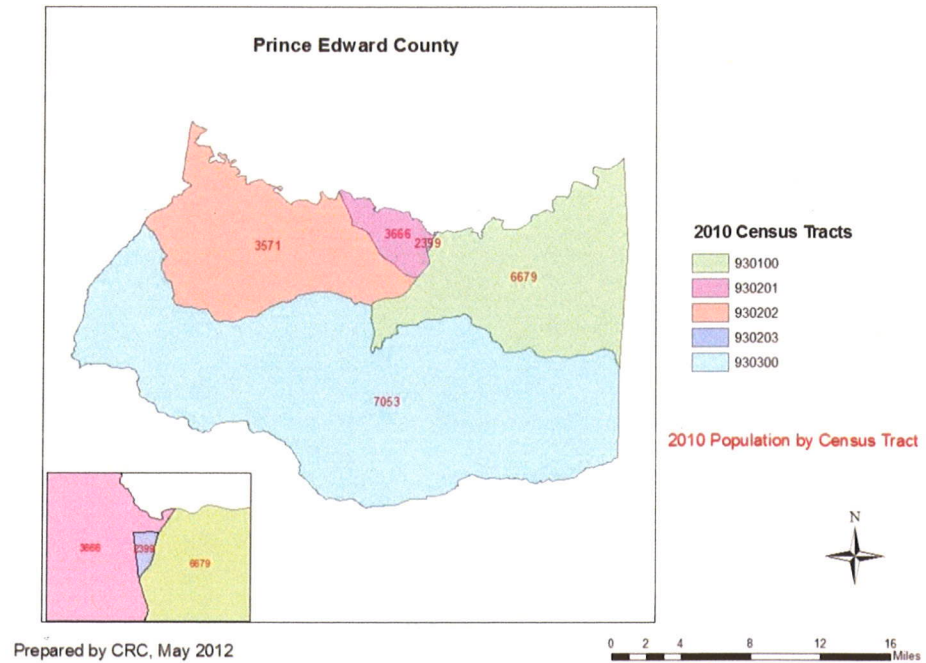


Table 3
Population Density by Census Tract (2010)

	9301	9302.01	9302.02	9302.03	9303	Total
Square Miles	74	10	69	.16	200	354
Population	6,679	3,666	3,571	2,399	7,053	23,368
Population/Sq. Mile	90	366	52	14,993	35	66

Source: U.S. Bureau of the Census

Population Trends

Past trends indicate that since 1940 the population of Prince Edward County has increased in every decade with the exception of the 1950's. Much of the growth in the 1970's can be attributed to increases in the enrollment at Longwood College. In the 1980's and 1990's, much of the increase was related to a large amount of commercial growth which has created more jobs in the community.

In comparison with the population growth of surrounding counties, Prince Edward has the highest rate of growth from 2000 to 2010 (Table 4). In addition, Prince Edward's 18.5% growth rate has outpaced the 7.7% average growth rate for all of the localities in the Planning District Commission - 14 (PDC-14) for that ten-year span.

Table 4
Population Trends in Counties in the PDC - 14 (1990-2010)

County/PDC	1990 Population	2000 Population	% Change 1990-2000	2010 Population	% Change 2000-2010
Amelia	8,787	11,400	29.7%	12,690	11.3%
Buckingham	12,873	15,623	21.4%	17,146	9.7%
Charlotte	11,688	12,472	6.7%	12,586	.9%
Cumberland	7,825	9,017	15.2%	10,052	11.5%
Lunenburg	11,419	13,146	15.1%	12,914	-1.8%
Nottoway	14,993	15,725	4.9%	15,853	.8%
Prince Edward	17,320	19,720	13.9%	23,368	18.5%
"PDC -14"	84,905	97,103	14.4%	104,609	7.7%
Appomattox *	12,298	13,705	11.4%	14,973	9.3%

Source: U.S. Bureau of the Census; * Appomattox County is not in the PDC-14 but is adjacent to Prince Edward County.

Population Projections

Prince Edward County's population for the year 2040 is estimated at 26,592 or a total of a 13.8% increase from year 2010 -- a net increase of 3,224 residents (Table 5). In comparison, all of the seven counties that comprise the PDC-14 are projected to increase 7.8% to a total population of 112,744 in the year 2040. This data shows that Prince Edward is likely to grow at a slightly faster rate than the other localities within the region and should plan accordingly for the growth.

Table 5
Population Projections (2010-2040)

	Prince Edward County		PDC-14	
Year	Projected Population	% Change from 2010	Projected Population	% Change from 2010
2010	23,368 (Actual)	N/A	104,609 (Actual)	N/A
2020	24,865	6.4%	108,172	3.4%
2030	25,816	10.5%	110,657	5.8%
2040	26,592	13.8%	112,744	7.8%

Sources: Weldon Cooper Center; VEC & US Census Bureau.

Note: These projections are based on survival, fertility, mortality and migration estimates and do not take into consideration significant changes in the local economy which can affect population growth. Because unforeseen events and factors always affect population growth, these projections should be used solely as estimates.

Population Age

Growth in Prince Edward County between 2000 and 2010 occurred in all age groups except the 5-14 year olds (Table 6). The low number of 4 and under age group for the year 2000 may have attributed to -.2% change in the 5-14 year olds for 2010. However, the 45-64 age group saw a 35.7% jump in its population – a net increase of 1,380 people within this age group alone.

Table 6
Population Age (2000-2010)

Age Group	2000	2010	Percent Change 2000-2010
Total Population	19,720	23,368	18.5%
4 and under	983	1,016	3.4%
5-14 Years	2,313	2,308	-.2%
15-24 Years	5,325	6,933	30.2%
25-44 Years	4,438	4,614	4.0%
45-64 Years	3,866	5,246	35.7%
65 Years and over	2,795	3,251	16.3%

Source: U.S. Bureau of the Census.

This increase is created by the in-migration of new residents to the community. The majority of the County's new residents in the 2010's fall into the age group of the baby-boomers or early retirees. The 15-24 years group accounted for the second highest increase overall suggesting that there are now more young adults attending area colleges.

As a result, the median age of County residents has increased from 28.6 years in 1990 to 31.5 years (2000) to 33.6 (2010) over the last two decades. The aging of the County's population will change the mix of available employees and will change the services needed and/or desired by County residents from their local government.

Racial and Cultural Composition

The racial and cultural composition of Prince Edward County population has not changed significantly since 2000. The County is 63% white or Caucasian with all other minorities combining for 37% of the total population. (Table 7). This is nearly identical to the racial composition just ten years ago. However, the numbers of Hispanic residents, though small in overall numbers, have seen substantial percentage increases over the past ten years by 215% for White Hispanic and 182% for total Hispanic population. Other Races showed a significant percentage increase as well, 257% which represents 116 more people in 2010.

Table 7
Racial and Cultural Composition (2000-2010)

Group	2000	2010	Percent Change
Total Population	19,720	23,368	18.5%
White	12,260	14,796	20.6%
White Hispanic	80	252	215%
White-Non-Hispanic	12,180	14,544	19.4%
Black	7,063	7,756	9.8%
American Indian, Eskimo or Aleut	36	69	91.6%
Asian or Pacific Islander	128	205	60.1%
Total Hispanic (any race)	186	525	182%
Other Race	45	161	257%
Two or More Races	188	365	94.1%

Source: U.S. Bureau of the Census.

Family and Household Distribution

Table 8 shows the number of families and households in each of the County's five census tracts. The percentages of total households by tract suggest that census tract 9302.3 has the lowest number of families and households. This can be attributed to Longwood University's student population being housed in dormitories instead of family households. Tables 9, 10, and 11 provide detailed household statistics by Census Tract. Only 49% of the households having children under age 18 consist of a married couple family, while 36% of these households with children are classified as "other," and another 15% are Non-Family households. This data generally reflects current national trends. In regard to households where elderly individuals (i.e., 65 years and over) live, 42% of all of these households are

one-person households – meaning almost half of these senior citizens reside alone.

Table 8
Distribution of Families and Households by Census Tract (2010)

Type	9301	9302.01	9302.02	9302.03	9303	Total
Total Families	1,587	578	988	11	1,667	4,831
Percent of Families	32.9%	12%	20.4%	.2%	34.5%	100%
Total Households	2,793	1,327	1,379	33	2,384	7,916
Percent of Households	35.3%	16.8%	17.4%	.4%	30.1%	100%

Source: U.S. Bureau of the Census.

Table 9
Household Type by Tract (2010)

Household Type	9301	9302.01	9302.02	9302.03	9303	Total	Percent
1 Person:	865	542	333	18	572	2,330	29.5%
Male HH	385	181	153	10	283	1,012	13%
Female HH	480	361	180	8	289	1,318	17%
2+ Persons:	1,587	578	988	11	1,667	4,831	61.0%
Married Couple Family	1045	412	638	5	1,175	3,275	41%
Other Family:	542	166	350	6	492	1,556	20.%
-Male HH-no wife	117	37	84	1	132	371	5%
-Female HH-no husband.	425	129	266	5	360	1,185	15%
Non-Family HH:	341	207	58	4	145	755	9.5%
Total	2,793	1,327	1,379	33	2,384	7,916	100%

Source: U.S. Bureau of the Census

Table 10
Household Type by Tract: With Persons Under Age 18 (2010)

Household Type	9301	9302.01	9302.02	9302.03	9303	Total	Percent
Family Households:	661	212	395	4	626	1,898	85%
Married-Couple	359	125	224	0	390	1,098	49%
Other Family:	302	87	171	4	236	800	36%
-Male HH-no wife	45	18	40	0	61	164	7%
-Female HH-no husband.	25 7	69	131	4	175	636	28%
Non-Family Household:	108	29	85	0	122	344	15%
Total:	769	241	480	4	748	2242	100%

Source: U.S. Bureau of the Census.

Table 11
Household Type by Tract: With Persons 65 Years Old and Over (2010)

Household Type	9301	9302.01	9302.02	9302.03	9903	Total	Percent
Living Alone	315	272	149	6	229	971	42%
Living with one or more persons HH	381	185	279	5	486	1,336	58%
Total 65 + Year HH	696	457	428	11	715	2,307	100 %

Source: U.S. Bureau of the Census.

Income

Income distribution information is a helpful tool for portraying the economic vitality of a community. Income level data can help determine and be reflective of the types of services and needs that County residents may require. Table 12 shows that the median household income in Prince Edward County is rising annually, but has consistently trailed behind the state median since 1995. In addition the County's median household income as a percentage of state median household income has been trailing since 1995.

A contributing factor to these trends could be the large number of middle-age people/early retirees moving into the County who may now be earning less than before and a slightly higher than average population living below the poverty level. By 2010, the County's median income levels were about 41% lower than the rest of Virginia.

Table 12
Projected Median Household Income (1995-2010)

Year	Prince Edward County		Virginia	
	Median Household Income	Percent Change	Median Household Income	Percent Change
1995	\$26,326	NA	\$36,367	NA
2000	\$31,000	17.7%	\$46,789	28.6%
2005	\$32,631	5.2%	\$54,207	15.8%
2010	\$36,191	10.9%	\$61,406	13.2%

Source: Weldon Cooper Center, US Bureau of the Census

Poverty

Poverty status data is presented by age group in Table 13. Previously in 1999, 15% of all County residents had incomes below the poverty level, but by 2010 that figure increased to 20%. Unfortunately, the poverty rates for the 18-64 age groups also increased to 20% in 2010. But, when the County's 18.5% population growth from 2000 to 2010 is taken into consideration, more of the citizens are living below the poverty level in 2010 than there were in 2000.

Table 13
Poverty Status in 2010 by Age

Income	Age 18-64		Age 65 & Over		All Ages	
	#	%	#	%	#	%
Below Poverty Level	2,714	20%	179	6%	4,042	20%
Above Poverty Level	10,548	80%	3,046	94%	16,487	80%

Source: U.S. Bureau of the Census. Note: Statistics are from the 2008-2010

American Community Survey 3-Year Estimates

Poverty status is a derived measure that is determined by comparing the income of a family (or unrelated individual) with a series of income thresholds which vary according to the size of the family, the number of related children, and the age of the householder (for one and two-person households only). The poverty thresholds are adjusted every year in accordance with changes in the Consumer Price Index so that comparisons of poverty statistics between the Censuses are valid, even though both incomes and prices have been affected by inflation. Poverty status is not determined for unrelated individuals under 15 years old or for persons living in college dormitories, or institutions.

Housing Resources

Between 2000 and 2010, the County's housing stock grew by 21.5% (Table 14). Today, homes built after 1980 account for nearly 65% of all homes built, with most of this growth occurring during the 2000's. In 2003, out of a total of 144 single-family home permits, 62 (44%) were stick-built homes while 82 (56%) were considered to be manufactured houses.

Table 14
Total Housing Units (1980-2010)

Year	Units	Change
1980	5,548	N/A
1990	6,075	9.4%
2000	7,527	23.9%
2010	9,149	21.5%

Source: U.S. Bureau of the Census; Prince Edward County 2004.

The majority of homes in the County are single-family, stick-built homes with a large percentage of manufactured houses. Most of the multi-family units are located within the Town of Farmville.

Table 15 illustrates the distribution of housing types in the County and recent trends. Multi-Family homes increased significantly from 2000-2010, approximately a 113% change.

Table 15
Distribution of Housing Units by Type (1980-2010)

Housing Units	1980	1990	2000	2010 (Est.)	Change 00-10
Single Family	4,311	4,319	5,078	5,764	13.5%
Multi-Family	703	633	714	1,519	112.7%
Mobile Homes	517	1,123	1,629	1,866	14.5%

Source: U.S. Bureau of the Census.

Table 16
Housing Tenure and Characteristics (2000-2010)

Characteristic	2000	2010	Change 00-10
Occupied Units	6,561	7,916	20.7%
Owner Occupied	4,489	4,830	7.6%
Renter Occupied	2,072	3,086	48.9%
Median Value	\$86,900	\$159,500*	83.5%
Median Rent	\$351	\$702*	100%
Median Rooms per Unit	5.4	5.6*	3.7%
Household Population	15,943	19,050	19.5%
Persons per Unit	2.43	2.41	-.8%

Source: U.S. Bureau of the Census. * Estimated 2008-2010

Over the past five years (2007-2011), the demand for manufactured homes has decreased significantly. This trend may be largely due to a downswing in the economy.

As in previous years, most of the housing in Prince Edward remains owner-occupied (Table 16) In 2010, 61% of the County's total housing stock was owner-occupied, falling from 68% in 2000. Therefore, a sizable rentable market (39%) exists in the County. During this same 10 year period, the percentage of owner-occupied units increased approximately 8%, (compared to an 18.5% population increase).

In 2010, the median value of all owner-occupied units was estimated at \$159,500, a significant increase of almost 84% since 2000. In 2010, the median rent increased by 100% over 2000 figures and generally kept pace with rent increases in the other jurisdictions in the PDC-14.

New Housing Starts

Table 17 shows new single-family housing development between 2004 and 2011. Since 2004, an average of 126 residential building permits have been issued each year.

Table 17
Single-Family Residential Building Permits (2004-2012)

	1 and 2 Family Dwelling		Manufactured Homes	
Year	Number	Value	Number	Value
2004	87	\$10,646,172	76	\$2,654,673
2005	90	\$12,447,935	73	\$2,429,142
2006	111	\$15,387,406	76	\$2,925,332
2007	94	\$15,556,239	56	\$2,657,201
2008	70	\$10,437,787	56	\$2,313,550
2009	51	\$7,796,273	45	\$1,061,525
2010	44	\$5,542,400	25	\$856,239
2011	59	\$4,036,347	2	\$14,000
Totals	606	\$81,850,559	409	\$14,911,662

Source: Prince Edward County Planning Department 2012.

Table 18 lists the multi-family and commercial permits for the same time span. An average of 11 Commercial and Multi-Family Building Permits have been issued each year during that time span.

Table 18
Commercial and Multi-Family Building Permits (2004-2012)

	Commercial		Multi-Family	
Year	Number	Value	Number	Value
2004	9	\$1,398,200	1	\$175,000
2005	16	\$18,421,600	1	\$260,000
2006	16	\$2,338,500	0	\$0
2007	9	\$13,978,000	11	\$2,126,315
2008	3	\$90,000	0	\$0
2009	5	\$394,989	1	\$210,000
2010	5	\$265,000	3	\$1,700,000
2011	14	\$3,706,574	0	\$0
Total	77	\$40,592,863	17	\$4,471,315

Source: Prince Edward County Planning Department 2012.

Tables 19, 20, and 21 show various housing characteristics broken down by Census Tract for the year 2010. Census Tract 9301 has the highest number of renter-occupied housing (1,376) while Census Tract 9302.03 had a significantly smaller number (only 19).

Table 19
Occupancy Status of Year-Round Housing Units by Census Tract (2010)

Census Tract	Occupied		Vacant		Total	
	Number	Percent	Number	Percent	Number	Percent
9301	2,550	86%	428	14%	2,978	100%
9302.01	1,105	88%	152	12%	1,257	100%
9302.02	1,323	78%	372	22%	1,695	100%
9302.03	9	13%	59	87%	68	100%
9303	2,327	79%	606	21%	2,933	100%
Total	7,314	82%	1,617	18%	8,931	100%

Source: U.S. Bureau of the Census. 2006-2010 Estimated

Table 20
Tenure Status of Occupied Housing Units by Census Tract (2010)

Census Tract	Owner Occupied		Renter Occupied		Total	
	Number	%	Number	%	Number	#
9301	1,417	51%	1,376	49%	2,793	100%
9302.01	641	48%	686	52%	1,327	100%
9302.02	992	71%	387	29%	1,379	100%
9302.03	14	42%	19	58%	33	100%
9303	1,766	74%	618	26%	2,384	100%
Total	4,830	61%	3,086	39%	7,916	100%

Source: U.S. Bureau of the Census.

Table 21
Other General Housing Characteristics by Census Tract (2010)

	Median Value	Median Contract Rent	Median # of Rooms
9301	\$142,300	\$584	5.3
9302.01	\$230,500	\$678	6.2
9302.02	\$134,300	\$372	5.4
9302.03	\$*	\$*	4.9
9303	\$152,800	\$452	5.4

*Source: U.S. Bureau of the Census. 2006-2010 Estimated, *no sample observations or too few observations were available to compute an estimate.*

Around 18% of the homes in the County are considered vacant while about 39% of the total housing units are renter occupied. Some of the vacant homes may be seasonal properties, including properties near recreational amenities such as Twin Lakes or Briery Lake. The median home value in Census Tracts 9302.01 (the northwestern portion of the County, including Farmville west of Route 15) has the highest median home value (about \$230,500).

Table 22 provides statistics on homes lacking adequate plumbing facilities (hot and cold running water, a flush toilet, and a bathtub or shower) at the Census Tract level in the County. About 6% of all occupied housing units in 2010 had sub-standard plumbing facilities. The Census Tract with the highest percentage of units lacking adequate plumbing in the County is Tract 9303. However, Census Tract 9302.03 did not have any housing units lacking complete plumbing.

Table 22
Housing Units Lacking Adequate Plumbing Facilities
by Census Tract (2010)

Type	9301	9302.01	9302.02	9302.03	9303	Total
Total Families	2,978	1,257	1,695	68	2,933	8,931
Complete Plumbing Facilities	2,922	1,116	1,526	68	2,695	8,327
Lacking Complete Plumbing Facilities	56	141	169	0	238	604

Source: U.S. Bureau of the Census. 2006-2010 American Community Survey

Employment

During the 1980's, Prince Edward/Farmville saw a significant increase in commercial development in the County fueled by significant growth in the service industry. During this time, the Town of Farmville firmly established itself as the commercial hub for the surrounding eight-county area. The decade of the 1990's further saw the Town of Farmville grow in its economic stature.

The County's civilian labor force has increased over the past 10 years (Table 23), and the number of persons employed has increased as well. Over the past 5 years, unemployment rates in Prince Edward County have been remarkably similar to the unemployment rates in PDC-14; with little fluctuation between the two (Table 24). This trend further suggests that the Town of Farmville/Prince Edward has become a key focal point for business in the region.

Table 23
Labor Force Statistics: 1995-2010
(16 Years & Older)

Year	Labor Force	Employed	Unemployed
1995	8,590	8,138	452
2000	8,084	7,814	270
2005	8,584	8,097	487
2010	10,088	9,074	1,014

Sources: Virginia Employment Commission

Table 24
Unemployment Rates: 1995-2010

Year	Prince Edward County	PDC-14	Virginia	United States
1995	5.3	6.1	4.5	5.6
2000	3.3	2.9	2.3	4.0
2005	5.7	5.0	3.5	5.1
2010	10.1	9.2	6.9	9.6

Sources: Virginia Employment Commission; Weldon Cooper Center.

Unemployment

Between 1995 and 2005, unemployment in Prince Edward County kept pace with the United States rates. These unemployment rates were moderate until 2010. In 2010 the unemployment rate was 10.1% and exceeded the PDC-14 (9.2%) and the United States (9.6%) rates. Since increased job growth has come to the County coupled with a relatively unchanged labor force of County residents, this situation suggests that many more residents in the neighboring counties in the PDC-14 may now commute to Farmville/Prince Edward for their place of employment than they did several years ago. While the categories of the different employment sectors used in Table 25 continue to change, the job growth for Prince Edward residents continues to climb. Currently with the number of jobs increasing from 7,674 (2000) to 9,808 (2010) – the County has seen a 28% increase in the number of jobs over the last 10 years.

Table 25
Number of Jobs Located in Prince Edward
(shown by type of industry): 2000-2010

Industry	2000	2010*	Change
Agriculture, Forestry, Fishing, Mining	300	225	-25%
Construction	555	606	9%
Manufacturing	855	525	-39%
Wholesale Trade	137	122	-11%
Retail Trade	864	1,117	29%
Transportation, Warehousing, and Utilities	283	325	15%
Information	186	158	-15%
Finance, Insurance, Real Estate, and Rental and Leasing	178	423	138%
Professional, Scientific, Management, Administrative, and Waste Management	256	363	42%
Educational, Health, and Social Services	2,384	3,703	55%
Arts, Entertainment, Recreation, Accommodation and Food Services	701	997	42%
Other Services	340	424	25%
Public Administration	635	820	29%
Total	7,674	9,808	28%

Source: US Census Bureau. * Estimated 2006-2010 American Community Survey Data.

Employers

Table 25 also shows the number of jobs by type of industry in Prince Edward County as compiled by the U.S. Census Bureau. Like the rest of the country, the County has undergone its employment woes. Job declines were evident in these categories: "Agriculture, Forestry, Fishing, Mining" (-25%), "Manufacturing" (-39%), "Wholesale Trade" (-11%) and "Information" (-15%).

On the upside, "Finance, Insurance, Real Estate, and Rental and Leasing" grew its jobs base by more than 100%. The "Educational, Health, and Social Services" category increased its job base by 55%, coming primarily to Longwood University, Prince Edward County School System, Centra Health, Hampden-Sydney College, and The Woodland. They were the biggest increase in the actual number of jobs as well, with over a 1,000 hired since the year 2000. Clearly, because of the strong influence of the education sector, the economy of Prince Edward is shifting towards service-related employment with higher salaries and greater educational requirements.

Through its new construction and student-body growth, Longwood University has become the largest employer in the Farmville/Prince Edward area. Some of the other large employers in the area include Centra Southside Community Hospital in Farmville, Prince Edward County School System, Hampden-Sydney College, The Woodland, and Wal-Mart. Other key local employers include Trinity Mission Health & Rehab, Prince Edward County, Green Front Furniture, Fuqua School, Piedmont Regional Jail, Haley Automotive, Lowes, and the Farmville Herald.

Taxable Sales

Prince Edward County fares very well for counties its size because it collects taxable revenue from consumers in the seven county region who often travel 20-30 miles to shop for their regular purchases in Farmville/Prince Edward.

Table 26 Taxable Sales: 2009 – 2011

Business Classification	2009	2010	2011	Percent Change 2009-2011
No NAICS Information *	2,228,632	2,665,024	4,653,913	108.8%
Animal Production	NA	18,593	NA	NA
Specialty Trade Contractors	2,521,851	2,481,733	2,428,646	-3.6%
Miscellaneous Manufacturing	9,011	NA	NA	NA
Merchant Wholesalers, Durable Goods	8,854,225	9,218,093	9,056,611	2.2%
Motor Vehicle and Parts Dealers	5,685,386	4,737,730	4,511,652	-20.6%
Furniture and Home Furnishings Stores	29,016,323	30,136,543	29,628,441	2.1%
Electronics and Appliance Stores	1,560,663	1,545,508	1,485,222	-4.8%
Building Material, Garden Equipment & Supplies Dealers	23,994,253	22,329,065	21,169,786	-11.7%
Food and Beverage Stores	21,310,853	21,182,858	21,233,055	-0.3%
Health and Personal Care Stores	3,496,185	3,630,494	1,879,356	-46.2%
Gasoline Stations	7,989,164	8,439,618	8,191,275	2.5%
Clothing and Clothing Accessories Stores	3,388,514	3,579,827	3,697,635	9.1%
Sporting Goods, Hobby, Book, and Music Stores	2,256,916	2,333,211	1,957,615	-13.2%
General Merchandise Stores	91,233,893	88,785,615	87,743,456	-3.8%
Miscellaneous Store Retailers	5,953,669	6,018,906	6,184,346	3.8%
Nonstore Retailers	2,672,622	2,246,889	3,046,578	13.9%
Real Estate	NA	814,913	NA	NA
Rental and Leasing Services	3,790,218	3,469,031	3,034,773	-19.9%
Professional, Scientific, and Technical Services	152,624	143,304	182,537	19.5%
Administrative and Support Service	NA	3,673,662	NA	NA
Amusement, Gambling, and Recreation Industries	1,590,769	836,717	NA	NA
Accommodation	3,971,947	4,274,511	4,283,261	7.8%
Food Services & Drinking Places	28,895,958	26,549,570	27,209,737	-5.8%
Repair and Maintenance	2,751,982	2,625,412	2,865,799	4.1%
Personal and Laundry Services	909,975.00	1,414,028	1,380,660	51.7%
Prince Edward Total	\$254,235,633	\$253,150,855	\$245,824,354	-3.3%
Misc. & Unidentifiable Total	\$26,616,167	\$22,576,344	30,775,179	1.5%
Total	\$280,851,800	\$275,727,199	\$276,599,533	-1.5%

Source: Virginia Department of Taxation, 2009-2011. *NAICS (North American Industry Classification System)

The taxable sales in Prince Edward County/Town of Farmville decreased by 1.5% between 2009 and 2011. Much of the real growth occurred in businesses with no NAICS information (108.8%), "Personal and Laundry Services" (51.7%), and "Professional, Scientific, and Technical Services" (19.5%). In terms of losses, these three categories lagged behind in sales the most: "Health and Personal Care Stores" (-46.2%), "Motor Vehicle and Parts Dealers" (-20.6%) and Rental and Leasing Services (-19.9%). Other business experienced less taxable income from -.3% to -13.2% over the same time period. Despite recent market conditions, the County is doing well with an overall taxable income that is just -1.5% lower than 2009. At present, there does not appear to be a shift to purchasing out of County purchases, though it is likely that the Farmville/Prince Edward business base may face a stiff challenge in the future from competition for certain retail products such as apparel, furniture, home furnishings, and equipment from new businesses in western Chesterfield County (Richmond area) and the Lynchburg area.

Tourism

The potential impact of tourism on Prince Edward County's economy is illustrated by Table 27. All three categories follow the pattern of traveler spending. Total traveler spending increased about 5% each year from 2006 to 2010, except for 2009 it fell 6.5%. The amount of travel generated employment increased 19% during the same time span due in part to the opening of new restaurants and hotels along Route 15 South near the Route 460 By-Pass interchange. The travel-generated payroll showed a slight dip in 2009 and indicates that the local tourism industry was impacted by the economic downswing in the 1990's for its employees. These numbers can be anticipated to continue to make modest to steady gains over the next couple of years.

Table 27
Tourism Expenditures and Employment
Prince Edward County: 2006 -2010

Year	Traveler Spending	Employment Number	Payroll	Change in Traveler Spending
2006	\$16,692,826	214	\$3,575,830	NA
2007	\$17,571,454	214	\$3,598,302	5.2%
2008	\$18,613,575	221	\$3,797,177	5.9%
2009	\$17,394,780	218	\$3,753,270	-6.5%
2010	\$18,432,948	216	\$3,854,116	5.9%

Source: Virginia Tourism Corporation.

Education

The Prince Edward County Public School System operates one elementary school, one middle school, and one high school which includes the County's Career-Technical Center. All of these facilities are centrally located on Route 628, just south of Farmville and the Route 460 bypass.

The general education statistics presented in Table 28 highlight significant overall improvements in educational attainment of Prince Edward County residents and probable demographic changes for the County as well. In 2000, 69.9% of the residents 25 years or older had completed high school. By 2010, the percentage of the County's population with a high school diploma or higher degree had increased to 81.2%. This graduation rate is a little lower than the state's overall average (86.1%). The number of college graduates decreased by 3.6% between 2000 and 2010.

Table 28
General Education Statistics 2000-2010

People 25 Years Old and Older	2000	2010	Virginia 2010	% Change 2000-2010
Percent High School Graduates	69.9%	81.2%	86.1%	16.1%
Percent College Graduates	19.2%	18.5%	33.8%	-3.6%
Median School Years Completed	12.5	NA	NA	

Source: U.S. Bureau of the Census.

Table 29 compares selected public school information of three recent academic years. The average daily membership in the Prince Edward County Public Schools has declined over the past two years, with the biggest decrease coming at the Elementary School - 77 fewer students than the previous year. Consequently, the pupil teacher ratio has been steady over the past two years, and the total expenditure per pupil has change slightly - averaging around \$11,083 per student. About 84% of the High School graduates continue their formal education in colleges or vocational-technical schools. The High School's dropout rate has been around 5% for the last three years.

Since the 2000-2001 school year, the School Board has included four-year-olds who would become five between September 30th and December 31st in their membership estimates.

Table 29
A Comparison of Selected Public School Information:
Academic Years 2009-2010, 2010-11, 2011-12

	2009-2010	2010-2011	2011-2012
Elementary School Membership	941	918	841
Middle School Membership	736	753	747
High School Membership	814	759	697
Average Daily Membership	2,459	2,373	2,262
Total Expenditure per Pupil	\$11,170	\$10,821	\$11,258
Pupil Teacher Ratio (Classroom Teaching)	10.47	10.19	10.89
Average Annual Salaries (Classroom Teachers)	\$43,892	\$43,950	\$44,236
HS Graduates	178	178	160
Percent HS dropouts	5.65%	5.80%	5.35%
Percent HS graduates continuing education	72%	66.3%	84%

Sources: Superintendent's Annual Report for Virginia, Prince Edward Public School, 2012.

Other K-12 Schools

According to the Prince Edward County Superintendent's Report, there were 111 students living in the County who were home schooled as of 2012. The exact number of students enrolled in private schools who live in Prince Edward County was not available. However, there are at least three local private schools whose enrollment includes students living in Prince Edward County. The Fuqua School, located in Farmville, is a privately-funded pre K-12 school with a current enrollment of 384 students. The Fuqua School recently completed the installation of a new track as part of its athletic facilities. Prospect Christian Academy, located approximately three miles west of the village of Prospect, has an enrollment of 14 students in grades pre K-12. Also, New Life Christian Academy is located in Cumberland County just two miles across the Appomattox River from Farmville and had a pre K-12 enrollment of 90 students for 2010-2011, some of which live in Prince Edward County. These students, who are receiving their education from a means other

than the Prince Edward County Public School System, are easing the taxpayer-burden on the public school services that would otherwise be required of the County to fulfill.

Higher Education

Prince Edward County is also the site of two academic institutions of higher learning -- Longwood University and Hampden-Sydney College.

Founded in 1839, Longwood University (formerly Longwood College), located within the Town of Farmville, is a State-funded four-year co-educational undergraduate and graduate institution. With a total current enrollment of 4,300 students, Longwood forecasts a goal of 6,000 students without any major construction of on-campus housing; off-campus construction is currently keeping pace with the demand.

Hampden-Sydney College, located in the community of Hampden-Sydney and founded in 1776, is a private four-year undergraduate liberal arts college for men. The tenth oldest college in the United States and second oldest in Virginia, Hampden-Sydney had an enrollment of 1,058 students for 2010-2011 and is affiliated with the Presbyterian Church (USA).

For students seeking a two-year program, Southside Virginia Community College is located in Keysville, a short drive away in Charlotte County. Also, Southside Virginia Community College offers for-credit classes locally at Prince Edward County's Career-Technical Center in fields such as nursing and computers, among others. There are numerous (public and private) four-year colleges/universities located throughout the region and Virginia to serve the higher education needs of Prince Edward County residents who desire to further their academic studies.

CHAPTER V

Administrative Facilities

The construction of the new Courthouse in the late 1990's provided the County with new administrative space and allowed the County to demolish older administrative facilities in the downtown area. Facilities known as the Courthouse Annex, the Social Services Building, and the Old Jail Building, were removed as a part of this program. A facility known as the Moore Building, located at the corner of Third and South Streets was renovated, and now houses a Visitors Information Center.

The County acquired the SCOPE (Senior Citizens Of Prince Edward Inc) building in 2011 and continues to use it as a senior citizen's daycare facility which is located on Griffin Boulevard.

The County also owns several buildings outside of the downtown Farmville area. Most of these are located in the Worsham area of the County. They are:

Prince Edward Cannery The Prince Edward Cannery is now an FDA registered food canning establishment. This facility is one of the few community canneries remaining in Virginia. It is open and available to citizens on a part-time basis. It is located about two miles west of Worsham on Route 665.

Debtors Prison This small building was constructed in 1787 and served as a jail for individuals failing to pay their debts. Located on the west side of Route 15, it is listed on the Virginia Register of Historic Places.

Old Prince Edward County Clerk's Office. Constructed in 1855, and also listed on the Virginia Register of Historic Places, this facility has also served as a private residence. It is located on the east side of Route 15 in Worsham.

County Shop and Animal Shelter These facilities are located at the end of Route 758. The County Shop houses the majority of the County's maintenance equipment. The animal shelter provides temporary shelter for animals picked up by the County's animal warden.

Education

The Prince Edward County Public School System operates one elementary school, one middle school, and one high school which includes the County's Career-Technical Center. All of these facilities are centrally located on Route 628, just south of Farmville and the Route 460 bypass. These facilities are meeting the current needs of the school system and there are currently no funded capital expansion plans. However, the County in 2004 purchased 123

acres adjacent to the school complex so future expansion needs can be addressed, should they arise.

Transportation

Prince Edward County is served by highway, rail and air transportation, as well as a public transportation system. Each is described below:

Highway Transportation

County roads are classified by the Virginia Department of Transportation (VDOT) as primary and secondary.

The primary system includes those highways designated as arterials and other primaries, and have state route numbers below 600. Prince Edward County competes with other jurisdictions in the VDOT Lynchburg District for road improvement funds for primary highways.

Secondary roads are major and minor collector routes and local streets included in the state system for maintenance. Secondary roads are numbered 600 and above in the VDOT classification system.

Primary highways in the County are briefly discussed below.

U.S. 460 - This is a major east-west highway that provides access to the northern part of the County. It is a major commerce route. The road is a dual highway with bypasses around the towns of Farmville and Pamplin. The entire route has speed limits of 60 mph (65 mph on Farmville bypass) and the road is a major asset in the County's efforts to promote economic development.

U.S. Route 15 - This highway is a major two-lane north-south route, which goes across the central part of the county. The County's major anticipated growth corridor extends along Route 15 from Farmville to the Hampden-Sydney area. One of the county's long-term goals is to have this route four-laned, especially the section from Route 628 near Farmville to Route 133 at Kingsville. This goal/request is presented to the Commonwealth Transportation Board annually.

U.S. Route 360 - This four-lane highway is located in the southeastern part of the county and serves as the main transportation route between Richmond and Danville. Commercial development along this route in Prince Edward County is limited.

Virginia Route 307 - This two-lane highway serves as a short-cut between U.S. 360 in Amelia County and U.S. 460 at Rice. The road is hilly and receives a great deal of truck traffic.

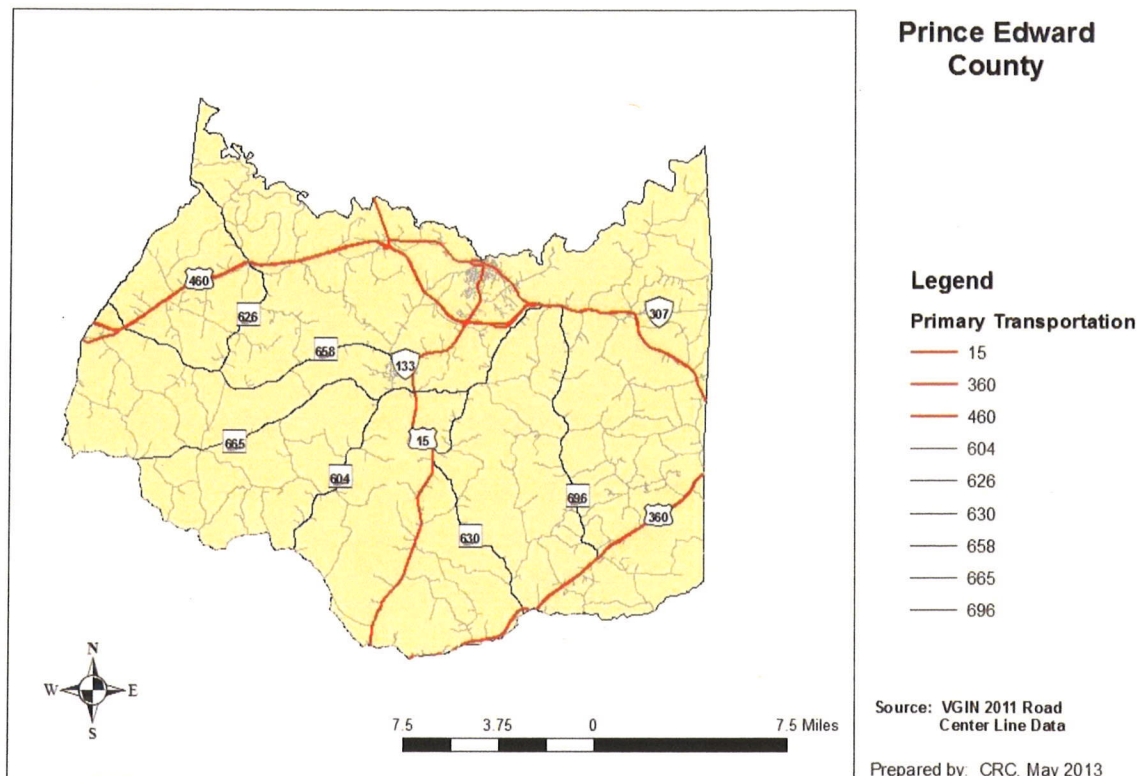
Virginia Route 45 - Only a small section of this road is actually located in Prince Edward County, all within the Town of Farmville. The highway extends north from Farmville into Cumberland and Goochland counties.

Virginia Route 133 - This road is only 1.2 miles in length, and basically serves as a bypass around the Hampden-Sydney College campus.

Major secondary roads in the county include: Routes 665, 696, 658, 630, 626, and 604. Funding for secondary road improvements is allocated to Prince Edward County on the basis of a six-year funding plan prepared jointly by VDOT and the County.

Virginia Route 786 - This recently built road serves as a bypass around the Prince Edward County Public Schools Complex.

MAP IV



Highway Functional Classification Plan

According to the Statewide Highway Plan for 2010, highway functional classification is a grouping of highways into systems according to the character of service that they are intended

to provide. Virginia Department of Transportation definitions for the rural road classifications are as follows:

Principal Arterial – These highways provide an integrated network of roads that connect principal metropolitan areas and serve virtually all urban areas demands such as statewide and interstate travel.

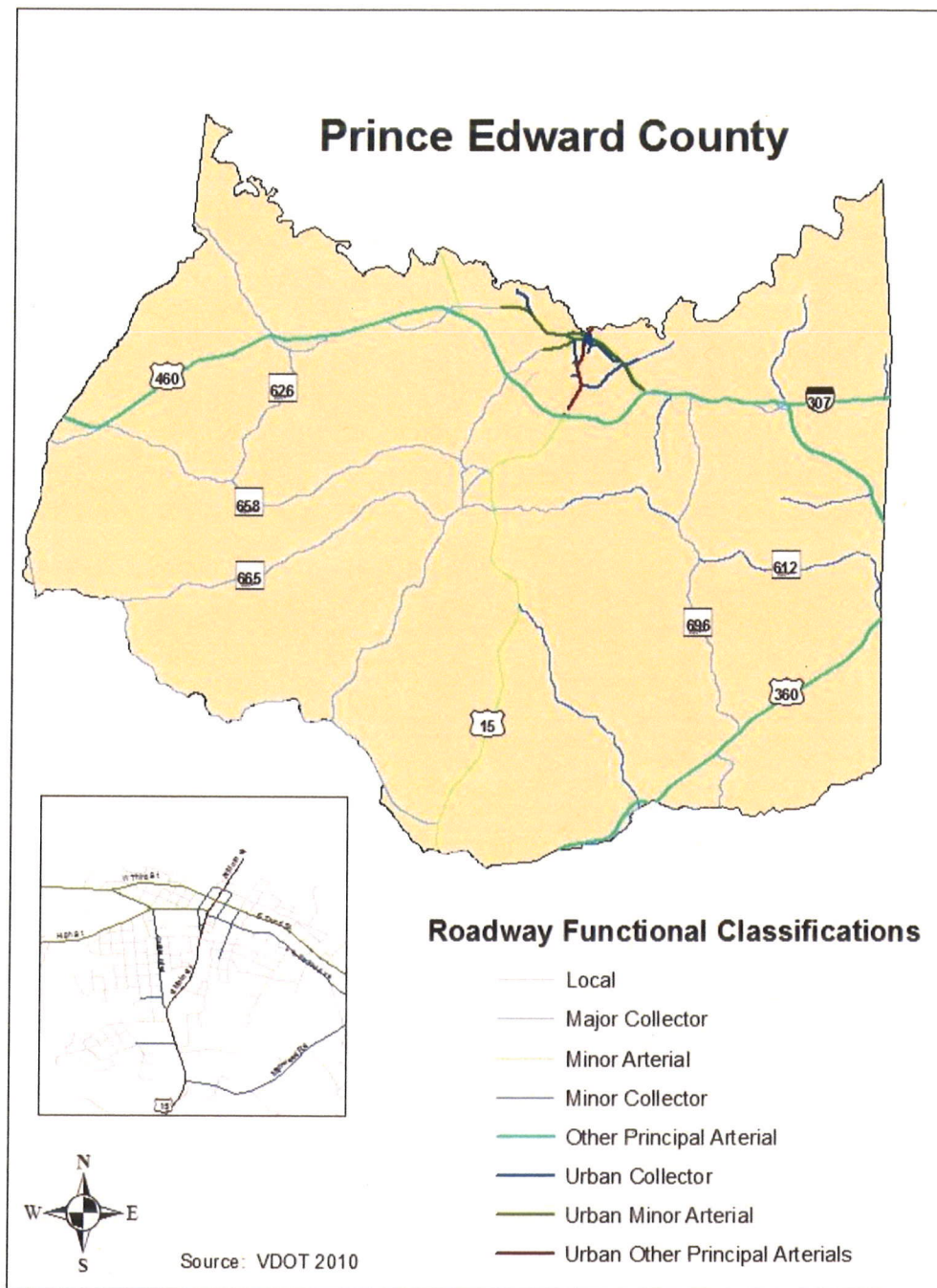
Minor Arterial – These highways link cities and large towns and provide an integrated network for intrastate and intercounty service. They supplement the principal arterial system so that geographic areas are within a reasonable distance of an arterial highway. They are intended as routes that have minimum interference to through movement.

Major Collector – These highways provide service to any county seat, large towns or other major traffic generators not served by the arterial system. They provide links to the higher classified routes and serve as important intracounty travel corridors.

Minor Collector – These highways collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. They provide service to small communities and link important local traffic generators with the rural areas.

Local – These roads provide access to adjacent land and serve travel of short distances as compared to the higher systems.

MAP V



Prince Edward County's transportation system must be safe and efficient. Residents expect to transport themselves and their materials in the shortest period of time while being ensured they will arrive at their destinations safely. The relationship between the transportation system and

existing and proposed land use activities of the area are an additional concern. Greater transportation facilities will be needed for some anticipated land uses than for others. This may have some bearing on the location of transportation facilities. Additionally, it is critical that the perceived transportation needs and desires of County residents be met.

Assumptions: With the County's population increasing from 19,720 in 2000 to 23,368 in 2010, a review of the impact on the transportation system is warranted. The population and employment growth in the Town of Farmville has a significant impact on the transportation facilities in Prince Edward County (See Demographics in Chapter IV). Also, infrastructure such as water and sewer lines around the Town of Farmville boundaries affects the county's transportation system (See Community Facilities and Services in Chapter V). Therefore, the demand on transportation resources has increased, and will require more funding in the future.

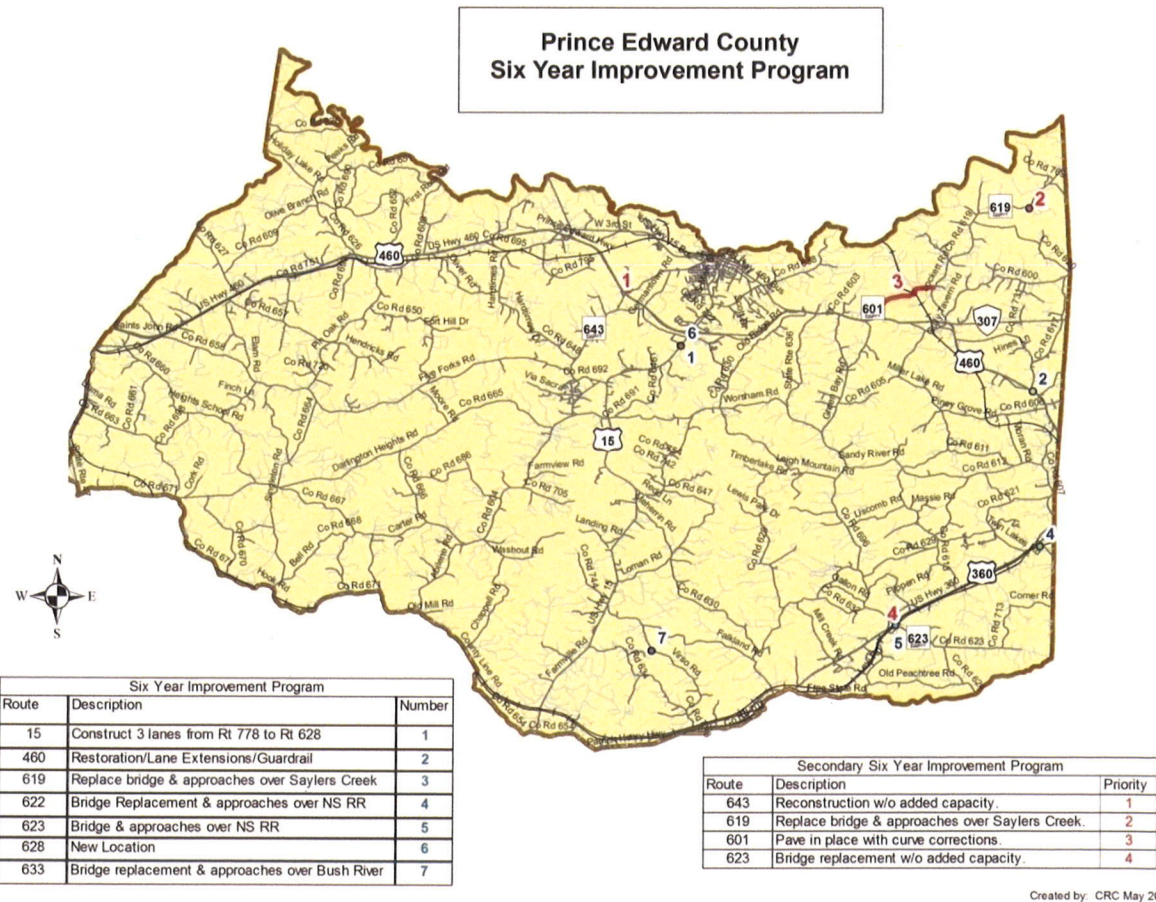
Needs Assessment:

Prince Edward County officials have been actively evaluating the needs of the county's transportation system. Beginning with the SYIP needs stated below in MAP VI, the county in conjunction with VDOT addresses these needs on an annual basis. Other needs can be seen in the Bridges & Culvert tables enclosed, and the Commonwealth Regional Council 2035 Regional Long Range Transportation Plan (Map X). The land use maps in Chapter VII can help evaluate the growth impact on the transportation system.

VTrans is the long-range, statewide multimodal policy plan that lays out overarching Vision and Goals for transportation in the Commonwealth. It identifies transportation Investment Priorities and provides direction to transportation agencies on strategies and programs to be incorporated into their plans and programs. **VTRANS 2035 Goals for Prince Edward is to address:**

- Rte 15, (Rte 133 - Rte 628) safe, mobility, accessibility, environment & economic vitality
- Rte 307, (Rte 360 - Rte 460) safe & economic vitality
- Rte 15, (Rte 628 - Rte 460/15 Bus East) Study as a potential STARS: Strategically Targeted Affordable Roadway Solutions project
- Rte 307, (Intersection of Rte 307 and 460) Recommended for STARS study

MAP VI




Virginia Department Highways and Transportation Plans for Road Improvements

The Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation, through the Commonwealth's Transportation Board, promulgates the Virginia Transportation Development Plan, formerly known as the Six Year Improvements Program. This plan is updated annually and is divided into two (2) sections for developing highway projects. In the first section, the Feasibility phase, various studies are required by federal and state laws and regulations. During this phase, the scope, schedule and budget of a project are at their most tentative, and significant delays often occur. In the second section, the Capital Improvement Program phase, projects are refined and going forward to construction. The plan also includes information on all roadway systems, except secondary roads. There are eight projects currently listed for Prince Edward County under 2013-2018 plan, one enhancement and seven roads that are primary or secondary. **The total estimated cost of these improvements is**

\$26,463, 000 (See Table 30). Additional information is available on VDOT's website
<http://www.virginiadot.org/projects/syp-default.asp>.

Table 30



Virginia Department
of Transportation

Six-Year Improvement Program

Home
User's Guide
About

All Projects
Major Projects
MPO
Fund
Reports


All Projects

Program: FY13-18 FINAL SYIP **District:** Lynchburg **Jurisdictions:** Prince Edward County **Residencies:** All **Road System:** All

☐ Only Show Projects with Programmed Allocations

Route: **ZIP:** **UPC:** **Keyword:**
Search
Reset

Project Search Results (8 Projects found)

 [Export Project List](#)

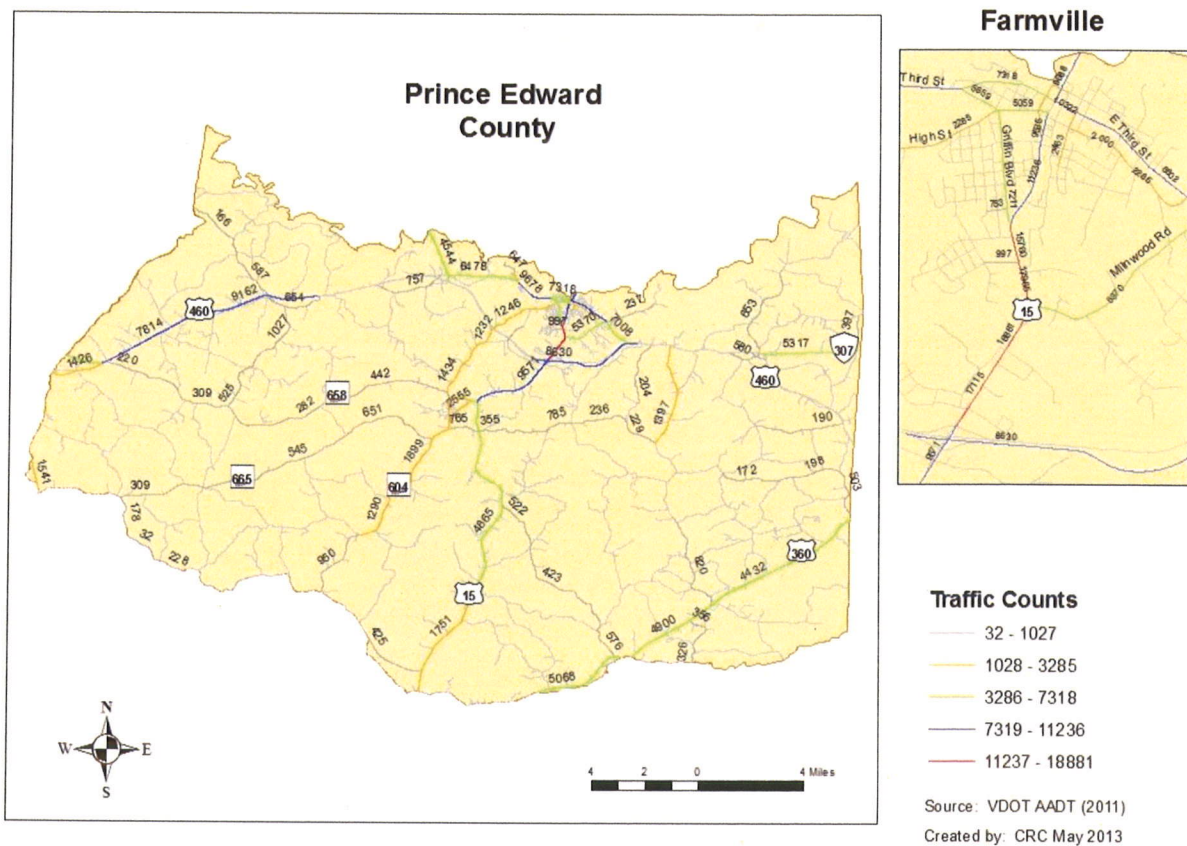
UPC	Description	Route	District	Road System	Estimate	Previous	FY13	FY14-18	Balance
					(Values in Thousands of Dollars)				
93202	ARRA - HIGH BRIDGE TRAIL	EN04	Lynchburg	Enhancement	\$2,616	\$2,616	\$0	\$0	\$0
52390	RTE 15 - CONSTRUCT 3 LANES FROM RTE. 778 TO RTE. 628	0015	Lynchburg	Primary	\$7,059	\$7,550	\$0	\$0	(\$491)
92551	ARRA PRINCE EDWARD 460 RESTORATION/LANE EXTENSIONS/GUARDRAIL	0460	Lynchburg	Primary	\$2,486	\$2,486	\$0	\$0	\$0
87900	RTE. 619 - REPLACE BRIDGE AND APPROACHES OVER SAYLERS CREEK	0619	Lynchburg	Secondary	\$1,793	\$408	\$0	\$798	\$587
82513	RTE 622 - BRIDGE REPLACEMENT & APPROACHES OVER NS RAILWAY	0622	Lynchburg	Secondary	\$2,153	\$387	\$0	\$1,675	\$92
77308	RTE 623 - BRIDGE & APPROACHES OVER NS RAILWAY (STR #3019)	0623	Lynchburg	Secondary	\$4,099	\$2,455	\$338	\$1,229	\$77
72615	RTE 628 - NEW LOCATION	0628	Lynchburg	Secondary	\$4,020	\$4,020	\$0	\$0	\$0
82514	RTE. 633 - BRIDGE REPL & APPR OVER BUSH RIVER	0633	Lynchburg	Secondary	\$2,237	\$1,110	\$487	\$840	\$0

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VDOT Six-Year Improvement Program v1.0

Traffic Volumes

Daily traffic volume estimates on major roadway segments in Prince Edward County for 2011 can be seen in MAP VII. The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along roads and highways. From these data, estimates of the average number vehicles that traveled each segment of road are calculated. Data for all other secondary roadways within the County for these periods and others can be seen at <http://www.virginiadot.org/info/ct-TrafficCounts.asp>.

MAP VII

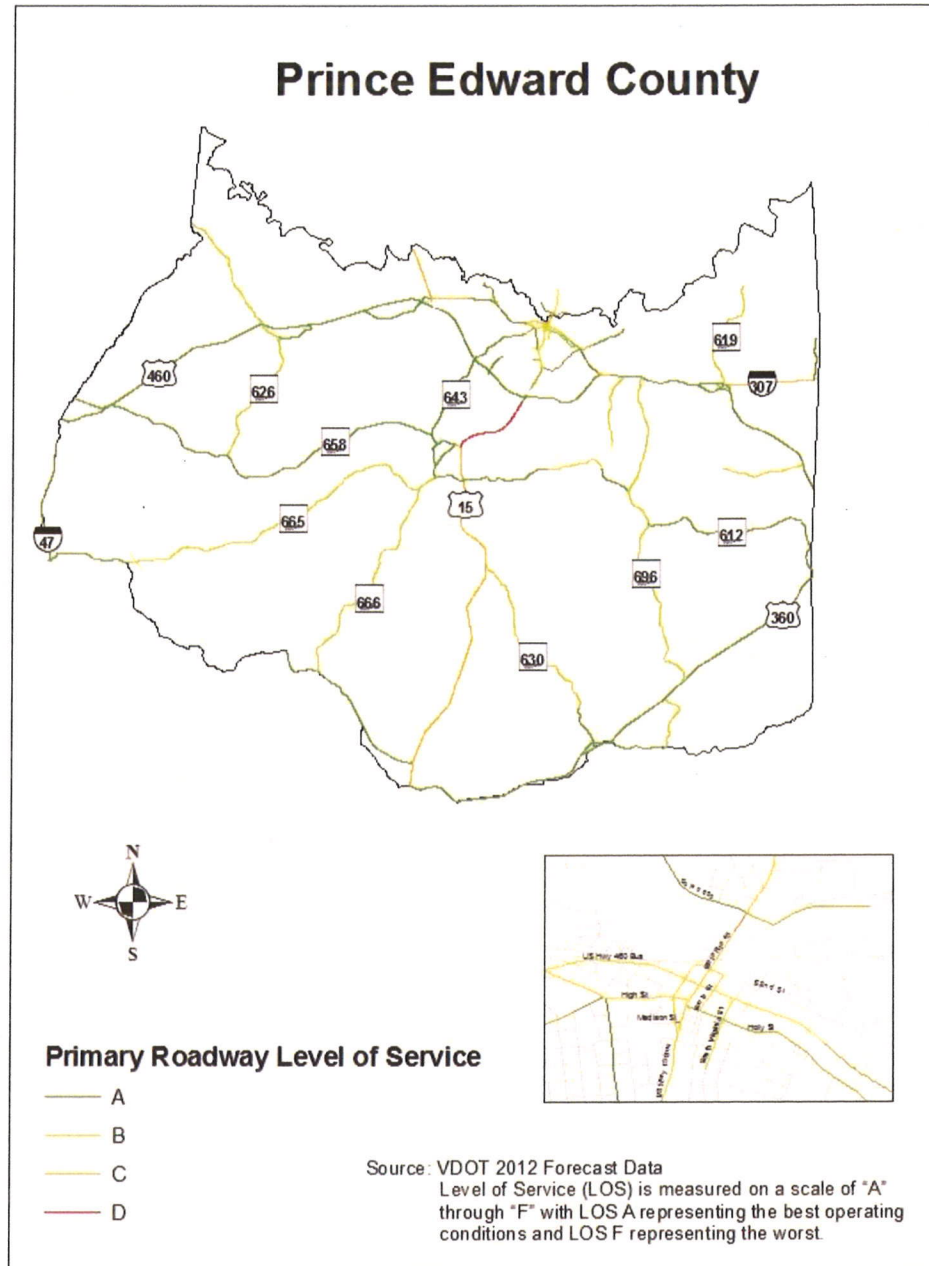


Capacity Analysis (Levels of Service)

Levels of service are often used as measures of system performance in transportation planning analysis and to define public policy concerning highway performance. They are also used in traffic impact analyses to determine local traffic impacts of proposed development. Definitions

of level of service differ for intersections and roadways segments. Where intersections are closely placed, traffic signals usually govern arterial and roadway capacity. To evaluate the ability of a roadway or intersection to accommodate traffic, capacity analysis is conducted using a.m. and p.m. peak hour volumes. On roadways, capacity is graded by Level of Service. With A as the highest and F as the lowest, service levels decline as traffic volumes and vehicle delays increase. VDOT defines levels of C or better as indicating adequate service. A current VDOT Level of Service Map for 2012 for roads in Prince Edward County can be seen in MAP VIII.

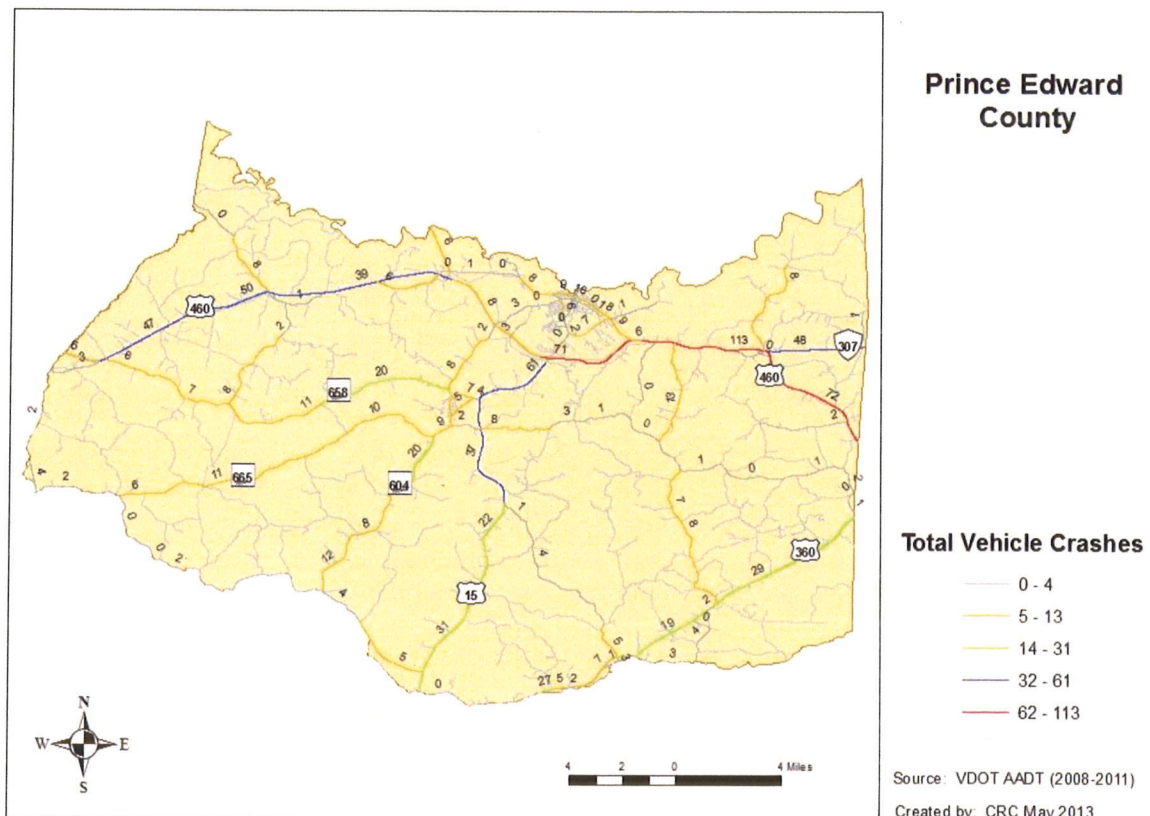
MAP VIII



Safety

Annually, the Traffic Engineering Division of the Virginia Department of Transportation monitors and summarizes motor vehicle accidents that occur along identified road sections. Road interests, for the purpose of this analysis, will include major road intersections in the County for 2008-2011 – See MAP IX.

MAP IX



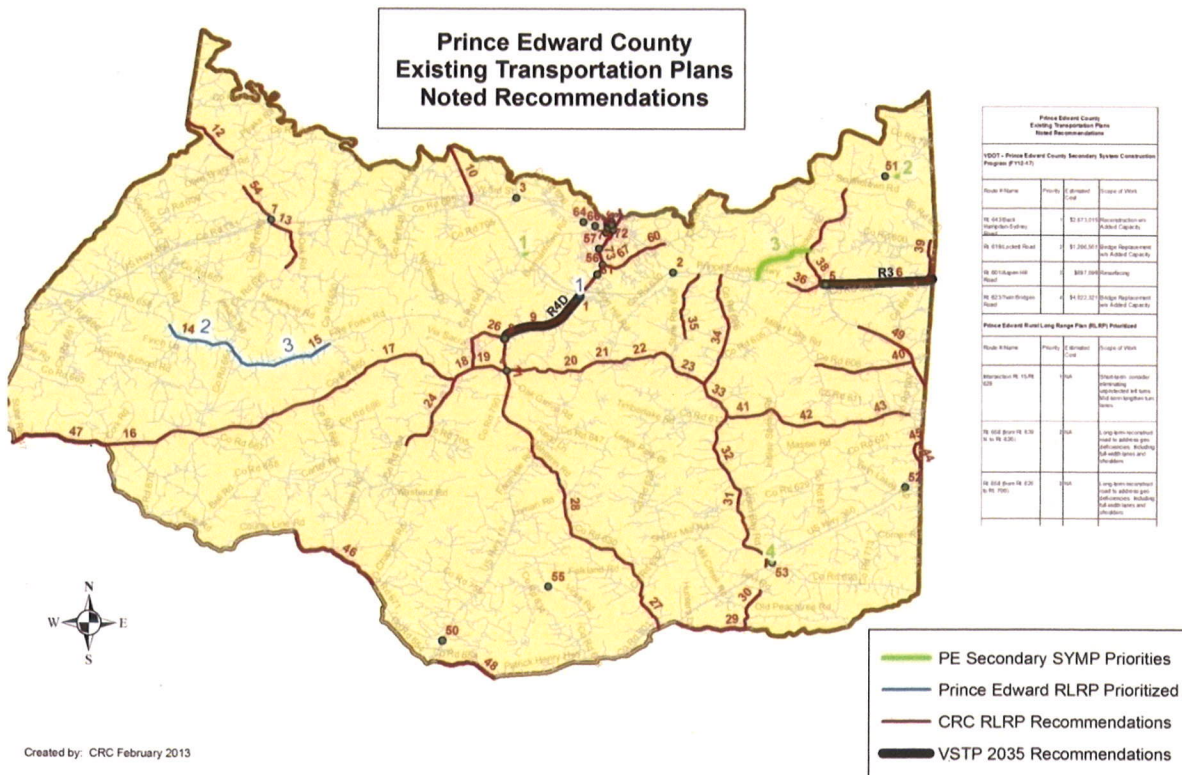
Transportation Issues

Highways and roads are critical links in people's lives, as well as the communities they inhabit. As part of the Commonwealth Regional Council's Rural Transportation Program, a Rural Long-Range Transportation Plan for the region has been developed. During the data-gathering phase, CRC staff met individually with each participating County (which included Prince Edward County) to acquire this data. The Map depicting the specific recommendations for Prince Edward County can be viewed on MAP X.

Long range transportation plans and recommendations for Prince Edward County can be seen in the Commonwealth Regional Council 2035 Regional Long Range Transportation Plan. See Map X, note table below for explanation per number on the map, or website below:

http://www.virginiadot.org/projects/region_14_commonwealth_regional_planning_district_commission.asp

MAP X



Commonwealth Regional Council 2035 Regional Long Range Transportation Plan Recommendations - Prince Edward County									
RLRP_ID	MAP KEY	JURISDICTION	LOCATION INFORMATION	DEFICIENCIES	RECOMMENDATIONS – RLRP DRAFT	JRSTAG_ID	RECOMMENDATIONS FROM SPS DATABASE	RECOMMENDATIONS FROM SMS DATABASE	NOTES
141.470001	1	Prince Edward	US 15 (Farmville Rd) at VA 628 (Commerce Rd/Zion Hill Rd)	Safety: Intersection traffic affected by adjacent school and store complex. Unprotected left turns (yield on green ball) from US 15 to VA 628 present a safety issue. Crashes at this location exceed the planning threshold (nine crashes over three-year period). (Source: 1, 4)	Short-Term: Safety: Consider eliminating unprotected left turns from US 15 to VA 628. Mid-Term: Safety: Lengthen turn lanes along northbound and southbound US 15 to accommodate school buses and longer vehicles. (Source: 1)	N/A	N/A	N/A	Safety-Congestion Priority List (Manually added to shapefile); Crash database
141.470002	2	Prince Edward	US 460 at US 460 Business (east interchange)	Safety: DSL: US 460 Business Eastbound traffic makes U-Turns to US 460 Westbound. Congestion: DSL: At the intersection of US 460 & VA 630, Vehicles from the northbound and southbound approaches have difficulty finding gaps in mainline traffic flow. OTH: Interchange does not provide all movements, which means drivers take circumferential routes through the town to travel to the west. (Source: 1, 11)	Short-Term: Safety: DSL: Install guardrail to prevent U-turns between on and off ramps. Mid-Term: Congestion: DSL: Consider signalization at the intersection of US 460 & VA 630 (Signal does not meet peak-hour signal warrant, but a more detailed signal warrant study may show other warrants as satisfied). OTH: Reconstruct interchange to provide all movements at interchange. (Source: 1, 10)	N/A	N/A	N/A	Safety-Congestion Priority List (Manually added to shapefile)
141.470003	3	Prince Edward	US 15/US 460 Business at 695 (Fairgrove Road)	Congestion: Multiple businesses and driveways immediately surrounding intersection. More traffic expected with opening of ICE facility. (Source: 1)	Mid-Term: Congestion: Implement access management and consolidate driveways and entrances. Long-Term: Congestion: Upgrade to current standards and urban cross-section with curbed gutter. (Source: 1)	N/A	N/A	N/A	Safety-Congestion Priority List (Manually added to shapefile)

144.070005	4	Prince Edward	US 15 (Farmville Road) at VA 655 (Abilene Road)	<p>Safety: DSL: No turn lanes at intersection. Vehicles park along 655 to access gas station/grocery store and pull out into the roadway. HRR: Lack of advance warning signs for upcoming intersections on high-speed roadway, lack of stop bars on minor approach, vegetation overhanging on roadway, reducing sight distance.</p> <p>Congestion: DSL: Vehicles from the eastbound and westbound approaches have difficulty finding gaps in mainline traffic flow. (Source: 1, 7)</p>	<p>Short Term: Safety: DSL: Provide appropriate parking area for gas station/grocery store. HRR: Install graphic Intersection Ahead (W1-2) signs with supplemental 45 MPH Advisory Speed (W13-1) signs northbound and southbound on US 15. Install pavement marking for westbound VA 655 approach. Install stop bars on each approach of VA 655 and locate closer traveled way to provide sight distance. Trim overhanging branches on north side of intersection and relocate historical markers away from roadway on east side of US 15.</p> <p>Mid-Term: Safety: DSL: Install full right turn lane of appropriate length southbound US 15. Install left turn lanes along both northbound and southbound US 15.</p> <p>Congestion: DSL: Consider sign relocation to provide gaps for eastbound and westbound traffic. Signal does not meet peak-hour signal warrant, but a more detailed signal warrant study may show other warrants as satisfied. Add left turn lane for northbound and southbound approaches. (Source: 1, 6)</p>	N/A	N/A	N/A	<p>Safety-Congestion Priority List (Manually added to the profile); Crash Database: HRRR</p>
144.070007	5	Prince Edward	US 460 at VA 307 (Holly Farm Road)	<p>Safety: Unsafe geometry of intersection due to non-right angle entry from VA 307 and curvature of US 460. Inadequate length of turn lanes to VA 307 from both northbound and southbound US 460. Sight distance is limited for VA 307 traffic entering northbound US 460 via free-flow left-hand merge. Crashes at this location exceed the planning threshold (nine crashes over three-year period). (Source: 1, 4)</p>	<p>Short Term: Safety: Eliminate free-flow left-hand merge from VA 307 to northbound US 460 and add appropriate right turn lane to intersection. Lengthen turn lanes along US 460. (Source: 1)</p>	0730B07010	N/A	N/A	<p>Safety-Congestion Priority List (Manually added to the profile); Crash Database</p>
144.070001	6	Prince Edward	VA 307 (Holly Farm Road) from US 460 (Prince Edward Highway) to Northway County Line	<p>Safety: Locality reports frequent accidents along nine-mile corridor. Congestion: Segment will operate at LOS D in 2035. (Source: 2, 1)</p>	<p>Long Term: Safety-Congestion: Rural 1-3 Lane. (Source: 2, 1)</p>	0730B07010	Rural 1-3 Lane	Rural 1-3 Lane	<p>Safety-Congestion Priority List (Manually added to the profile); SMS 2035 Recommendation: LOS Selection June 2010_SPS_Data</p>
144.070001	7	Prince Edward	US 460 at VA 626	<p>Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period). (Source: 4)</p>	<p>Long Term: Safety: Deficiency with low priority. Continue to monitor for potential improvements. (Source: 1)</p>	N/A	N/A	N/A	<p>Crash Database</p>

141.070002	8	Prince Edward	US 15 at VA 692	Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period). (Source: 4)	Long Term: Safety: Deficiency with low priority. Continue to monitor for potential improvements. (Source: 1)	N/A	N/A	N/A	Crash Database
141.070001	9	Prince Edward	US 15 from VA 133 to VA 628	Congestion: SMS: Segment will operate at LOS D in 2035. 6VR: Lack of left turn lane causes congestion when left turning traffic blocks through traffic as they wait for gap in oncoming traffic (UPC 5239Q). (Source: 2, 5)	Short Term: Congestion: 6VR: Construct 3 lanes (US 15 from 0.20 mile South VA 778 to VA 628). Long Term: Congestion: SMS: Rural - 4 Lane With Median. (Source: 2, 4)	0730015050	N/A	Rural - 4 Lane With Median	SMS 2035 Recommendation: Identified in VDOT's 6-year plan with completion date of FY 2013. UPC 5239Q
141.070003	10	Prince Edward	US 15 from US 460 / US 15 Bypass to Buckingham County Line	Congestion: Segment will operate at LOS D in 2035. (Source: 3)	Long Term: Congestion: Rural - 2 Lane 24 Feet & reduce 'No Passing' zones. (Source: 3)	0730015050	N/A	N/A	LOS Selection June 2010_SPS_Data
141.070002	11	Prince Edward	US 15 from VA 690 South to US 133	Congestion: Segment will operate at LOS D in 2035. (Source: 3)	Long Term: Congestion: Rural - 2 Lane 24 Feet & reduce 'No Passing' zones. (Source: 3)	0730015050	N/A	N/A	LOS Selection June 2010_SPS_Data
141.070001	12	Prince Edward	VA 626 from VA 609 North to Appomattox County Line	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0730026000	N/A	N/A	GEO Selection June 2010_SPS_Data
141.070002	13	Prince Edward	VA 626 from VA 650 to US 460	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0730026000	N/A	N/A	GEO Selection June 2010_SPS_Data
141.070003	14	Prince Edward	VA 658 from VA 659 North to VA 626	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0730058000	N/A	Rural - 2 Lane 24 Feet	GEO Selection June 2010_SPS_Data
141.070004	15	Prince Edward	VA 659 from VA 626 to VA 700	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0730058000	N/A	Rural - 2 Lane 24 Feet	GEO Selection June 2010_SPS_Data
141.070005	16	Prince Edward	VA 665 from VA 671 to VA 700	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 22 Feet. (Source: 1)	0730065000 0730065000	N/A	N/A	GEO Selection June 2010_SPS_Data
141.070003	17	Prince Edward	VA 665 from VA 700 to VA 604	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)	0730065000	N/A	Rural - 2 Lane 22 Feet	GEO Selection June 2010_SPS_Data
141.070003	18	Prince Edward	VA 665 from VA 604 to VA 1003	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0730065000	N/A	Rural - 2 Lane 24 Feet	GEO Selection June 2010_SPS_Data
141.070002	19	Prince Edward	VA 665 from VA 1003 to US 15	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0730065000	N/A	Rural - 2 Lane 24 Feet	GEO Selection June 2010_SPS_Data
141.070010	20	Prince Edward	VA 665 from US 15 to VA 690 (Field Shop Road)	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)	0730065000	N/A	Rural - 2 Lane 22 Feet	GEO Selection June 2010_SPS_Data

141.47.05.11	21	Prince Edward	VA 630 (Redd Shop Road) from VA 685 to VA 637	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 3)	0730530040	Rural: 2-Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.12	22	Prince Edward	VA 637 from VA 650 (Redd Shop Road) to VA 636	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 22 Feet. (Source: 3)	0730537010	Rural: 2-Lane 22 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.13	23	Prince Edward	VA 636 from VA 686 to VA 637	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 3)	0730536010	Rural: 2-Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.14	24	Prince Edward	VA 604 from VA 686 to VA 685	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 3)	0730504080	Rural: 2-Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.15	25	Prince Edward	VA 692 from VA 685 to US 133 South	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 3)	0730592010	Rural: 2-Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.16	26	Prince Edward	VA 692 from US 133 South to US 133 North	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 3)	0730592020	Rural: 2-Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.18	27	Prince Edward	VA 630 from VA 728 to VA 632 North	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 1)	0730530012 0730530015	N/A	N/A	GEO Selection June2010_SPS_Data
141.47.05.19	28	Prince Edward	VA 630 (Prince George Drive) from VA 632 North to US 45 South	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 3)	0730530020 0730530030	Rural: 2-Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.21	29	Prince Edward	VA 630 from VA 662 to US 360 East	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 3)	0730530010	Rural: 2-Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.22	30	Prince Edward	VA 662 from Lunenburg County Line to VA 766	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 1)	0730562010	N/A	N/A	GEO Selection June2010_SPS_Data
141.47.05.29	31	Prince Edward	VA 696 (Green Bay Road) from US 360 to VA 614	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 22 Feet. (Source: 3)	0730596010	Rural: 2-Lane 22 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.24	32	Prince Edward	VA 696 (Green Bay Road) from VA 614 to VA 612 North	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 3)	0730596020	Rural: 2-Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.25	33	Prince Edward	VA 696 (Green Bay Road) from VA 612 North to VA 636	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 3)	0730596030	Rural: 2-Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.26	34	Prince Edward	VA 696 (Green Bay Road) from VA 636 to US 460	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 3)	0730596040	Rural: 2-Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.27	35	Prince Edward	VA 636 from VA 740 to US 460	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 22 Feet. (Source: 3)	0730536020	Rural: 2-Lane 22 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.28	36	Prince Edward	VA 600 from US 460 West to US 460 East	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 1)	0730500010	N/A	N/A	GEO Selection June2010_SPS_Data
141.47.05.29	37	Prince Edward	VA 600 from US 460 East to VA 619	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 3)	0730500020	Rural: 2-Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.30	38	Prince Edward	VA 619 from VA 600 to VA 630 South	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 3)	0730519010	Rural: 2-Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.31	39	Prince Edward	VA 617 (Saylors Creek Road) from VA 307 to VA 600	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 22 Feet. (Source: 3)	0730517010	Rural: 2-Lane 22 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.05.32	40	Prince Edward	VA 605 (B H Metcalfe Road) from VA 613 to US 460	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural: 2-Lane 24 Feet. (Source: 1)	0730505010	N/A	N/A	GEO Selection June2010_SPS_Data

141.47.0533	41	Prince Edward	VA 612 (Leigh Mountain Road) from VA 696 West to VA 613 East	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)	0730612040	Rural - 2 Lane 22 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.0534	42	Prince Edward	VA 612 (Leigh Mountain Road) from VA 613 East to VA 641	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)	0730612020	Rural - 2 Lane 22 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.0535	43	Prince Edward	VA 612 (Leigh Mountain Road) from VA 641 to VA 607	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 22 Feet. (Source: 1)	0730612030	N/A	N/A	GEO Selection June2010_SPS_Data
141.47.0536	44	Prince Edward	VA 607 from US 360 to VA 612 West	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0730607040	N/A	N/A	GEO Selection June2010_SPS_Data
141.47.0538	45	Prince Edward	VA 621 (Triple Line Road) from VA 607 West to VA 607 East	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0730621005	N/A	N/A	GEO Selection June2010_SPS_Data
141.47.0539	46	Prince Edward	VA 671 from VA 667 to VA 666	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)	0730671020	Rural - 2 Lane 22 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.0540	47	Prince Edward	VA 671 from US 47 / Charlotte County Line to VA 666 at Charlotte County Line	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)	0730671040	Rural - 2 Lane 22 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.0541	48	Prince Edward	VA 654 (Piney Road) from US 15 to US 360	Safety: Geometric Deficiency (2009). (Source: 3)	Long Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0730654040	Rural - 2 Lane 24 Feet	N/A	GEO Selection June2010_SPS_Data
141.47.0501	49	Prince Edward	US 460 from Mile Post 25.58 to Nottoway County Line	Safety: Lack of Guardrails and poor roadway edges (UPC9.2551). (Source: 5)	Short Term: Safety: Restoration / Lane Extensions / Guardrail. (Source: 4)	0730460030	N/A	N/A	Identified in VDOT's 6-year plan. UPC 9.2551
141.47.0701	50	Prince Edward	US 15 (Farmville Road) Over NS railroad	Safety: Identified as needing bridge replacement. (UPC 16324). (Source: 5)	Short Term: Safety: Replace bridge. (Source: 4)	N/A	N/A	N/A	Identified in VDOT's 6-year plan with completion date of FY 2016. UPC 16324
141.47.0702	51	Prince Edward	VA 619 (Lockett Road) Over Bridge Sayles Creek (N601.4)	Safety: Identified as needing bridge replacement. (UPC 87900). (Source: 5)	Short Term: Safety: Replace bridge. (Source: 4)	N/A	N/A	N/A	Identified in VDOT's 6-year plan with completion date of FY 2012. UPC 87900
141.47.0703	52	Prince Edward	VA 622 0.05 miles to VA 360	Safety: Identified as needing bridge replacement. (UPC 8.2513). (Source: 5)	Short Term: Safety: Replace bridge. (Source: 4)	N/A	N/A	N/A	Identified in VDOT's 6-year plan. UPC 8.2513
141.47.0704	53	Prince Edward	VA 623 (Twin Bridge Road) Over NS railroad	Safety: Identified as needing bridge replacement. (UPC 77303). (Source: 5)	Short Term: Safety: Replace bridge. (Source: 4)	N/A	N/A	N/A	Identified in VDOT's 6-year plan with completion date of FY 2015. UPC 77303
141.47.0503	54	Prince Edward	VA 628 from US 460 to VA 667	Safety: Identified in VDOT's 6-year plan. (UPC 10548). (Source: 5)	Short Term: Safety: Reconstruct two lanes with pavement drainage. (Source: 4)	0730628030	N/A	N/A	Identified in VDOT's 6-year plan. UPC 10549
141.47.0705	55	Prince Edward	VA 633 (Vino Road) Over Bush River	Safety: Identified as needing bridge replacement. (UPC 8.2514). (Source: 5)	Short Term: Safety: Replace bridge. (Source: 4)	N/A	N/A	N/A	Identified in VDOT's 6-year plan with completion date of FY 2013. UPC 8.2514

141.47.0002	56	Prince Edward (Farmville)	VA 15 (Main Street) at Milwood Avenue	<p>Safety: DSL: Unprotected left turn yield on green ball from Rt 15 to Milwood Avenue present a safety issue. Multiple businesses and driveways immediately surround intersection.</p> <p>SUA: Intersection has high accident rate.</p> <p>LOC: Lack of left turn lanes for Main Street turning traffic on red, and a driveway within the influence area of the intersection all contribute to accidents.</p> <p>Congestion: DSL: The left-turn and through traffic from the northbound and southbound approaches experience high delay. The capacity for left turn traffic from westbound approach, through traffic from northbound and through traffic from southbound approaches will not be enough in 2035. (Source: 1, 6)</p>	<p>Short-Term: Safety: DSL: Install curbs in northeast quadrant of intersection in accordance with ADA provisions. Consider eliminating turn-on-red movements at intersection.</p> <p>LOC: Restrict northbound and southbound approaches to provide left turn lanes, add signs to prohibit eastbound and westbound right turns on red, close bank driveway closest to the intersection (bank has other driveways).</p> <p>Mid-Term: Safety: SUA: Reconstruct intersection to add left-turn lanes for northbound and southbound traffic on Main Street. Prohibit right-on-red from Milwood Road and the shopping center on the west side of Main Street. Close the bank driveway closest to intersection in southwest quadrant.</p> <p>DSL: Consider upgrading lane and shoulder widths to current design standards.</p> <p>Congestion: DSL: Reconstruct the intersection. Add a second left turn lane for the westbound approach. Add a left turn lane and a second through lane for the northbound approach. Add a left turn lane and a right turn lane for the southbound approach. (Source: 1, 5)</p>	N/A	N/A	N/A	<p>Safety Congestion Priority List: Farmville 2020 Transportation Plan SUA, Town of Farmville 2035 Transportation Plan (August 2008).</p>
141.47.0004	57	Prince Edward (Farmville)	VA 15 (Main Street) at Griffin Boulevard	<p>Safety: Intersection has high accident rate. (Source: 1, 6)</p>	<p>Long-Term: Safety: Reconstruct intersection to add a turn bay for northbound left turns. This northbound left-turn movement should be allowed as a protected (exclusive) movement only. This improvement should be coordinated with the East Side River Crossing Route (DSLID #141.47.0304) which has its southern terminus at this intersection. (Source: 5)</p>	N/A	N/A	N/A	<p>Safety Congestion Priority List: Farmville 2020 Transportation Plan SUA</p>
141.47.0515	58	Prince Edward (Farmville)	Madison Street from Venable Street to US 15 (Main Street)	<p>Congestion: Segment will operate at LOS E in 2035. (Source: 3)</p>	<p>Long-Term: Congestion: Poor LOS likely due to low speeds rather than constrained capacity in this small urbanized area. Consider improvements such as relocating parking to off-street facilities, driveway consolidation, and validating control device warrants. (Source: 1)</p>	1440909000	N/A	N/A	<p>LOS Selection June 2010_SPS_Data</p>
141.47.0514	59	Prince Edward (Farmville)	US 15 (Main Street) from Roberson Street to 4th Street	<p>Congestion: Segment will operate at LOS E in 2035. (Source: 2)</p>	<p>Long-Term: Congestion: Urban - 4 Lane. (Source: 1)</p>	1440015080	N/A	N/A	<p>LOS Selection June 2010_SPS_Data</p>
141.47.0537	60	Prince Edward (Farmville)	VA 3860 (Persimmon Tree Fork Road) from US 460 (3rd Street) to East City Limits of Farmville	<p>Safety: Geometric Deficiency (2009). (Source: 3)</p>	<p>Long-Term: Safety: Rural - 2 Lane 20 Feet. (Source: 1)</p>	1440909000	N/A	N/A	<p>GEO Selection June 2010_SPS_Data</p>

144.07.17.06	61	Prince Edward (Farmville)	US 45 BUS (Main Street) at Perry Drive and Belmont Circle	Safety: Intersection has a high accident rate. (Source: 6)	Short-Term: Safety: Prohibit right-on-red for eastbound and westbound approaches. (Source: 5)	N/A	N/A	N/A	Farmville 2020 Transportation Plan SUA, September 2002. Town of Farmville 2005 Transportation Plan concur with improvement (August 2006)
144.07.17.07	62	Prince Edward (Farmville)	US 45 BUS (Main Street) at Putney Street and Redford Street	Safety: Intersection has a high accident rate. (Source: 6)	Short-Term: Safety: Prohibit right-on-red from Putney and Redford Streets. (Source: 5)	N/A	N/A	N/A	Farmville 2020 Transportation Plan SUA, September 2002. Town of Farmville 2005 Transportation Plan concur with improvement (August 2006)
144.07.17.08	63	Prince Edward (Farmville)	US 460 BUS (3rd Street) at North Street	Safety: Intersection has a high accident rate. (Source: 6)	Short-Term: Safety: Install signal warnings signs. Long-Term: Safety: Continue to monitor for improvements. (Source: 5)	N/A	N/A	N/A	Farmville 2020 Transportation Plan SUA, September 2002. Town of Farmville 2005 Transportation Plan concur with improvement (August 2006)
144.07.17.09	64	Prince Edward (Farmville)	US 460 BUS (3rd Street) at Oak Street	Safety: Identified by SUA for improvement. (Source: 6)	Short-Term: Safety: Install signal warnings signs. (Source: 5)	N/A	N/A	N/A	Farmville 2020 Transportation Plan SUA, September 2002. Town of Farmville 2005 Transportation Plan concur with improvement (August 2006)
144.07.18.04	65	Prince Edward (Farmville)	US 45 / VA 45 (East Side River Crossing Route) from Main Street at Griffin Boulevard to Main Street at Osborn Road	Congestion: Need for additional North-South roadway capacity cross Appomattox was identified by Town. (Source: 6)	Long-Term: Congestion: Construct new roadway running parallel to and east of Main Street. Uses portions of Virginia Street, Vernon Street and Parkview Drive. Include new two lane bridge over Appomattox River and railroad tracks. (Source: 5)	N/A	N/A	N/A	Farmville 2020 Transportation Plan SUA, September 2002. Town of Farmville 2005 Transportation Plan concur with improvement (August 2006)
144.07.17.12	66	Prince Edward (Farmville)	US 45 BUS (Oak Street) at High Street and Griffin Boulevard	Safety: Identified by SUA as needing improvement for vehicle and pedestrian safety. (Source: 6)	Mid-Term: Safety: Reconstruct intersection. Improve alignment of Oak Street and Griffin Boulevard construct cul-de-sac at the end of Appomattox Street; install new traffic signal. (Source: 5)	N/A	N/A	N/A	Farmville 2020 Transportation Plan SUA, September 2002. Town of Farmville 2005 Transportation Plan concur with improvement (August 2006)
144.07.18.05	67	Prince Edward (Farmville)	Millwood Road from Main Street to 3rd Street	Congestion: Congestion identified along roadway. (Source: 6)	Mid-Term: Congestion: Widened to 4 lanes. (Source: 5)	144.09.09.01.0	N/A	N/A	Farmville 2020 Transportation Plan SUA, September 2002. Town of Farmville 2005 Transportation Plan concur with improvement (August 2006)
144.07.17.13	68	Prince Edward (Farmville)	VA 45 (Main Street) at 2nd Street	Congestion: Lack of separate left turn lanes means left turning vehicles block through movements. (Source: 6)	Mid-Term: Congestion: Restripe roadway to provide a 50 foot northbound and 100 foot southbound left turn lane. (Source: 8)	N/A	N/A	N/A	Town of Farmville 2005 Transportation Plan (August 2003).

141.47.17.14	69	Prince Edward (Farmville)	VA 45 (Main Street) at 4th Street	Congestion: Heavy right turning traffic blocks through movement on northbound Main Street. (Source: 9)	Mid-Term: Restripe the northbound Main Street approach as a shared left-through lane and a dedicated (separate) right turn lane. (Source: 8)	N/A	N/A	Town of Farmville 2035 Transportation Plan (August 2008).
141.47.17.15	70	Prince Edward (Farmville)	VA 3853 (Virginia Street) at VA 3864 (4th Street/Longwood Avenue)	Safety: Poor existing lane configurations result in safety issues, poor visibility of existing stop signs. (Source: 9)	Short-Term: Safety: Restripe the southbound approach to align through movement, relocate stop sign closer to the intersection and add flashers to the top of each stop sign. (Source: 8)	N/A	N/A	Town of Farmville 2035 Transportation Plan (August 2008).
141.47.17.16	71	Prince Edward (Farmville)	VA 45 (Main Street) at US 460 (3rd Street)	Safety: Tight turning radius at intersection is difficult for large trucks to perform maneuver. (Source: 9)	Short-Term: Safety: Add signs to prohibit right turns by trucks. (Source: 8)	N/A	N/A	Town of Farmville 2035 Transportation Plan (August 2008).
141.47.17.17	72	Prince Edward (Farmville)	South Street at US 460 (3rd Street)	Safety: Intersection lacks pedestrian ramps (ADA compliant ramps). (Source: 9)	Short-Term: Safety: Install ADA compliant ramps. (Source: 8)	N/A	N/A	Town of Farmville 2035 Transportation Plan (August 2008).
141.47.17.18	73	Prince Edward (Farmville)	US 45 (Main Street) from VA 3851 (Giriffin Boulevard) to Farmville South Corporate Limits	Safety: Poor access management results in safety and traffic flow issues. (Source: 9)	Short-Term: Safety: Apply access management techniques to improve safety and traffic flow; includes such concepts as consolidating driveways, closing driveways when multiple lanes exist, interconnect adjacent parcels. (Source: 8)	144001503Q 144001500Q 144001501B 144001501S 144001501O	N/A	Town of Farmville 2035 Transportation Plan (August 2008).

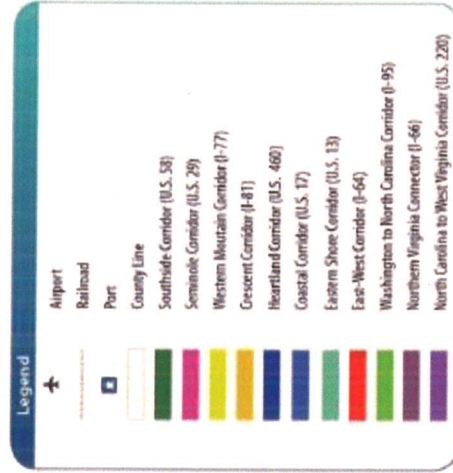
Source of Dependencies:

- 1: SCP: Safety/Cong. Priority List;
- 2: SMS: SMS (State Mobility System);
- 3: SPS: SPS database;
- 4: CDA: Crash Database;
- 5: 6YR: Six Year Implementation Program;
- 6: SUA: Small Urban Area Plans;
- 7: HRR: High Risk Rural Roads;
- 8: STA: STARS project;
- 9: LOC: Local Recommendations
- 10: TIA: Proffer/Traffic Impact Analysis
- 11: OTH: Others.

Source of Recommendations

- 1: DSL: DSL Studies;
- 2: SMS: SMS (State Mobility System);
- 3: SPS: SPS database
- 4: 6YR: Six year transportation improvement program;
- 5: SUA: Small Urban Area Plans;
- 6: HRR: High Risk Rural Roads;
- 7: STA: STARS project;
- 8: LOC: Local Recommendations
- 9: TIA: Proffer/Traffic Impact Analysis
- 10: OTH: Others

MAP XI Corridors of Statewide Significance



The Corridors of Statewide Significance (Rte 460 in Prince Edward) represent multimodal connections to the Commonwealth's activity centers. This system consists of corridors to help people and goods move between Virginia's regions and to areas outside Virginia. The corridors are transportation facilities that must be protected to ensure appropriate levels of mobility to allow for long distance travel.

Public Transportation

The Town of Farmville and portions of Prince Edward County are served by two transit entities. The Farmville Area Bus provides public transportation within the Town of Farmville and some limited areas of the county. The system has been operating since 1990.

In addition to the public bus services, the county is also served by Greyhound Bus Lines, which has a stop in Farmville. Individuals can reach major cities through Greyhound.

Air Transportation

The County is served by the Farmville Municipal Airport, which is located five miles north of Farmville in Cumberland County. It has a 4,400 foot runway with full maintenance services, fuel, and flight instruction available. The Lynchburg airport is located approximately 50 miles west of the County, and the Richmond International Airport, located 70 miles east, provides passenger, freight, and air express services.

Rail Transportation

The Norfolk Southern Corporation until recently operated two rail lines passing through Prince Edward County. One line, which generally parallels Route 460, connected Pamplin City to Burkeville in Nottoway County. This line has been converted to a recreational trail with High Bridge being a major tourist attraction. The still active rail line is located in the southeast part of the county, between the Charlotte and Nottoway County lines. Freight and piggyback services are available on this line.

Bridges & Culvert Conditions

Within the State of Virginia, there are 20,000+ bridges and culverts that are designed, constructed and maintained with the best in professional care. Of those 20,000+ bridges and culverts, approximately 134 of them are located in Prince Edward County. Bridges require long-term investment to ensure that they remain safe.

Since the I-35W bridge collapse in Minneapolis over the Mississippi River in August 2007, the term “structurally deficient bridge” has entered into the minds of many people. “Structurally deficient” does not mean “unsafe”. The term comes from the National Bridge Inspection Standards (NBIS) which was established during the 1960s as a result of a major bridge collapse. NBIS is a standard system of rating bridges for constancy in all state and municipalities and on federal facilities.

The term structural deficiency is applied when the condition of one or more of three components—bridge deck, superstructure, or substructure—receives a rating of 4 or less on a scale of 0-9, with 9 being the best rating. These ratings result from biennial (and in some cases more frequent) bridge inspections in Virginia.

If any of the bridge's three components receives a rating of 4 or less, it triggers priority status for maintenance and repair of that component. Funds then are allocated to fix the problem, and weight restrictions are also imposed. If the problem requires immediate attention, traffic restrictions also are imposed.

Shown in the TABLE below are the bridges and large culverts located in Prince Edward County and their conditions per the Virginia Department of Transportation (VDOT) Bridge Inspection. An explanation of the table is as follows:

Bridge Inspection Definitions

What are "general condition ratings?" According to the National Bridge Inspection Standards (NBIS), condition ratings are used to describe an existing bridge or culvert compared with its condition if it were new. The ratings are based on the materials, physical condition of the deck (riding surface), the superstructure (supports immediately beneath the driving surface) and the substructures (foundation and supporting posts and piers). General condition ratings range from 0 (failed condition) to 9 (excellent).

Which bridges are included in the NBI system? NBI structures are bridges or culverts that carry vehicular traffic and have an opening longer than 20 feet measured along the center of the roadway.

What bridges are not considered part of the NBI system? Non-NBI structures include bridges or culverts that carry vehicular traffic and are equal to or less than 20 feet measured along the center of the roadway.

VDOT exceeds the NBI standards by inspecting and documenting in our inventory all bridges regardless of their length and all culverts having an opening greater than 36 square feet.

What is a "structurally deficient" bridge? Bridges are considered structurally deficient if they have been restricted to light vehicles, closed to traffic or require rehabilitation. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and maintained.

How is "structural deficiency" determined? The condition of different parts of a bridge is rated on a scale of 0 to 9 (with 9 being "excellent" and zero being "failed"). A structurally deficient bridge is one for which the deck (riding surface), the superstructure (supports immediately beneath the driving surface) or the substructure (foundation and supporting posts and piers) are rated in condition 4 or less.

What makes a bridge structurally deficient, and are structural deficient bridges unsafe? The fact that a bridge is “structurally deficient” *does not* imply that it is likely to collapse or that it is unsafe. A “deficient” bridge is one with some maintenance concerns that do not pose safety risk. A “deficient” bridge typically requires maintenance and repair and eventual rehabilitation or replacement to address deficiencies. To remain open to traffic, structurally deficient bridges are often posted with reduced weight limits that restrict the gross weight of vehicles using the bridges. If unsafe conditions are identified during a physical inspection, the structure must be closed.

What is a “functionally obsolete” bridge? A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand, or those that may be occasionally flooded.

A functionally obsolete bridge is similar to an older house. A house built in 1950 might be perfectly acceptable to live in, but it does not meet all of today’s building codes. Yet, when it comes time to consider upgrading that house or making improvements, the owner must look at ways to bring the structure up to current standards.

What is a “fracture-critical” bridge? A fracture-critical bridge is one that does not contain redundant supporting elements. This means that if those key supports fail, the bridge would be in danger of collapse. This *does not* mean the bridge is inherently unsafe, only that there is a lack of redundancy in its design.

What is a bridge’s “sufficiency rating”? Sufficiency ratings were developed by the Federal Highway Administration to serve as a prioritization tool to allocate funds. The rating varies from 0 percent (poor) to 100 percent (very good). The formula considers structural adequacy, whether the bridge is functionally obsolete and level of service provided to the public.

History of Federal Bridge Inspection Program The Federal Bridge Inspection Program regulations were developed as a result of the Federal-Aid Highway Act of 1968 following the collapse of the Silver Bridge in Point Pleasant, West Virginia. The United States Secretary of Transportation established the National Bridge Inspection Standards (NBIS) to locate and evaluate existing bridge deficiencies to ensure the safety of the traveling public.

The 1968 Federal-Aid Highway Act directed the states to maintain an inventory of federal-aid highway system bridges. This was amended over time to establish criteria for NBIS bridges including:

- Defining the NBIS to bridges to those on the federal-aid highway system
- Requiring inspections of bridges longer than 20 feet on all public roads
- Expanding bridge inspection programs to include special inspection procedures for fracture-critical members and underwater inspection

Bridge Condition Code Key

Per TABLE 32 shown on Pages 64 - 66, the following is the bridge condition code key:

<u>Code</u>	<u>Description</u>
N	NOT APPLICABLE
9	EXCELLENT CONDITION
8	VERY GOOD CONDITION No problems noted.
7	GOOD CONDITION Some minor problems.
6	SATISFACTORY CONDITION Structural elements show some minor deterioration.
5	FAIR CONDITION All primary structural elements are sound but may have some minor section loss (due to corrosion), cracking, spalling (deterioration of concrete surface) or scour (erosion of soil)
4	POOR CONDITION Advanced section loss, deterioration, spalling or scour.
3	SERIOUS CONDITION Loss of section, deterioration, spalling or scour has seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.

- 2 CRITICAL CONDITION Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
- 1 "IMMINENT" FAILURE CONDITION Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put it back in light service.
- 0 FAILED CONDITION Out of service – beyond corrective action.

Route	Route Name	Crossing	Type	Year Built	Year Recnst (State)	Year Recnst (Fed)	Deck Cond	Super Cond	Sub Cond	Culvert Cond	Suffic Rating	Func Obslt	Struc Defic	Last Inspected	Responsibility	Structure Length (FT)	Structure Width (FT)	Avg Daily Traffic	Health Index
15	Rt 15 SB/Rt 460 EB	Little Buffalo Creek	Culvert	1976	0	-1	N	N	N	7	97.6			6/8/2011	VDOT	30.8	102	4589	100
15	Rt 15NB /Rt 460 WB	Little Buffalo Creek	Culvert	1976	0	-1	N	N	N	7	97.6			6/8/2011	VDOT	30.8	98	4589	99.67
15	Farmville Road	Briery Creek	Culvert	1987	0	-1	N	N	N	7	96.9			2/14/2012	VDOT	30.8	125	4507	100
15	Farmville Road	Tankyard Branch	Bridge	1932	0	-1	6	6	6	N	81.4			1/30/2013	VDOT	12.1	32.4	4507	85.9
15	Farmville Road	Trib. Briery Creek	Bridge	1932	0	-1	6	6	6	N	87			1/30/2013	VDOT	14.1	33.1	4507	84.34
15	EBL Route 460	Pedestrian Trail	Bridge	1976	0	-1	6	7	6	N	95.6			3/11/2013	VDOT	126	44	4589	77.18
15	SBL Route 15	Rte 460 Bypass	Bridge	1976	0	-1	7	6	7	N	97.6			5/15/2013	VDOT	269	42	4545	95.72
15	NBL Route 15	Route 460 Bypass	Bridge	1976	0	-1	7	6	6	N	97.6			5/15/2013	VDOT	269	42	4545	97.06
15	Route 015 NBL	Buffalo Creek	Bridge	1976	0	-1	7	7	7	N	95.6			4/1/2013	VDOT	361.9	44	4589	98.71
15	NBL Route 15	460 Bypass	Bridge	1976	0	-1	7	7	7	N	82.5			10/7/2011	VDOT	245.1	34.1	4589	99.55
15	Route 15 SBL Bypas	Route 460 Bypass	Bridge	1976	0	-1	7	6	7	N	82.5			10/7/2011	VDOT	245.1	34.1	4589	99.56
15	Farmville Road	NS Railroad	Bridge	1950	1982	-1	5	5	6	N	54.1	FO		4/9/2013	VDOT	355	27.6	3259	65.26
15	Route 15 SBL	Buffalo Creek	Bridge	1976	0	-1	6	4	7	N	68.4		SD	4/1/2013	VDOT	361.9	44	4589	99.98
15	Rts 15 N & 460 W	Pedestrian trail	Bridge	1976	0	-1	5	7	7	N	94.6			3/11/2013	VDOT	126	44	4589	77.15
133	Kings Highway	Tributary Briery Creek	Culvert	1932	0	-1	N	N	N	6	77			5/10/2012	VDOT	7.9	73	2177	99
307	Holly Farms Road	Trib. Little Saylers Ck.	Culvert	1940	0	-1	N	N	N	6	92.3			5/10/2012	VDOT	15.1	62	5223	93.33
307	Holly Farms Road	Trib. Little Saylors Ck.	Culvert	1940	0	-1	N	N	N	6	91.3			5/10/2012	VDOT	11.2	132	5223	69.58
307	Holly Farms Road	Saylers Creek	Culvert	1940	0	-1	N	N	N	6	95			2/6/2013	VDOT	24	81	5223	99.73
360	EBL Route 360	NS Railway	Bridge	1931	1973	-1	6	6	7	N	76.7	FO		4/12/2012	VDOT	131.9	33.1	2728	91.56
360	WBL Route 360	NS Railway	Bridge	1973	0	-1	7	6	6	N	98.5			1/29/2013	VDOT	149.9	42	4900	98.5
360	Patrick Henry Hwy.	Tributary Mountain Creek	Culvert	1932	1973	-1	N	N	N	6	80.8			5/10/2012	VDOT	15.1	253	5457	95.22
360	Patrick Henry Hwy.	Tributary Mountain Creek	Culvert	1932	1973	-1	N	N	N	6	80.8			5/10/2012	VDOT	7.9	229	5457	99.68
360	Patrick Henry Hwy.	Tributary Mountain Creek	Culvert	1955	0	-1	N	N	N	6	79.8			5/10/2012	VDOT	8.9	202	5457	98.36
360	EBL Route 360	Grade Crossing	Bridge	1931	1973	-1	5	4	6	N	49		SD	4/2/2013	VDOT	173.9	32.2	2725	88.28
360	Patrick Henry Hwy.	Tributary Mountain Creek	Culvert	1955	0	-1	N	N	N	5	68.3			5/10/2012	VDOT	9.8	206	5457	97.4
360	Route 360 WBL	Grade Crossing	Bridge	1973	0	-1	6	5	6	N	86.7			4/20/2012	VDOT	187	42	2725	85.89
460	Prince Edward Hwy	Trib. Appomattox River	Culvert	1932	0	-1	N	N	N	7	98.6			6/7/2012	VDOT	7.9	83	4675	100
460	Prince Edward Hwy	Trib. Appomattox River	Culvert	1932	0	-1	N	N	N	7	97.6			6/7/2012	VDOT	11.2	117	4675	98.59
460	WBL Route 460	Sandy River	Bridge	1971	0	-1	6	6	6	N	96.4			6/4/2012	VDOT	134.8	41.7	6711	95.39
460	WBL Route 460	Bush River	Bridge	1971	0	-1	7	7	7	N	87.8			11/27/2012	VDOT	187	41.7	6711	100
460	Prince Edward Hwy	Trib. Appomattox River	Culvert	1974	0	-1	N	N	N	7	99.6			6/7/2012	VDOT	9.8	148	4675	100
460	Prince Edward Hwy	Trib. Appomattox River	Culvert	1974	0	-1	N	N	N	7	97.6			6/7/2012	VDOT	9.8	131	4675	98.48
460	Route 460	460 EBL Business	Bridge	1978	0	-1	7	7	7	N	96.4			11/9/2012	VDOT	203.1	44	4238	99.95
460	Route 460 WBL	Briery Creek	Bridge	1978	0	-1	6	7	6	N	97.6			4/1/2013	VDOT	200.1	44	4238	88.95
460	Route 460 EBL	Vaughn's Creek	Culvert	1969	0	-1	N	N	N	7	99.7			5/15/2012	VDOT	8.9	157	3346	99.37
460	Route 460 WBL	Vaughn's Creek	Culvert	1969	0	-1	N	N	N	6	99.7			5/15/2012	VDOT	7.9	146	3404	99.07
460	EBL Route 460	Sandy River	Bridge	1917	1974	-1	5	5	6	N	65.7	FO		6/4/2012	VDOT	112.9	29.5	6711	80.43
460	Pr.Edward Hwy. EBL	Bush River	Bridge	1928	1949	-1	6	5	6	N	61.1	FO		12/5/2012	VDOT	188	33.5	6711	90.08
460	Route 460 Business	Briery Creek	Bridge	1928	1986	-1	6	5	6	N	55.4	FO		5/23/2013	VDOT	109.9	33.5	8476	98.58
460	Prince Edward Hwy	Briery Creek	Bridge	1995	0	-1	7	7	7	N	97.6			7/19/2011	VDOT	288.1	43.3	4238	98.74
460	Route 460 EBL Byp.	Route 460 EBL Business	Bridge	1995	0	-1	7	7	7	N	97.6			6/12/2013	VDOT	209	43.3	4238	94.37
600	Gully Tavern Road	Little Saylers Creek	Bridge	1973	0	-1	5	5	7	N	68			12/12/2012	VDOT	60	24	421	64.23
602	Hubbard Road	Little Saylers Creek	Bridge	1963	2006	-1	7	8	7	N	87.6			6/7/2012	VDOT	32.2	24	159	100
605	Fairlea Road	East Fork Sandy Creek	Culvert	1962	0	-1	N	N	N	6	96.9			5/10/2012	VDOT	11.2	47	278	96

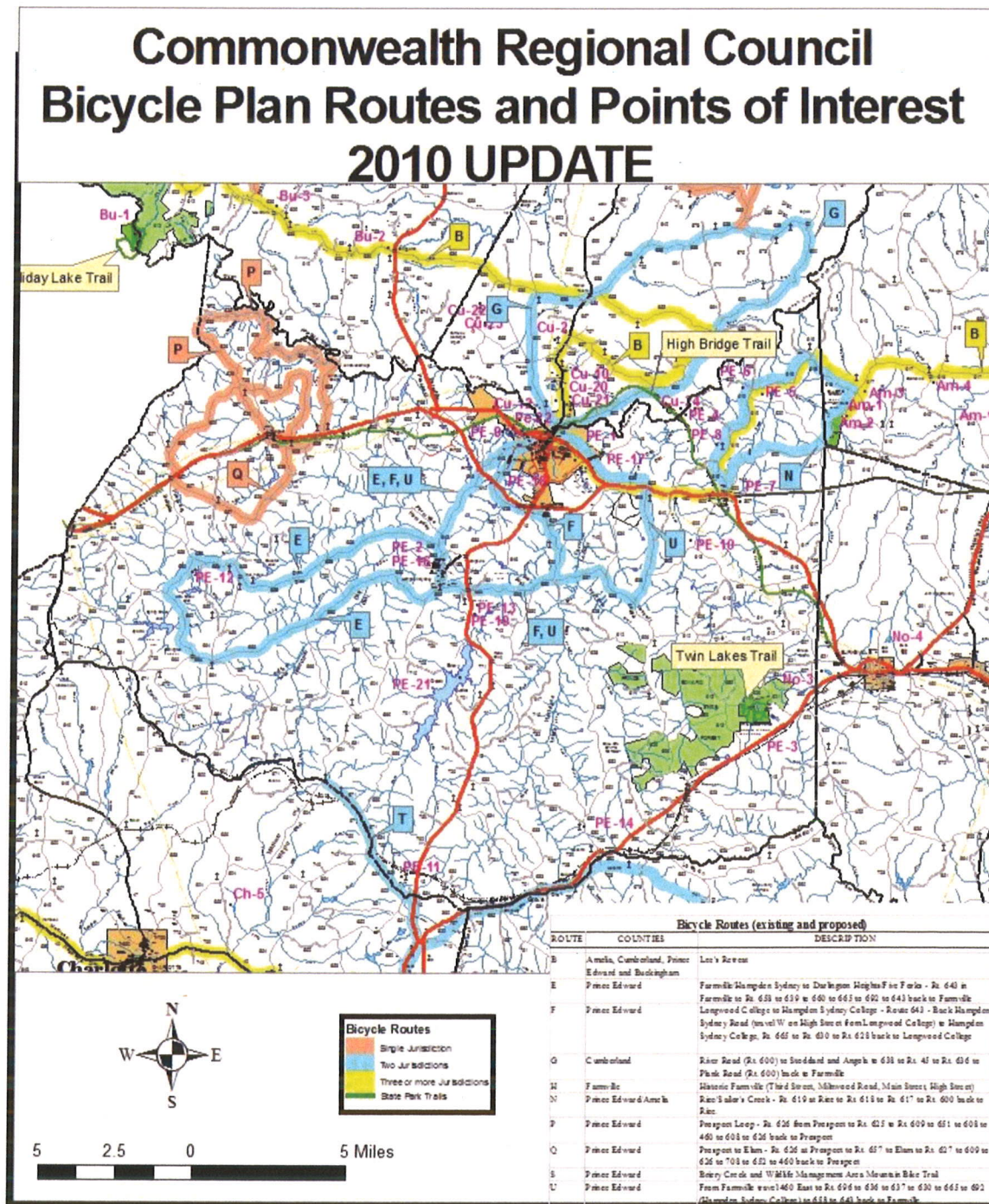
605	Fairlea Road	Marrowbone Creek	Bridge	1993	0	-1	7	7	7	N	89.8		10/24/2011	VDOT	196.9	27.2	278	99.67
606	Piney Grove Road	Pedestrian Trail	Bridge	1960	0	-1	5	7	7	N	85.3		1/21/2013	VDOT	120.1	28.9	237	79.93
608	First Rock Road	Appomattox River	Bridge	1959	0	-1	5	5	7	N	85.4		10/4/2012	VDOT	111.9	28.9	666	81.89
609	Peaks Road	Vaughan Creek	Bridge	1950	1996	-1	7	8	7	N	81.4		7/21/2011	VDOT	32.2	23.3	247	90.41
612	Sandy River Road	Sandy River	Bridge	1949	1978	-1	7	6	7	N	73		7/16/2013	VDOT	112.9	26.2	183	97.36
612	Sandy River Road	Little Sandy River	Bridge	1949	0	-1	7	5	7	N	49.3		7/21/2011	VDOT	48.9	26.2	391	96.06
613	Millers Lake Rd.	Millers Creek	Culvert	1975	0	2011	N	N	N		7	100	4/30/2013	VDOT	24	48	149	100
613	rte 613	Sandy River	Bridge	2011		-1	9	9	9	N	96		8/4/2011	VDOT	24	30.2	92	100
619	Lockett Road	Saylers Creek	Bridge	1932	0	-1	4	4	5	N	22.9	SD	8/7/2012	VDOT	80.1	22	224	43.18
620	Scuffletown Rd.	Little Sailors Creek	Bridge	1967	0	-1	7	5	5	N	65.8		11/14/2012	VDOT	20	21.3	97	83.1
621	Grape Lawn Rd.	Trib. Goodwin Lake	Culvert	1977	0	-1	N	N	N		4	73	11/14/2012	VDOT	24	76	40	33.55
622	Racoon Crossing Rd	NS Railway	Bridge	1915	0	-1	7	4	5	N	21	SD	1/29/2013	Railroad	116.1	15.7	160	
623	Twin Bridges Road	NS Railway	Bridge	1916	0	-1	7	4	4	N	12.3	SD	3/11/2013	Railroad	131.9	15.7	215	
623	Twin Bridges Road	NS Railway	Bridge	1925	0	-1	5	4	4	N	18	SD	7/13/2012	Railroad	107	16.7	168	
624	Barton Road	N Fork Nottoway River	Culvert	1932	2011	2011	N	N	N		7	96.9	11/8/2011	VDOT	7.3	41	116	100
626	Pin Oak Road	Bell Creek	Culvert	1968	0	-1	N	N	N		7	96.5	12/12/2012	VDOT	21	34	480	98.04
626	Peaks Rd.	Harris Creek	Bridge	1932	2006	-1	7	8	7	N	84.2		12/12/2012	VDOT	39	24.6	540	100
626	Holliday Lake Road	Vaughn Creek	Bridge	1978	0	-1	6	7	7	N	92.4		12/12/2012	VDOT	107	27.9	173	92.52
626	Pin Oak Road	Falling Creek	Culvert	1995	0	-1	N	N	N		6	98.5	11/15/2011	VDOT	19	137	1005	99.52
628	Germantown Road	Routes 15 & 460 Bypass	Bridge	1976	0	-1	6	6	7	N	87.3		2/20/2013	VDOT	245.1	29.9	656	97.78
628	Zion Hill Road	Briery Creek	Bridge	1971	0	-1	6	6	6	N	86.9		12/12/2012	VDOT	129.9	29.9	1100	99.91
628	Commerce Road	Little Buffalo Creek	Bridge	1973	2005	-1	8	8	7	N	80.8	FO	11/8/2011	VDOT	32.2	23	1350	100
628	Mill Creek Road	Tributary North Fork	Culvert	1974	0	2010	N	N	N		8	97	7/10/2012	VDOT	32.2	58	56	100
628	ROUTE 628	Mountain Creek	Bridge	2012		-1	8	8	8	N	97		5/15/2012	VDOT	42.3	30.2	90	100
628	Leigh Mountain Rd.	Bush River	Bridge	2000	0	-1	7	7	7	N	99		9/11/2012	VDOT	102	28.9	205	99.14
628	Leigh Mountain Rd.	Redd Branch	Culvert	2000	0	-1	N	N	N		7	100	10/19/2012	VDOT	9.8	40	96	100
629	Twin Lakes Road	Goodwin Lake Spillway	Bridge	1932	0	-1	7	7	7	N	96		12/12/2012	VDOT	16.1	26.2	92	98.07
629	Twin Lakes Road	Tributary Goodwin Lake	Culvert	1975	0	2010	N	N	N		7	96	7/10/2012	VDOT	24	48	92	100
629	Gallion Road	Trib. Little Sandy Creek	Culvert	1984	0	-1	N	N	N		7	97	1/9/2013	VDOT	18	61	52	100
629	Weaver Road	Sandy Creek	Bridge	1933	0	-1	6	6	5	N	84		1/11/2013	VDOT	22	25.6	54	80.62
630	County Line Road	NS Railway	Bridge	1976	0	-1	7	7	7	N	92.2		4/9/2013	VDOT	151.9	29.9	619	90.18
630	Meherrin Road	Bush River	Bridge	1966	0	-1	5	5	7	N	83.7		4/2/2013	VDOT	96.1	29.9	426	64.81
630	Meherrin Rd.	Rice Creek	Culvert	1967	0	-1	N	N	N		5	84.8	9/11/2012	VDOT	21	40	530	33.33
632	Falkland Road	Bush River	Bridge	1962	0	-1	6	5	5	N	54.1	SD	6/7/2012	VDOT	39	20	56	70.76
632	Falkland Rd.	Evans Creek	Culvert	1968	0	-1	N	N	N		5	86	9/11/2012	VDOT	22	40	56	33.33
632	Schultz Mill Rd.	Schultze's Creek	Bridge	1999	0	-1	7	8	7	N	98		8/4/2011	VDOT	41	26.9	72	99.94
633	Virso Road	Bush River	Bridge	1961	0	-1	6	4	6	N	24.2	SD	8/7/2012	VDOT	100.1	20.3	379	67.92
633	Toshes Road	NS Railway	Bridge	2005	0	-1	7	7	7	N	79.1		11/20/2012	VDOT	144	27.9	690	99.82
634	New Bethel Rd.	Trib. Bush River	Culvert	1991	0	-1	N	N	N		6	92.8	2/14/2012	VDOT	21	70	331	66.67
634	New Bethel Road	Bush River	Bridge	2007	0	-1	8	7	8	N	94.8	FO	11/8/2011	VDOT	30.8	36.1	331	100
636	Poorhouse Road	Millers Creek	Culvert	1964	0	-1	N	N	N		6	96.9	2/14/2012	VDOT	17.1	30	160	66.67
636	Poorhouse Road	East Fork Bush River	Culvert	1967	0	-1	N	N	N		5	80.9	1/9/2013	VDOT	16.1	40	160	0
637	Worsham Road	Bush River	Bridge	1999	0	-1	7	7	7	N	88.8		4/15/2013	VDOT	41	26.9	266	99.91
639	Millbank Road	Mud Creek	Culvert	1990	0	-1	N	N	N		7	96.9	12/12/2012	VDOT	27.9	85	99	66.67
640	Monroe Church Rd.	Branch Sandy River	Culvert	1997	0	-1	N	N	N		8	98.9	2/11/2010	VDOT	8.9	53	427	100
643	Bk Hampden-Sydney	Rte 15 BP & 460 BP	Bridge	1976	0	-1	7	7	7	N	84.4		6/12/2013	VDOT	245.1	29.9	1129	97.9
643	High Street	Trib. Appomattox River	Culvert	1932	0	-1	N	N	N		7	95.6	11/10/2010	VDOT	9.8	26	1027	66.67

647	Rice Creek Road	Rice Creek	Bridge	1965	0	-1	6	6	5	N	63.5		6/7/2012	VDOT	27.9	20	51	77.34
648	Hardtimes Road	Buffalo Creek	Bridge	1984	0	-1	6	6	7	N	90.1		1/21/2013	VDOT	182.1	27.9	439	91.46
648	Hardtimes Road	Br. Buffalo Creek	Culvert	1967	0	-1	N	N		5	85.9		1/9/2013	VDOT	7.9	40	221	0
650	Twenty - Two Road	Lockett Creek	Bridge	2011		-1	7	7	7	N	95.9		5/14/2013	VDOT	29.6	30.3	114	99.6
651	Chinquapin Road	Harris Creek	Bridge	1932	0	-1	7	5	5	N	52.4		8/14/2012	VDOT	30.8	13.1	46	48.39
652	Harris Creek Road	Harris Creek	Bridge	1965	0	-1	7	5	6	N	65.5	FO	1/30/2013	VDOT	34.1	20.3	114	73.01
657	Sulpher Spring Rd.	Falling Creek	Culvert	1965	0	-1	N	N		6	96.9		3/6/2012	VDOT	7.9	40	196	66.67
658	Five Forks Road	Mud Creek	Culvert	1974	0	-1	N	N		7	96.9		3/6/2012	VDOT	7.9	50	218	100
658	Five Forks Road	Buffalo Creek	Bridge	1964	0	-1	6	7	7	N	85.4		1/22/2013	VDOT	145	28.9	491	82.17
659	Buffalo Church Rd.	Mud Creek	Bridge	1967	0	-1	7	7	7	N	75.9	FO	1/30/2013	VDOT	22	20	54	100
659	Buffalo Church Rd	Spring Creek	Bridge	1964	0	-1	6	4	6	N	59.7	SD	9/11/2012	VDOT	29.9	20	54	79.3
660	ROUTE 660	Spring Creek	Bridge	2011		-1	7	8	8	N	92.9		1/24/2012	VDOT	43.3	30	113	100
661	Nursery Road	North Fork Spring Creek	Bridge	1961	0	-1	7	5	6	N	71.4		11/14/2012	VDOT	21	20	56	85.68
662	Route 662	NS & VA Southern RR	Bridge	1974	0	-1	7	6	6	N	89.4		2/11/2013	VDOT	301.8	29.9	321	92.71
663	Baker Mtn. Rd.	South Fork Spring Creek	Bridge	1962	2008	-1	8	8	7	N	97.9		5/2/2012	VDOT	25.9	24	95	100
664	Morris Creek Road	Tributary Buffalo Creek	Culvert	1932	0	-1	N	N		6	97		2/14/2012	VDOT	14.1	67	109	86.87
664	Morris Creek Road	Brown's Branch	Culvert	1932	0	-1	N	N		7	95.9		2/14/2012	VDOT	19	37	109	100
664	Singleton Road	Spring Creek	Culvert	1992	0	2010	N	N		8	97		7/10/2012	VDOT	40	79	133	100
664	Singleton Road	Mud Creek	Culvert	1960	0	-1	N	N		5	84.9		2/6/2013	VDOT	17.1	30	133	0
665	Worsham Road	Briery Creek	Bridge	1978	0	-1	6	5	5	N	69.8		1/11/2013	VDOT	55.1	25.6	334	56.08
665	Darlington Heights	Buffalo Creek	Bridge	1959	0	-1	4	7	7	N	82.2	SD	1/30/2013	VDOT	129.9	28.9	723	71.86
666	Chappell Creek	Tributary Briery Creek	Culvert	1968	2011	2011	N	N		7	97		11/8/2011	VDOT	17.5	40	56	100
666	Chappell Road	Briery Creek	Culvert	1968	0	2011	N	N		7	97		4/13/2011	VDOT	8.9	37	56	100
666	Douglas Church Rd.	Buffalo Creek	Bridge	1932	0	-1	6	5	6	N	46.8	FO	1/30/2013	VDOT	26.9	20.3	122	75.39
666	Chappell Road	Mingo Creek	Culvert	1968	0	-1	N	N		5	85		1/16/2013	VDOT	7.9	40	56	0
668	Bell Road	Stream	Culvert	1980	0	2011	N	N		8	97		4/13/2011	VDOT	9	5.6	37	100
668	Bell Road	Buffalo Creek	Bridge	2004	0	-1	8	8	7	N	98		1/11/2013	VDOT	30.8	22	23	99.9
668	Bell Road	Brown's Branch	Bridge	2005	0	-1	7	8	7	N	97		7/21/2011	VDOT	25.9	21	23	100
670	Spring Creek Road	Branch	Culvert	1991	0	-1	N	N		7	97		2/14/2012	VDOT	7.9	63	86	99.47
671	County Line Road	NS Railway	Bridge	1966	0	-1	6	7	7	N	92.9		4/9/2013	VDOT	152.9	29.9	277	92.56
675	Route 675	Pedestrian Trail	Bridge	1981	0	-1	7	7	7	N	74.4		1/21/2013	VDOT	137.1	27.9	321	99.18
693	Campbell Hill Rd.	Tributary Falling River	Culvert	1964	0	-1	N	N		5	78.4		1/9/2013	VDOT	8.9	40	149	0
695	Route 695	Route 460 Bypass	Bridge	1976	0	-1	7	5	7	N	78.3		12/13/2012	VDOT	251	32.2	858	93.42
698	Rosser Mill Road	South Fork Spring Creek	Bridge	1962	0	-1	5	5	5	N	62.8	FO	11/14/2012	VDOT	21	19.7	64	68.67
699	ROUTE 699	Carey Creek	Bridge	2013		-1	8	9	9	N	96		1/16/2013	VDOT	25	22.7	53	100
700	Moore Road	Spring Creek	Culvert	1993	0	-1	N	N		7	98.9		2/14/2012	VDOT	44.9	42	100	100
713	Corner Road	Snail Creek	Bridge	1963	0	-1	7	6	5	N	74.5		8/14/2012	VDOT	20	19.4	20	84.27
714	Corner Road	Tributary Snail Creek	Culvert	1997	0	-1	N	N		7	97		10/24/2011	VDOT	24	37	53	100
721	Dempsey's Road	Horsepen Creek	Culvert	1979	0	-1	N	N		6	90.8		11/8/2011	VDOT	15.1	115	134	66.67
757	SOUTH FORK ROAD	SOUTH FORK CREEK	Bridge	2009	0	-1	8	8	8	N	95		6/8/2011	VDOT	9.8	60	10	100
759	Mud Dusty Road	Little Briery Creek	Culvert	1984	0	-1	N	N		4	64.2	SD	8/14/2012	VDOT	6.9	70	62	60.95
OF795	Butler Road	Tributary Buffalo Creek	Culvert	1976	0	-1	N	N		5	79.9		1/9/2013	VDOT	9.8	52	8	41
FR795	Snead Road	Tributary Buffalo Creek	Culvert	1976	0	2011	N	N		8	91.8		4/13/2011	VDOT	18	90	25	100

Commonwealth Regional Council Bicycle Plan (MAP XII)

In 2010, the Commonwealth Regional Council updated the Bicycle Plan in cooperation with the U.S. Department of Transportation, Federal Highway Administration and Virginia Department of Transportation. In order for any locality or region to be eligible for VDOT funding for highway projects, it will need to adopt appropriate sections of the Bicycle Plan as part of its comprehensive plan. The Prince Edward County Comprehensive Plan incorporates the Commonwealth Regional Council Bicycle Plan as part of this plan.

MAP XII



Bicycle Routes (Existing and Proposed)		
Counties	Code	Description
Amelia, Nottoway and Lunenburg	A	Route 1 (existing)
Amelia, Cumberland, Prince Edward and Buckingham	B	Lee's Retreat
Nottoway	B1	Lee's Retreat
Lunenburg	C	Rt. 40 linking Lunenburg Court House to Victoria and Kenbridge
Buckingham	D	Route 604 and 606 linking Yogaville and the James River State Park
Prince Edward	E	Farmville/Hampden Sydney to Darlington Heights/Five Forks - Rt. 643 in Farmville to Rt. 658 to 639 to 660 to 665 to 692 to 643 back to Farmville
Prince Edward	F	Longwood University to Hampden Sydney College - Route 643 - Back Hampden Sydney Road (travel W on High Street from Longwood University) to Hampden Sydney College, Rt. 665 to Rt. 630 to Rt. 628 back to Longwood University
Cumberland	G	River Road (Rt. 600) to Stoddard and Angola to 638 to Rt. 45 to Rt. 636 to Plank Road (Rt. 600) back to Farmville
Farmville	H	Historic Farmville (Third Street, Milnwood Road, Main Street, High Street)
Charlotte	M	Route 40 from Campbell County to the West to Lunenburg County to the East.
Prince Edward/Amelia	N	Rice/Sailor's Creek - Rt. 619 at Rice to Rt. 618 to Rt. 617 to Rt. 600 back to Rice.
Prince Edward	P	Prospect Loop - Rt. 626 from Prospect to Rt. 625 to Rt. 609 to 651 to 608 to 460 to 608 to 626 back to Prospect
Prince Edward	Q	Prospect to Elam - Rt. 626 at Prospect to Rt. 657 to Elam to Rt. 627 to 609 to 626 to 708 to 652 to 460 back to Prospect
Prince Edward	S	Briery Creek and Wildlife Management Area Mountain Bike Trail
Charlotte	T	Rt. 15 North from Keysville to Prince Edward County line, Rt. 747 to connect to Rt. 604.
Prince Edward	U	From Farmville travel 460 East to Rt. 696 to 636 to 637 to 630 to 665 to 692 (Hampden Sydney College) to 658 to 643 back to Farmville
Cumberland	V	Brown's Store on Rt. 45 north to Rt. 640, 660, 639, 631, 641, 642, 600, 643 to 13. Cross Rt. 60 to Rt. 728, 624, 623, 622, 650, 629, 633, 632 to 634 to Rt. 45. Middle Connector: Rt. 629, Rt. 60, 670, 669, 631 to Rt. 639 intersection.
Cumberland	V-Alt.	Connector
Cumberland	V-Alt.	Connector to Cumberland Court House
Cumberland	W	From Ashby on Rt. 45 follow Rt. 616 to 45 to Rt. 690 to Rt. 612 to Rt. 608 to Rt. 624 to Rt. 625 to Rt. 45.
Buckingham	X	Travel Rt. 15 South from Fluvanna/Buckingham County line to Rt. 640 to Rt. 638 to connect to Lee's Retreat at Rt. 636.
Charlotte	Y	Travel Rt. 727 from Appomattox/Charlotte County line South to the Town of Phenix to connect to Rt. 40.
Charlotte/Lunenburg	Z	Tobacco Heritage Trail (existing and proposed)

Wastewater

The location of existing and planned wastewater lines can have a significant impact on growth patterns in a community. Public sewer service is available throughout the Town of Farmville, and in several subdivisions lying just outside the town limits. Public sewer is also available to the county's public school complex and in the Prince Edward County Industrial Park located along Route 15, just south of the Route 460 By-Pass. Finally, sewer is currently available to serve the Hampden-Sydney Campus. This sewer facility is jointly owned by the County, Farmville, and Hampden-Sydney College. Map XIV shows the general location of areas served by public sewer in the county.

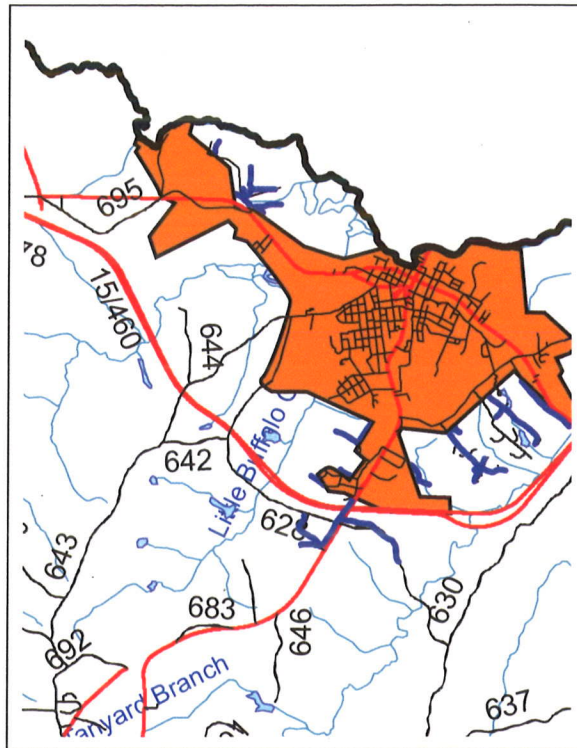
Collected sewage is treated at the Town's treatment facility located along the Appomattox River.

Water

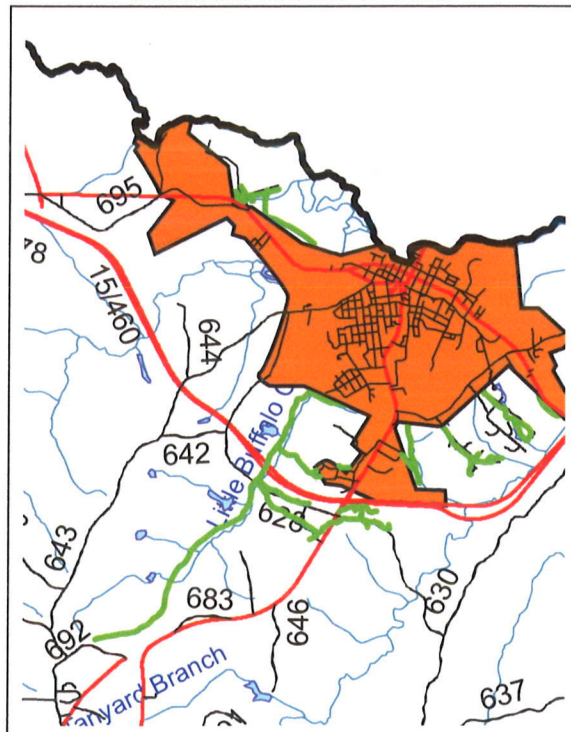
Public water service is also available throughout the Town of Farmville, in nearby County subdivisions, at the County school complex, at the Prince Edward County Industrial Park and in the Town of Pamplin. Public water lines do not extend to the Hampden-Sydney campus. Water service at the campus is provided by a self-contained public water system. Water treatment is provided by the Town of Farmville's water treatment plant located on the Appomattox River. Map XIII also shows the general location of areas served by public water systems.

The Sandy River Reservoir, developed by the County in 1995 is a future source of water for the County. The Virginia Water Protection Permit issued which allows a maximum daily water withdrawal of 6.3 million gallons to be treated and distributed to county residents and businesses. Options include the transmission of raw bulk water to Farmville for treatment, or the construction of a new water treatment facility at the reservoir. Treatment and distribution of the water from the reservoir site would provide public water service, and growth potential to an area of the County not currently served by these facilities.

MAP XIII
Location of Water Areas



MAP XIV
Location of Sewer Areas



Solid Waste

The Prince Edward County Landfill is located off Route 648 approximately seven miles west of Farmville. The operation of the landfill is contracted out to a local vendor who is responsible for the day to day management of the waste brought to the site. The landfill has been in operation since 1984. It is estimated that currently permitted cells provide a landfill capacity of approximately 15 to 20 years. The county also owns over 200 acres of additional land adjacent to the landfill. This land can be developed into additional landfill cells as the need arises. This acreage ensures that the site can meet the long term waste disposal needs of the County.

The County collects its own residential solid waste from eight sites in the county. There are six manned convenience centers where residents can dispose of waste and also drop off recyclables, as well as two unmanned sites. Recyclables are also accepted by Southside Training, Employment and Placement Services, Inc. (STEPS, Inc.) which is located in the Town of Farmville.

Waste from these eight sites is collected by the County and transported to the landfill. Commercial haulers, businesses, and contractors must bring their waste materials directly to the landfill.

Public Safety and Law Enforcement

Fire protection in the county is provided by five in-county volunteer fire departments located in Farmville, Rice, Hampden-Sydney, Prospect and Darlington Heights, and by two fire departments located in adjacent counties in Pamplin and Meherrin. In addition, the Burkeville, Keysville, and Charlotte Courthouse fire departments provide emergency assistance as needed. The County provides financial assistance to the seven departments which regularly serve the county.

The Prince Edward County Rescue Squad, located in Farmville, provides emergency medical response to the entire county. The Meherrin fire department also has full emergency medical capabilities. Their services are supplemented by first responder units located at the Rice, Pamplin, and Hampden-Sydney fire departments.

The Prince Edward County Sheriff's office is located at the County courthouse complex in Farmville. The department has responsibility for civil process, court security and law enforcement in the unincorporated portions of the county. Law enforcement activities are also provided on the Longwood and Hampden-Sydney campuses, by law enforcement units operated by these educational institutions, and

in the Town of Farmville by its own police department.

Three detention/incarceration facilities are also located in the County. The Piedmont Regional Jail facility provides incarceration for Prince Edward County prisoners and prisoners from five additional counties in the region. The same six jurisdictions operate the Piedmont Regional Juvenile Detention Facility which houses youth detainees from the region. Finally, the Immigration Customs Enforcement (ICE) facility houses individuals being detained for illegal immigration.

Library Services

Prince Edward County has an abundance of library facilities available to the members of the community.

The Farmville-Prince Edward Community Library, located at 1303 West Third Street in Farmville, next to Wilkes Lake. The Library provides books, magazines, newspapers, books on tape, large print books, videos and computers with access to the internet. They also have children's programming, including story hours, reading incentive programs and movies.

The Prince Edward County Public School Library has over 10,000 volumes of books, plus numerous periodicals, newspapers, and an extensive collection of film strips. A complete audio-visual department is available.

The Longwood University Library, provides computer technology for information retrieval from libraries throughout the world, as well as satellite reception of foreign programs. The Library has an online catalog and an online circulation system. It houses a collection of 900,000 print and non-print materials, the largest holdings available to the public in the Southside area. During the regular session, the Library is open for scheduled periods totaling 100 hours a week.

The Walter M. Bortz III Library at Hampden-Sydney College has over 150,000 volumes and periodicals specifically selected for undergraduate research.

A part of the Fuqua International Communications Center features short-wave radio, satellite television reception, video tape and DVD viewing, and a microcomputer lab. The library also has a large collection of children's books which are available to the community, as well as the Jones Rare Book Room with manuscripts, books, and first editions.

The James J. Kilpatrick Library is maintained by Fuqua School and has over 14,000 volumes and periodicals. It is equipped with an audio-visual department to supplement its library and to present various information to classrooms.

A branch of Appomattox County's Jamerson Library is located in Pamplin in a restored railroad depot. While physically located in Appomattox County, this facility serves many residents in the western part of Prince Edward County. The branch has several thousand volumes, as well as publicly accessible computers.

Parks and Recreation

Prince Edward County has many opportunities for outdoor recreation. Briery Creek Lake is an 814 acre impoundment managed by the Virginia Department of Game and Inland Fisheries. The lake is noted statewide for its fishing opportunities. Similarly, the Sandy River Reservoir provides a 740 acre impoundment for fishing, boating and hiking. Twin Lakes State Park, located near the community of Green Bay, has a 40 acre lake and a 30 acre lake, as well as hiking, camping and conference facilities. High Bridge Trail State Park, the most recent addition, is a multi-use trail ideally suited for hiking, bicycling and horseback riding.

The County does not currently have a parks and recreation department that is responsible for organizing and implementing recreational activities for county residents. Organized recreational activities in the County, where they exist, are sponsored by the YMCA and the Prince Edward/Farmville Youth Association. Prince Edward County contributes financially to each of these organizations on an annual basis.

CHAPTER VI

Introduction

This Chapter presents information on a variety of community special policy areas that emerged during the plan update process. These special policy areas emerged from Commission discussions, the stakeholder interviews, citizen comments, and the Commission's consideration of the County's demographic profile. The Commission also considered their monthly experiences evaluating land use requests.

In developing these special policy areas, it was the clear goal of the Commission that this plan assist the County in planning for its future growth and development. It was also a goal of the Commission that the plan contain specific information to help better guide their month to month decision making on issues/requests such as rezonings, and special permits.

For each policy area a brief discussion is presented followed by specific recommendations to help guide County decision making pertaining to the timing, location and character of future development in the County. The information contained in this chapter provided the basis for many of the goals, objectives and strategies contained in Chapter VIII.

Policy Area: Preservation of Agricultural Land and Open Space

As Prince Edward County continues to experience residential, commercial and industrial growth, there will be continued pressure on the County's open space, agricultural and forested areas to be developed for these uses.

The rapid population growth of the County, increases in agricultural and forestal land values, the aging of agricultural land owners, the lack of County planned growth areas, the lack of adequate development regulations and the high suitability of many agricultural and forestal lands for development can all be cited as some of the many factors that are contributing to the loss of the County's agricultural, forestal and open space resources

The existing land use map in Chapter VII shows the concentrations of rural development that have occurred in the County. Not shown on the map is the widely scattered development that is occurring throughout the rural portion of the County.

The challenge for Prince Edward County is to accommodate future growth demands in a planned manner that provides for the conservation of these important resources. Future residential, commercial and industrial development should be encouraged to locate in areas of the County where adequate public services are available or planned. Development that does occur in the rural agricultural and forestal portions of the County should be designed to incorporate significant open spaces, and designed to minimize environmental impacts on the County's land and water resources.

The future land use map in Chapter VII should be used as a general guide for future County development patterns. Implementation of the future land use map recommendations will require amendments to the County's development codes to provide both requirements and incentives for the conservation of land. Specifically the County's agricultural zoning district should be evaluated and amended to (1) limit non-agricultural uses, (2) consider lowering by-right residential densities to no more than one unit per five acres or more, and (3) provide strong incentives such as clustering and density bonuses to develop property in a manner that conserves the agricultural and forestal resources.

When future development requests require Commission review and Board of Supervisors approval, the economic and quality of life benefits of open space and agricultural and forest land uses should be considered as well as the adequacy of public facilities and services in the area. The environmental impacts of the development should also be considered. It is important to maintain a balance between development and preservation objectives throughout the County.

Any additional regulatory approaches to land conservation should be pursued in conjunction with an educational and programmatic approach. Such an approach would encourage property owners to limit development on such properties, and offer incentives for appropriate conservation and environmental design.

Time will demonstrate whether anticipated regulatory changes and development incentives are sufficient to influence the market for new housing in agricultural and forestal areas of the County. The County currently estimates that a majority of new housing starts in the County have historically taken place in agricultural and rural forested areas. If regulatory changes and incentives do not influence these patterns of rural residential development, then more agricultural and forested acreage will be lost to subdivision. This is an inefficient land use

pattern that places demands on public services and continues to degrade the County's agricultural and forestal land base.

Agricultural / Rural Preservation Tools

Zoning, subdivision standards, use value assessments and taxation, and public facility decisions are the tools most commonly used by counties to influence the timing and location of growth.

Other tools and programs are available to agricultural and rural property owners who wish to take steps to preserve their land holdings while hopefully obtaining a desired rate of return on their equity. These programs are voluntary, and generally involve a partnership between the landowner and a governmental agency. A brief description of six such programs is presented below. The six are:

Agricultural and Forestal Districts

Agricultural/forestal districts are rural zones reserved for the production of agricultural and forestry products. At the request of a property owner, they are established by a local governing body according to state guidelines. In essence, a district constitutes a voluntary agreement between landowners and the government that no new, nonagricultural uses will take place in the district. An agricultural/forestal district provides much stronger protection for farmers and farmland than does traditional zoning. Districts are established for a set period of time, and can be renewed. During the life of a district, a land owner is prohibited from subdividing or developing the land for non agricultural or forest uses. Similarly, a local governing body is prohibited from rezoning land in a district to a non agricultural classification, or from making capital or community facility decisions that endanger the landowners ability to maintain the land for agriculture or forestry use.

Conservation Easements

Several large properties in Prince Edward County are protected by conservation easements. A conservation easement is a legal agreement in which a landowner retains ownership of his/her property while conveying certain specified rights to the easement holder. Conservation easements are usually given to a non-profit, charitable land conservation organization or a public entity. Easements can be tailored to meet the owner's wishes regarding the future use of his/her land. They can be for a specific time period, or can be granted in perpetuity. Typically a conservation easement restricts development or uses that would destroy natural, scenic, or historic areas while at the same time allowing other traditional uses such as farming.

Depending upon the terms and timing of the easement, significant tax savings can accrue to the property owner granting the easement.

Riparian Easements

A riparian easement is a special type of conservation easement that applies only to a streamside or riparian zone mutually agreed upon by the landowner and the easement holder(s). Like all easements, a riparian easement is a legal agreement in which the landowner retains ownership and full control of the property, yet conveys certain specified rights to the easement holder(s).

Specifically, the landowner agrees to restrict uses that would harm the riparian zone and works with the easement holder to develop a management plan to ensure riparian zone protection. Typically this is done by establishing and maintaining vegetation and limiting livestock access to the stream. Each easement is tailored to the property and the desires of the individual landowner.

Again, depending upon the terms and timing of the riparian easement, significant tax savings can accrue to the property owner granting the easement.

Conservation Reserve Program (CRP)

Although not well known to many local government officials, this program is the federal government's single largest environmental improvement program. It is administered by the United States Department of Agriculture's (USDA) Commodity Credit Corporation (CCC) through the Farm Service Agency (FSA).

Established in 1985, the CRP encourages farmers to voluntarily plant permanent areas of grass and trees on land that needs protection from erosion, to act as windbreaks, or in places where vegetation can improve water quality or provide food and habitat for wildlife. The farmers must enter into contracts with the CCC lasting between 10 and 15 years. In return, they receive annual rental payments, incentive payments for certain activities, and cost share assistance to establish this protective vegetation.

Conservation Reserve Enhancement Program (CREP)

CREP is a voluntary initiative using state, federal, and non-governmental funding to help solve environmental problems. The objective is to share costs and resources to address specific local environmental problems in a designated target area.

Specific financial incentives encourage farmers to enroll land in targeted areas in CREP contracts for designated environmental practices such as riparian buffers, grass filter strips, or wildlife habitat. Incentives can include cost-share assistance for establishing the designated practices, special rental rates, or one-time payments.

A landowner may establish both a CREP contract and a riparian easement on his/her property, reaping the benefits of both programs.

Purchase of Development Rights (PDR)

This program is essentially the same as a conservation easement (previously described), except that the easement value (i.e. the development rights) is purchased from the landowner, rather than the landowner donating the easement and taking advantage of the tax benefits. Each landowner needs to determine whether selling an easement or donating one and taking advantage of the tax benefits better fits his/her financial situation.

This option has been used extensively in Maryland, Pennsylvania, and other states. Virginia has prepared a model PDR program guide, and nine Virginia jurisdictions have adopted local PDR programs,

Recommendations:

1. The Planning Commission should annually monitor rural development patterns to determine the location of new development and the rates of growth in these areas.
2. The Planning Commission and Board of Supervisors, through the recommendation and adoption of this comprehensive plan should state their commitment to agricultural and forestal land preservation objectives.
3. The Planning Commission and Board of Supervisors, should use the future land use map contained in this plan as a general guide for determining the desired location of new development.
4. In evaluating development proposals, the Planning Commission and/or Board should consider the adequacy of existing or planned public services and facilities in the area, and the impact the development will have on these services and facilities. If necessary facilities are planned, the timing of the planned new service or facility must be considered.

5. Commercial and or industrial developments that are approved in the rural portions of the County should be small in scale, and of a design character that is consistent with a rural environment.
6. The County should encourage planning for conservation easements and be willing to provide information and administrative support to property owners who wish to pursue a particular preservation strategy. In this regard, the County should also explore issues associated with adopting a local PDR program, including possible sources of funding for such a program.
7. The County's zoning and subdivision ordinances should be revised to include provisions to require and/or allow for the use of cluster housing and other conservation design techniques.
8. The County should support the activities of local land trusts and other environmental organizations in their efforts to voluntarily preserve critical agricultural and open space areas in the County.
9. The County should work closely with the Natural Resources Conservation Service and the Virginia Department of Forestry to insure that private timbering operations in the County are undertaken using approved techniques in an environmentally sensitive manner.

Policy Area: Protection of Water Resources

Prince Edward County's surface water resources include the Appomattox River, Vaughans Creek, Sayler's Creek, Briery Creek (Lake), Buffalo Creek and the Bush and Sandy Rivers. These are just some of the many surface water features found in the County, and more fully described in Chapter III. These water resources provide recreational opportunities and are a critical component of the County's infrastructure and quality of life. As such, protection and enhancement of these water resources should be a primary County objective. Of particular importance, is the Appomattox River, which is the source of Farmville's (and thus the County's) public water supply, and the Sandy River Reservoir, which currently provides recreational opportunities, and was developed to serve the future potable water needs of Prince Edward County.

Groundwater resources are also important to Prince Edward County residents, as most homes in the County utilize private wells for their water supply.

With the exception of Briery Lake, which lies within a protected wildlife management area, the surface and ground water resources of the County do not benefit from regulatory or programmatic protections designed to maintain or enhance their quality.

As described above, voluntary riparian easement and buffer programs implemented along the County's streams and rivers can mitigate the impacts of agricultural and non-agricultural non-point source runoff. Similar benefits could be achieved from a regulatory approach that required more stringent erosion control measures, and site and land use standards designed to protect and enhance these water resources.

Recommendations:

1. As a future water supply for Prince Edward County, environmental protection of the Sandy River Reservoir is important. To protect this resource, the County has drafted an overlay and is prepared to adopt a water resource protection overlay district for the Sandy River Reservoir watershed. The overlay district would limit land uses within the watershed, regulate residential densities to no more than one unit per five acres of land, and specify enhanced setback and lot coverage standards. The overlay would also address enhanced location and design standards for septic systems.

Careful consideration should also be given to land use requests in the upper Appomattox River basin, along tributaries that enter the river above Farmville's water plant intake. However, an overlay district is not presently proposed for this area.

2. The County should evaluate and adopt zoning and subdivision standards that allow and/or encourage low impact development techniques as a tool to manage non-point source environmental pollutants associated with new development.
3. Within the limits of state law, the County should monitor local agricultural practices as they apply to water quality, and provide resources and assistance to agricultural land owners who wish to take advantage of conservation opportunities such as riparian buffer, dam breaches, inundated zones and easement programs.

Policy Area: General Zoning and Subdivision Ordinance Revisions

The current County zoning and subdivision ordinances are basic land planning tools that the County can use to determine the location and

character of future land uses within the County. Experience has shown that these documents are, at times inadequate to address some of the community issues that emerged during this comprehensive planning process. These issues include:

- Preservation of agricultural and forestal lands to development
- Protection of the County's surface and ground water resources
- Conflicts between adjacent land uses of different intensities
- Inadequate development standards pertaining to lighting, signage, vehicle access, buffering, and subdivision lot layouts

As planning implementation tools these ordinances can play a significant role in defining the future location and character of development in the County:

Recommendations:

1. The Planning Commission should support and recommend approval of revisions to the County's agricultural zoning district. These revisions would limit densities, provide corresponding incentives for clustering, and reduce the number of land uses permitted by right in agricultural districts. Research in this area may determine that a second agricultural district is warranted.
2. As described above, the Planning Commission should support and recommend approval of a water resource protection overlay district for the Sandy River Reservoir watershed.
3. The Planning Commission should support and recommend approval of revisions to the County's zoning ordinance to grant the County local authority to use conditional zoning when evaluating rezoning requests.
4. The Planning Commission should support and recommend approval of revisions to the County's zoning ordinance that are designed to mitigate the impacts of new development in areas such as signage, noise, buffering and lighting.

Policy Area: Corridor Development

Route 15 north and south of Farmville, Route 460, east and west of the town limits and Route 360 in the southeast part of the County are three primary highways that provide major vehicular access to the County. With the exception of commercial development along Route 460 just immediately east and west of Farmville, land along these three highways is largely undeveloped. Where road frontage development has occurred it is primarily widely scattered residential development and limited civic uses. These road corridors are critically important in two respects.

First, as major points of access to the County it is critical that these roads maintain a high level of service. Future development along these roads should be planned and designed to ensure that the safety and capacity of these roads are maintained and managed.

Second, these three routes are the “gateways to the County”. Users of these routes develop impressions of Prince Edward County based upon the natural viewsheds and character of development visible from the roads. Maintenance and enhancement of these gateways can be critical to the success of the County’s economic development and marketing activities.

Recommendations:

1. Evaluate and amend the County’s zoning and subdivision ordinances to ensure that future land uses allowed along these corridors are consistent with the future land use map.
2. Evaluate and amend the access provisions in the County’s zoning and subdivision ordinances to ensure that new developments along these corridors are allowed adequate access and that unnecessary or dangerous access points are not permitted.
3. Evaluate future rezoning and special permit requests along these corridors partially on the basis of proposed access plans and the traffic impacts resulting from the proposed use.
4. Consider the development of a corridor overlay design with policy manual. This manual would be used by the Planning Commission and Board of Supervisors as a policy guide when evaluating the site design and architectural character of development proposals within these corridors that require Board approval.

5. Explore with VDOT the potential application and use of transportation enhancement funds to create formal landscaped gateways at specific points along these three corridors.

Policy Area: Village Center Areas

Prince Edward County is a community of communities. In addition to the incorporated towns of Farmville and Pamplin, there are a number of smaller unincorporated rural villages that are the center of rural life and rural activities in the County. These communities are Darlington Heights, Green Bay, Meherrin, Prospect, Rice, and Worsham.

Zoning in these communities should allow and encourage land uses and development patterns and densities compatible with these village areas. Permissible residential densities in these areas should be higher than those allowed in the adjacent agricultural and forestal areas, and should be limited on the basis of environmental factors such as well feasibility and septic suitability. Zoning should also allow and encourage the development of land uses that meet the rural service needs of local residents who reside in the community. Small scale commercial, personal service and office uses are appropriate land uses in these areas provided site design and architectural proposals respect the rural character of these village center areas.

Recommendations:

1. Work with the various communities to identify appropriate village center areas and amend the County's official zoning map to formally designate the limits of these areas.
2. Evaluate and amend the current village center zoning district standards. Ensure that the revised standards allow the County the ability to control the character of development within village center areas, particularly with respect to signage, landscaping, and building scale and parking lot design.

Policy Area: Affordable Housing

Housing affordability is an issue in the County with population growth and the corresponding demand for residential property driving up land and housing costs. Although the housing market is a major factor in establishing the type of housing being built, and the value of the housing, the County can take certain steps to help to ensure that there

are housing choices for all income households in the County.

Development codes should be evaluated to see if they place unnecessary and costly restrictions on new housing developments. Similarly, the County's zoning and subdivision ordinances should be evaluated to ensure that they allow and designate sufficient areas in the County for a full range of housing types. Affordable housing can also be encouraged by allowing for planned developments that incorporate a mixture of residential types integrated with commercial and civic components.

More aggressive approaches to promoting affordable housing are also available to localities. State and federal funding programs allow localities to partner with private development companies or local non-governmental organizations to develop land and construct housing. Public funds can be used to develop the necessary residential infrastructure. In exchange the developer agrees to build more affordable units, and or limit the sales price of new units to a level that is affordable to lower income residents.

Recommendations:

1. Evaluate and possibly amend the zoning ordinance to ensure that it allows a full range of residential development options in areas of the county slated for future residential development.
2. Amend the zoning ordinance to provide incentives, such as density bonuses for the development of affordable housing. Allow higher densities in development areas where water and/or sewer are available.
3. Explore grant opportunities for the development of affordable housing and support the housing activities of local Non-Governmental Organizations (NGO's). Such as Habitat for Humanity which is active for Prince Edward County.
4. Evaluate development standards and processes to ensure that they do not unnecessarily contribute to the cost of housing.

CHAPTER VII

Introduction

Maps XV and XVI contained in this Chapter, show (1) generalized existing land uses in Prince Edward County and (2) proposed generalized future land uses for the County. These maps are not, and are not intended to be, parcel specific.

Existing Land Use

The existing land use map shows six general categories of land uses. These categories are as follows:

Agricultural and Forestal

This is the largest land use category in the County, comprising the majority of the County's land area. Agricultural and forestal uses in Prince Edward County are generally located throughout the county in areas outside the Farmville environs. Agricultural areas are typically used for the planting and cultivating of crops and the raising and grazing of livestock. Buildings associated with these activities (single-family dwellings, barns, grain storage, etc.) are included as part of this land use category. Forest land uses consist of forested lands and State forest that are publicly, privately or corporately owned.

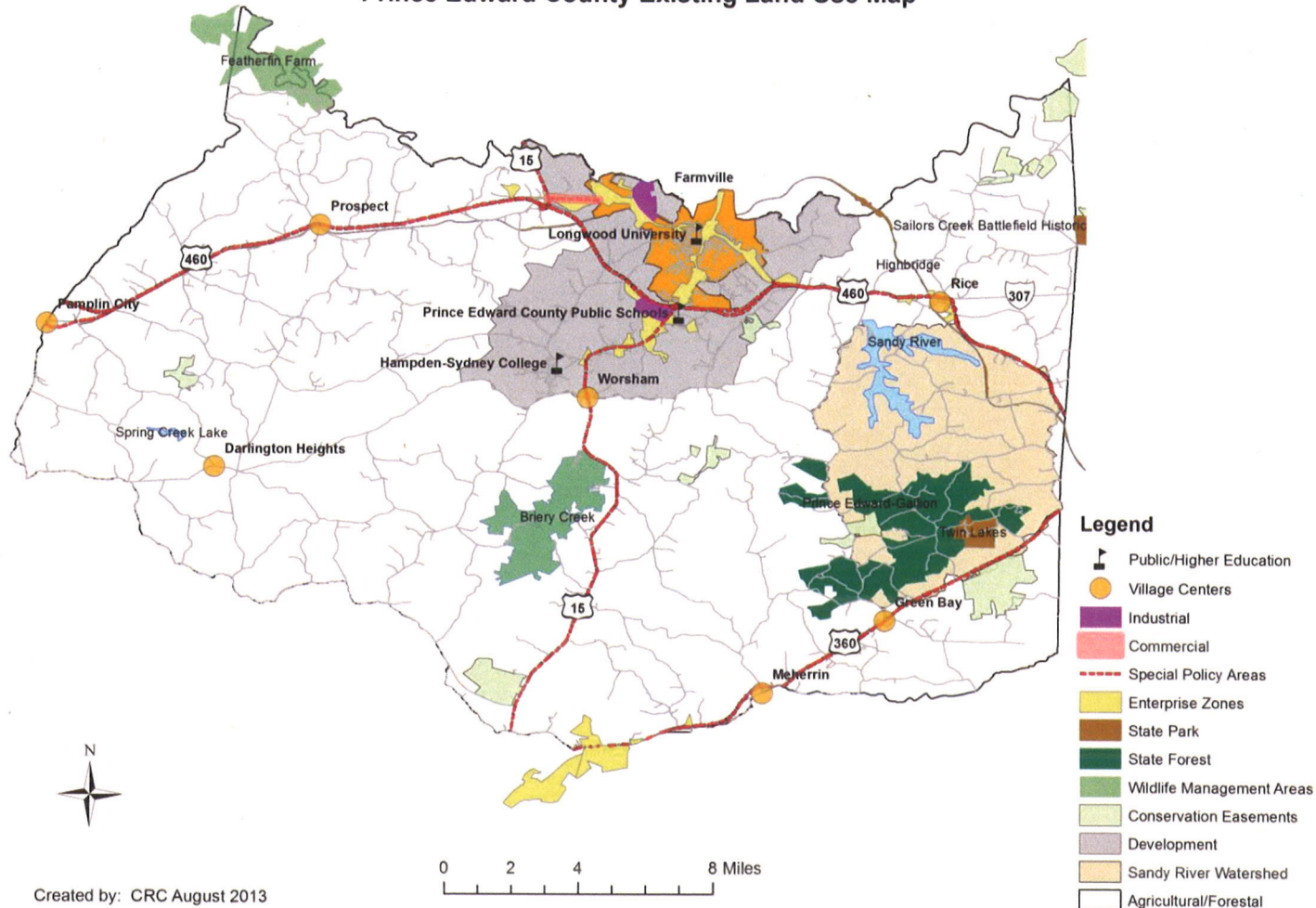
This land use category, as are associated noises, odors, dust and other activities would also include very widely scattered residential development that has historically occurred in the County.

Park and Conservation

This category consists of publicly owned and controlled conservation lands that are managed by the Commonwealth of Virginia. Included areas are the Briery Creek Lake Wildlife Management Area, the Prince Edward Gallion State Forest, Twin Lakes State Park and the High Bridge Trail. Land owned and controlled by Prince Edward County around the Sandy River Reservoir is also included in this category, as are three properties, comprising over 400 acres that are known locations of conservation easements that have been granted to the Virginia Outdoors Foundation.

MAP XV

Prince Edward County Existing Land Use Map



Public-Institutional

Included in this category is the Prince Edward County School complex south of Farmville, the County landfill located along Route 648 and the Hampden-Sydney campus. Prince Edward County Cannery and Longwood University Biomass Operations off of East 460.

Commercial

The commercial land use category consists of areas in the County where the wholesale and retail sale of goods and services is the primary land use activity. These areas are located along Route 15 south near the Route 460 bypass, and along Route 460 on the western approach to Farmville.

Industrial

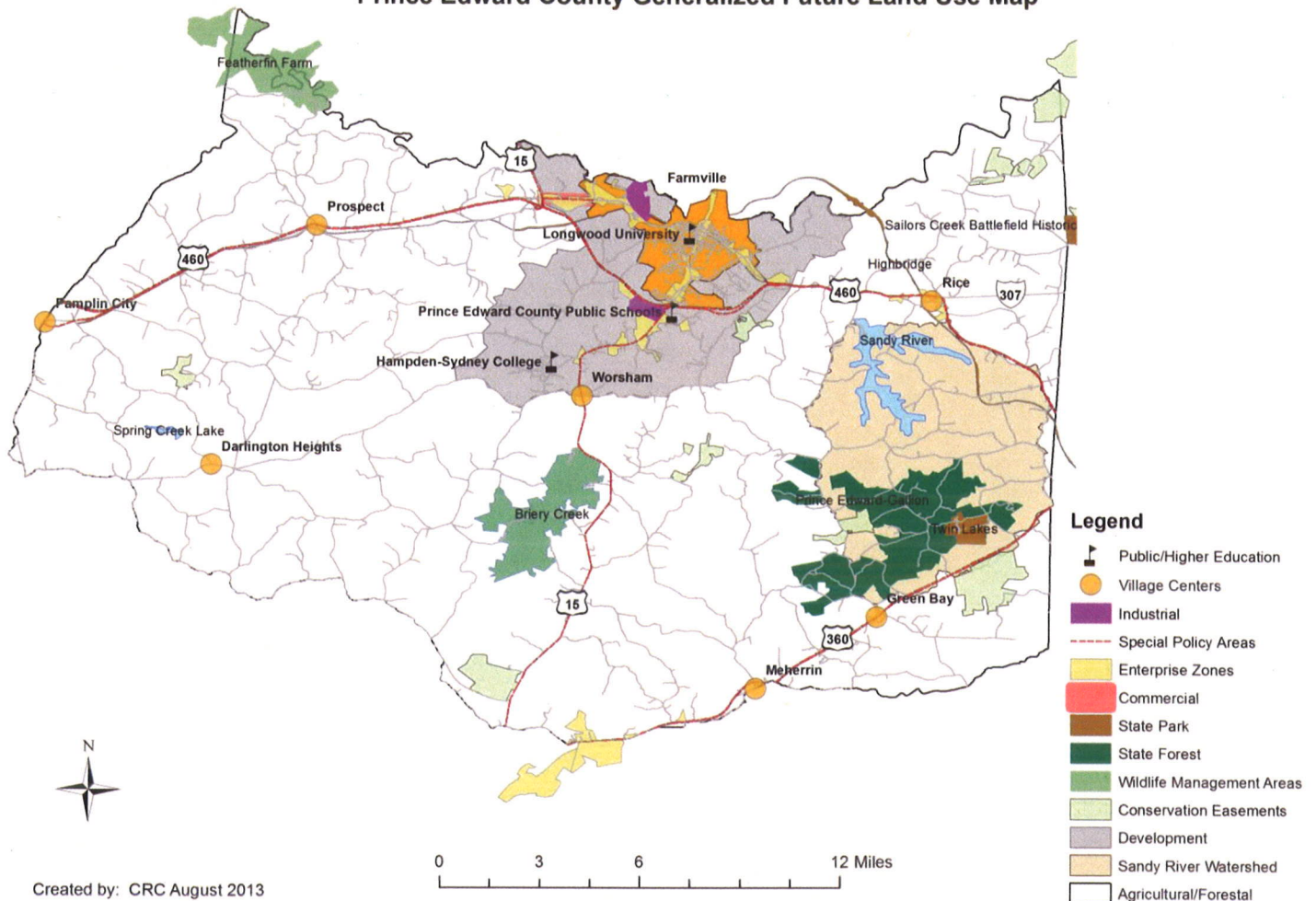
Two existing industrial areas are shown on the existing land use map. These are the Prince Edward County Business Park located along Route 15 South, and the Farmville Industrial Park located in the county, just north of Farmville. Land use planning for a quarry near the intersection of 460 West and 15 North.

Enterprise Zone

The Virginia Enterprise Zone (VEZ) program is a partnership between state and local government that encourages job creation and private investment within a designated area.

MAP XVI

Prince Edward County Generalized Future Land Use Map



Future Land Use

The Future Land Use Map serves as a general guide for the future development of Prince Edward County. Public and private sector decision-makers may use this future land use map as one source of information when planning public facilities, or evaluating land use requests. The map may also serve as a general guide for private investment, indicating the location and type of future desired development.

This map presents a generalized overview of desired land use locations within the County. The map is not intended to be parcel specific. As a generalized map, a mixture of land uses may be found in any designation. The specific location of future land uses will be determined by the zoning ordinance, and when required by the zoning ordinance, Commission and Board review of specific land use requests. Such review will consider the compatibility and benefits of the use, and the land use impacts of a specific use on the surrounding neighborhood and larger community.

Seven future land use categories are shown on this map. They are as follows:

Park and Conservation

This future land use category includes the publicly owned conservation areas that currently exist in the County, and any private properties currently protected by conservation easements. Also included is additional acreage in the Sandy River Reservoir watershed area, as discussed in Chapter VI, Special Policy Areas.

Additions to this category could occur through public acquisition of additional properties, or through the granting of additional conservation easements by private landowners. Future development in these areas, that is not oriented towards conservation objectives, should be prohibited or extremely limited.

Agricultural and Forestal

This future land use category includes land areas in the rural portions of the County where agricultural and forestal uses are, and should continue to be the dominant land use. Large lot single-family development may now exist within some of these areas. As discussed, in Chapter VI, Special Policy Areas, future development of these properties for residential uses is not encouraged, and should occur at a density not to exceed one unit per four acres or more. In addition, incentives should be provided to encourage the clustering of housing units and the permanent conservation of open space when development of these areas does occur.

Village Centers

This future land use category includes the general location of the seven village centers discussed in Chapter VI, Special Policy Areas. These village center areas are a suitable location for a mixture of small-scale commercial and low-density or medium-density residential land uses.

Future development in village center areas should be designed to be consistent with the existing character of each area, with strict controls on access, signage, landscaping and scale. The exact boundaries of each village center area should be determined, in partnership with area citizens, as part of a community planning process for each of these areas.

Development

This future land use category includes significant acreage in north central Prince Edward County where new residential development should be encouraged, particularly a long sewer trunk line from Hampden Sydney to Farmville. The area is roughly defined as being bordered by Route 15 north and Buffalo Creek on the West, the Appomattox River on the North, the Bush River on the East, and the Worsham area on the South. It is inclusive of the Town of Farmville, the Route 460 bypass and interchanges, and all areas currently served by public water and sewer. Residential development in this area should be encouraged by allowing densities as high as four units per acre if public water and sewer lines are provided.

Commercial

This future land use category shows the desired locations of future commercial development in the County. It includes areas along Route 460 east and west of Farmville, that are currently used for commercial activities, and proposes a new commercial area along Route 15 South to Worsham. Future commercial developments in these areas should be consistent with the design recommendations contained in Chapter VI, Special Policy Areas.

Industrial

This future land use category shows the desired locations of future industrial development in the County.

CHAPTER VIII

Introduction

This chapter of the plan presents a series of goals, objectives and strategies designed to guide public (and private) decision making within Prince Edward County. Guidance is offered in the areas of economic development, land use, housing, transportation, public/community facilities, and agriculture.

These goals, objectives and strategies should be considered and used in conjunction with other policy directions contained in this plan, specifically the “Special Policy Areas” presented in Chapter VI.

The goals, objectives and strategies offered in this chapter are not laws. County ordinances such as zoning and subdivision and the building code are the legal mechanisms by which land development is controlled. Similarly, planned community services and facilities are a function of the Board of Supervisors’ annual decisions pertaining to capital and operating expenditures.

However, decisions made in general accordance with a comprehensive plan hold great legal weight in Virginia. Making decisions that conform to a comprehensive plan demonstrates to the citizens of a community that elected and appointed officials have thought about the future of their community and are willing to plan for a future that is desired.

Finally, a comprehensive plan is not a static document. In addition to periodic five year reviews, a plan may be formally amended at any time to address unanticipated community conditions, or new or emerging community objectives.

I. Economic Development

Goal: To stabilize, balance and strengthen the economy of Prince Edward County.

Objective #1:

Ensure that the County’s available labor force meets the needs of existing and proposed industries.

Strategies:

Seek funding for and support work force training activities that are designed to meet the needs of existing and proposed industries.

Promote vocational and technical education as valuable job skills and career opportunities and continue to offer vocational and technical training opportunities to high school students.

Provide and/or support formal and informal educational training programs that are designed to be responsive to the changing technological demand of the County's agricultural industries.

Objective #2:

Promote the retention and growth of existing County businesses, and the location of new businesses in the County.

Strategies:

Ensure that adequate and properly zoned land exists to meet the needs of existing and proposed businesses.

Ensure that public water and sewer services, needed by businesses and surrounding land uses, are available in locations that are consistent with this plan.

Encourage the location of new industries within the Prince Edward County and Farmville Industrial Parks.

Continue to promote the County as a suitable location for state and federal government offices.

Continue to identify new prime industrial sites in the County consistent with the guidance contained in this plan, and take public action to reserve and protect those sites for future economic use.

Work cooperatively with other local, regional and state agencies to promote business development in the County.

Evaluate all industrial prospects and assess the total physical, social, economic and environmental impact of each.

Recognize and support the important role that Longwood University and Hampden-Sydney College play in the economy of the County.

Ensure the continued existence of the County's enterprise zone and promote the zone to existing and proposed businesses for the tax and other benefits that can accrue.

Objective #3:

Develop a diversified economic base in the County.

Strategies:

Prepare and adopt a strategic Economic Development Plan for the County.

Participate in and support regional economic development efforts.

Promote the diversification of the manufacturing sector by seeking and supporting a wide variety of industries that pay above average wage rates.

Seek to attract small high technology businesses, which can make use of the broadband technology available to the area.

Seek to attract and support industries that supply products to the County's existing industries, or use products currently produced in the County.

Promote the County as an attractive and desirable retirement location. Recognize the important role that retirees can have as a part of the local economy and recognize the service needs of retirees such as healthcare and recreation.

Recognize the important role that healthcare services play in the local and regional economy, and to the extent feasible, support the maintenance and expansion of the area's health system's infrastructure.

Undertake an assessment of the County's retail base and services (including those within Farmville) and determine the adequacy and diversity of the retail base given the County's population and demographic characteristics.

Objective #4:

Promote and support agriculture and forestry as viable and important components of the County's economic base.

Strategies:

Evaluate all land use decisions partially on the basis of their impact on the County's agricultural and forestry industries.

Encourage and support the provision of forestry management assistance to the County's forest land owners and agricultural management assistance to the county's farmers.

Evaluate, and if necessary, amend the County's zoning and subdivision ordinances to ensure that these documents allow for and promote agriculture and forestry as viable components of the County's economy.

Objective #5:

Promote tourism as an important component of the County's economic base.

Strategies:

Through promotion and marketing of the County's recreational and historical resources, increase the number of tourists visiting the County each year.

Participate in regional initiatives to promote tourism in the region.

Promote the development of additional recreational and historic resource opportunities.

To develop agritourism opportunities in the County.

II. Land Use

Goal: Ensure the optimal use of land resources within Prince Edward County, and promote and support an environmentally sound future

land use pattern that provides for a variety of community needs, minimizes conflicts between existing and proposed land uses, and can be supported by adequate public facilities.

Objective # 1:

Use the Comprehensive Plan as the primary policy guide for the County's land use and community facility decisions.

Strategies:

Implement and regularly update a future land use map that clearly shows areas of the County near Farmville where residential, commercial and industrial growth are encouraged, and areas of the County where such growth is discouraged.

Consider the intent, policies, and standards contained in this comprehensive plan and the plan's future land use map, when evaluating development proposals requiring public approval.

Ensure that large residential, commercial and industrial development proposals locate in areas planned for the use, where adequate public facilities exist or are planned, and where the transportation system can accommodate the demands of the new development.

Utilize well planned site designs and effective buffer areas to mitigate the impacts of adjacent land uses of differing intensities.

Prepare an update on the 5-year capital improvement plan for the construction and financing of public facilities.

Work cooperatively with Farmville to coordinate land use planning and zoning decisions. Conduct joint planning commission meetings to share information on growth and development issues and plans, as well as to discuss special use requests and rezonings that affect both jurisdictions .

Objective # 2:

Discourage scattered development patterns which are incompatible with the County's ability to provide adequate and cost effective public services and facilities.

Strategies:

Evaluate and if necessary amend the County's zoning and subdivision ordinances to ensure that these documents are effective tools to implement the recommendations contained in this plan.

Make land use determinations that are consistent with this plan and the County's zoning and subdivision ordinances.

Promote compact, well planned commercial areas and discourage strip commercial development patterns along the County's primary highways.

Amend the County's zoning and subdivision ordinances to limit the number of lots that can be created along an existing public road, and to encourage the construction of new public streets to serve new residential development.

Objective # 3:

Recognize the importance of agricultural and forestry uses to the economy and culture of Prince Edward County.

Strategies:

Enhance the rural character of the County through rural zoning standards that encourage the preservation of agricultural and forestal lands.

Promote new development in the more urban parts of Prince Edward County through investment in public facilities and the adoption of zoning standards that promote more intensive and compact forms of development.

Evaluate, and if necessary amend, the County's zoning and subdivision ordinances to ensure that they do not unduly promote the conversion of agricultural and forestal lands to more intensive uses.

Consider soil characteristics as a factor in evaluating land uses that require public approval, and seek to protect and preserve agricultural areas characterized by productive agricultural soils.

Objective #4:

Promote a strong and diversified industrial and commercial base which does not create significant negative impacts on residential areas, prime agricultural lands or public facilities.

Strategies:

Encourage future industrial and commercial areas to be developed in planned areas that are adequately buffered from non-commercial and industrial uses and where public services such as utilities and roads are available and adequate.

Evaluate and if necessary amend, the existing County zoning map and text to ensure that current commercial and industrial standards and map locations respect the integrity of established residential areas.

Objective # 5

Protect key County watersheds and recreational areas from uses and activities that endanger the quality and character of these resources.

Strategies :

Prepare and adopt a zoning overlay district, design and protect the Sandy River Watershed. Protecting environmental quality, land use characteristics, and reservoir availability of the Sandy River Watershed for Prince Edward County.

Evaluate the need for a zoning overlay district that is designed to protect the environmental quality and land use characteristics of the Briery Lake watershed.

Objective #6

Protect the County's surface and ground water resources

Strategies:

Promote the voluntary creation of riparian buffers, through public education on state and federal incentives available to property owners.

Consider adopting a riparian buffer program that would require the preservation of buffer areas along the County's major streams, rivers and wetlands, including the entire Appomattox watershed in Prince Edward County.

Amend the County zoning and subdivision ordinances to provide for incentives to retain riparian buffers and avoid development in riparian areas.

Encourage the use of best management practices for all new development within the County.

Identify and retain the staff resources necessary to effectively enforce local and state erosion and sedimentation control laws.

Explore amending the zoning and subdivision ordinances to allow or encourage low impact development techniques to be incorporated into new development.

To the extent allowed by law, fully monitor and regulate the application of bio-solids.

Objective # 7

Promote Prince Edward County's rural communities as suitable locations for appropriately scaled residential, commercial and civic development.

Strategies:

Evaluate and amend the County's zoning ordinance to permit and encourage "Village Scale" commercial and residential development within Prince Edward County's rural communities.

Discourage new development proposals in rural areas of the County that are inconsistent with the future land use map and/or with the policies contained in this comprehensive plan and/or overburden existing or planned public services or facilities.

Objective #8:

Enhance community appearance and property maintenance.

Strategies:

Adopt and enforce an effective inoperative-vehicle ordinance.

Explore the use of federal highway enhancement funding to enhance existing commercial corridors and create community gateways near Farmville, and at the Route 460 and Route 15 entrances to the County.

Evaluate and possibly revise zoning standards pertaining to signage and outdoor storage.

Ensure that adequate staff resources exist to effectively enforce all property maintenance and community appearance codes.

III Housing

Goal: To provide adequate, safe, and affordable housing that meets the needs of all County citizens.

Objective #1

Ensure that adequate land is available for housing of various styles and densities.

Strategies:

Adopt a future land use map that provides for a variety of housing densities.

Evaluate and possibly amend the County's zoning ordinance to ensure that the ordinance provides for mixed use developments, and allows adequate land for the construction of different housing styles and densities.

Plan for and anticipate the growth of demand for student housing resulting from enrollment growth at Longwood University.

Objective #2:

Promote innovative housing designs and residential communities.

Strategies:

Amend the County's zoning and subdivision ordinances to allow for the construction of cluster housing communities and traditional neighborhood developments.

Continue to evaluate the County zoning ordinance to ensure that regulatory barriers do not exist that restrict the construction of well planned adult living and retirement housing.

Objective #3:

Protect the integrity of existing residential neighborhoods.

Strategies:

Promote and support new development proposals that are well planned and designed to mitigate the impacts of the proposed development on existing residential neighborhoods.

Evaluate current zoning standards pertaining to buffering and landscaping between uses of differing intensities and amend these standards to ensure that they mitigate the impacts of all new development proposals, particularly those adjacent to existing residential neighborhoods.

Adopt local conditional zoning authority and use voluntary proffers as a tool to mitigate the impacts of new development and ensure that new development, subject to rezoning, is compatible with existing residential neighborhoods.

Evaluate the existing zoning classification of vacant land in the County to determine if the zoning is appropriate when considering community needs and existing and planned surrounding land uses.

Objective #4

Improve existing housing and neighborhood conditions within the County.

Strategies:

Apply for a Department of Housing and Community Development CDBG planning grant to undertake an assessment

of housing conditions within the County.

Pursue available state and federal grant programs designed to provide localities or low income property owners funding to rehabilitate substandard housing.

Continue to fully enforce the Virginia Uniform Statewide Building Code.

Support the efforts of non-governmental organizations to provide affordable housing and improve the condition of substandard housing in the County.

Evaluate the County's manufactured home regulations to ensure they are consistent with federal and state law, and ensure that manufactured homes provide a safe, aesthetic and affordable housing option for County citizens.

Objective #5:

Support affordable housing opportunities for low to moderate income citizens.

Strategies:

Evaluate all County development codes and procedures to identify those standards and procedures that unnecessarily contribute to the cost of housing.

Ensure that adequate land is zoned in the County for a variety of housing styles and densities.

Consider participation in Department of Housing and Community Development and Virginia Housing Development Authority public/private partnership programs to develop affordable housing opportunities for low and moderate income individuals.

Support the affordable housing activities of non-governmental organizations.

IV. Transportation

Goal: To provide for the efficient, safe, and economical movement of people and goods within the County.

Objective #1

Develop and maintain a public highway system that is safe and adequate to meet the needs of County citizens and the traveling public.

Strategies :

Continue to work cooperatively with VDOT on identifying needed Primary and Secondary road system improvements that are consistent with this plan.

Ensure that new developments are designed with adequate road access and do not endanger the safety or capacity of existing roads within the County.

Evaluate the County's zoning and subdivision ordinances to ensure that these documents only allow land development that is consistent with the capacity and design of adjacent and nearby public highways.

Evaluate all proposals for new public highways in terms of their physical, social, economic and environmental impact on the community.

Request that the County's Highway Safety Committee annually identify traffic hazards within the County and recommend improvements to the Board of Supervisors.

Objective #2

Promote transportation system improvements that are beneficial to the economic health of the County.

Strategies:

Encourage the provision of rail access to new industrial park areas, as needed, and support the preservation of existing industrial rail access.

Pursue industrial access funds for the development of new access routes needed by existing or proposed industry. Ensure that industrial access roads have direct access to primary highways.

Objective #3

Promote a multi-modal transportation system within the County that complies with Chapter 729.

Strategies:

Encourage the provision of demand responsive transit services to aid the County's citizens in having convenient access to government and community services and facilities.

Work with VDOT and local advocacy groups to develop and implement a bike/trail system within the County.

Objective #4

Coordinate land use and transportation decisions.

Strategies:

Evaluate and possibly amend the County's zoning and subdivision ordinances to ensure that these ordinances require adequate setback requirements to accommodate planned road widenings.

Continue to solicit and consider VDOT comments on all new developments and rezoning proposals.

Ensure that all highway improvement projects in the County's primary or six year secondary road plan are consistent with this comprehensive plan.

Evaluate rezoning and conditional use permit requests partially on the basis of the safety and capacity impacts of the request on the County's transportation system.

V. Public Facilities and Services

Goal: To increase the quality of life in the County through the

provision of a wide range of high quality public facilities and services that are easily accessible to all citizens.

Objective #1:

Provide adequate government facilities to accommodate the expanding service needs of citizens.

Strategies:

Prepare and adopt, on an annual basis, a five-year capital improvement program that identifies public facility needs and anticipated costs and recommends public and private funding strategies.

As part of an annual capital improvements program consider the need for expanded public water and sewer services within the County, including a water line extension to the Hampden-Sydney area.

Continue to study the use of the Sandy River Reservoir as a public water supply, and options for the transmission and treatment of this water.

Maximize service efficiencies to County citizens by coordinating the physical facility needs of governmental agencies with those of non-governmental providers.

Advise the school board of County growth and development trends on an annual basis and solicit the school board's comments on any residential rezoning request.

Work cooperatively with the school board on planning the location of any new public schools in the County.

Objective #2:

Ensure the provision of high quality recreation services to all County citizens.

Strategies:

Conduct a comprehensive community assessment of current recreational needs, services and facilities in order to ascertain the most efficient way to provide for the community's

recreational needs., and for the maintenance of current and future recreational facilities.

Continue to encourage the coordination of recreational programming between the County, Farmville, the County School Board and local civic groups.

Consider amending the County's zoning and subdivision ordinances to require the incorporation of recreation areas and/or facilities in new residential developments. Evaluate the need for recreational areas and facilities when considering rezoning proposals for new residential development.

Establish a fee structure for certain recreational services that would be provided by the County, and ensure that these fees cover the direct cost of these services.

Evaluate and possibly amend the County's zoning ordinance to ensure that appropriate and well planned private sector recreational services and facilities can be constructed and operated within the County.

Objective # 3

Ensure the provision of high quality public safety services to all County citizens.

Strategies:

Continue to support the volunteer activities of the County's volunteer rescue squad and volunteer fire departments.

Continually ascertain the capital needs of the County's emergency service departments, and establish funding priorities to address those needs.

VI. Historic and Cultural Resources

Goal: To recognize and preserve the rich historic and cultural resources of the County.

Objective #1:

Identify, preserve and promote, historically and culturally significant structures and areas within the County.

Strategies:

With the assistance of the Virginia Department of Historic Resources, the Farmville Prince Edward Historical Society and interested citizens, undertake an historic and cultural resource reconnaissance survey in the County.

Evaluate the need for the creation of local historic zoning districts to promote the preservation of historic areas and sites within the County.

Work in cooperation with the Virginia Historic Landmarks Commission, and the Association for the Preservation of Virginia Antiquities to recognize and promote the historic and cultural resources of the County.

Work with the town of Farmville to create and/or publicize incentives for downtown property owners to maintain and enhance their property's historic and architectural character.

Evaluate the impact of new development on local historic structures and areas. Support development proposals and site designs that respect and protect the character of adjacent or nearby historic properties.

VII. Agriculture, Forestry and Open Space

Goal: To conserve and protect the County's open spaces and agricultural base and forest resources.

Objective #1:

Continue to review the future land use map and zoning and subdivision ordinance amendments that recognize and promote the importance of open space, agriculture and forestry to the local economy and quality of life in the County.

Strategies:

Designate areas on the future land use map where higher density urban/suburban patterns of development are encouraged and areas that are suitable for lower density agriculture and open space uses during the planning horizon of this plan.

Evaluate, and consider amending the county's zoning and subdivision ordinances to require the provision of open space within new residential developments.

Implement the future land use map recommendations by adopting the following zoning ordinance amendments:

1. Evaluate allowable residential density standards in the County's agricultural areas, and consider a reduction of residential densities to no more than one unit per five acres of land.
2. Adopt a cluster housing ordinance that provides incentives for the clustering of housing units, and the preservation of open space in designated agricultural areas.
3. Amend the zoning ordinance text to prohibit non-residential uses in agricultural districts that are inconsistent with agricultural areas and/or the service needs of rural residents.

Undertake a Planning Commission review of all proposed community and public facilities, as required by Section 15.2-2232 of the Code of Virginia. Recommend denial of facilities that foster/promote land development in agricultural areas.

Critically evaluate all proposed rezoning requests in the rural/agricultural areas of the County and deny those requests that are inconsistent or conflict with continued agricultural and forestry uses. Factors to be considered include, traffic impacts, fiscal impact on surrounding land values, agricultural soil characteristics, and nuisance considerations that endanger a land owner's ability to continue agricultural production.

Evaluate the County's zoning ordinance to ensure that it allows appropriately designed and located agriculturally related tourist businesses, such as wineries, bed and breakfast establishments, corn mazes, hay rides.

Encourage and support agricultural related industries that are incidental to agricultural production.

Objective #2:

Provide financial and other incentives for agricultural and forestry land conservation.

Strategies:

Retain the County's agricultural land use assessment program.

Promote the use of conservation easements as a tool to permanently preserve valuable agricultural and forestry areas.

Adopt local authority to implement an agricultural and forestal district program. Promote the program to local agricultural and forestry land owners interested in land conservation.

Adopt a local purchase of development rights (PDR) program based upon the Virginia model ordinance prepared by the Virginia Department of Agricultural and Consumer Services.

Identify suitable funding sources to implement a local purchase of development rights program. Funding sources include foundation support, grants from not-for-profit or public agencies, and locally generated revenues.

Goal Area	Description	Time Frame	Responsible Party

APPENDIX A SOIL ASSOCIATIONS

A. AREAS DOMINATED BY SOILS WITH LIGHT COLORED FINE SANDY LOAM AND SANDY LOAM SURFACE TEXTURES AND RED OR YELLOWISH-RED CLAY SUBSOILS:

1. Cecil-Madison-Wilkes Association: Minor inclusions of Louisa, Lloyd, and Seneca. Deep well-drained soils with moderately permeable subsoils on gently sloping to strongly sloping relief. Wilkes is shallow and excessively drained on sloping to moderately steep slopes.
2. Cecil-Applying-Wilkes Association: Minor inclusion of Madison, Lloyd, and Louisa. Deep well-drained soils with moderately permeable subsoils on gently sloping to strongly sloping relief. Wilkes is shallow and excessively drained on sloping to moderately steep slopes.
3. Applying-Louisburg-Cecil Association: Minor inclusion of Durham, Wilkes, and Madison. Deep to shallow soils. Applying and Cecil are deep well-drained soils with moderately permeable subsoils mostly on gently sloping to sloping relief. Louisburg is shallow and excessively drained mostly on strongly sloping to moderately steep slopes.
4. Wilkes-Applying-Cecil Association: Minor inclusions of Lloyd, Louisa, and Madison. Wilkes are shallow excessively drained soils that are mostly on sloping to moderately steep relief. Applying and Cecil are deep well-drained soils with moderately permeable subsoils that are mostly on gently sloping to sloping relief.

B. AREAS DOMINATED BY SOILS WITH DARK COLORED LOAM SURFACE LAYERS AND REDDISH-BROWN CLAY SUBSOILS:

1. Lloyd-Wilkes Association: Minor inclusions of Helena, Cecil, and Madison. Lloyd is a deep well-drained soil with moderately permeable subsoils on gently sloping to sloping relief. Wilkes is shallow and excessively sloping to moderately steep relief.

C. AREAS DOMINATED BY SOILS WITH LIGHT COLORED FINE SANDY LOAM SURFACE LAYERS AND YELLOWISH-BROWN PLASTIC TO VERY PLASTIC CLAY SUBSOILS:

1. Wilkes-Helena-Vance Association; Minor inclusions of Applying, Tredell, and Cecil. Wilkes is a shallow excessively drained soil on sloping to moderately steep relief. Helena and Vance are deep soils with slowly permeable subsoils on gently sloping relief.

2. Helena-Wilkes-Applying Association: Minor inclusions of Vance, Worsham, and Tredell. Helena is moderately deep with slowly permeable subsoils and is on gentle slopes. Wilkes is shallow and excessively drained and is on sloping to moderately steep relief. Applying is deep and well drained with moderately permeable subsoils, mostly on gently sloping to sloping relief.
3. Iredell-Helena-Vance-Wilkes Association: Minor inclusions of Zion, Cecil, and Applying. Iredell, Helena, and Vance are moderately deep soils with slowly permeable subsoils on nearly level to gently sloping relief. Wilkes is a shallow excessively drained soil on sloping to moderately steep relief.
4. Creedmoor-Mayodan-Steinsburg Association: Minor inclusions of Wadesboro, Mecklenburg, and Iredell. Creedmoor is a moderately deep soil with slowly permeable subsoils on gently sloping relief. Mayodan is deep well drained with moderately permeable subsoils on gently sloping to sloping relief. Steinsburg is a shallow excessively drained soil on sloping to moderately steep relief.

D. AREAS DOMINATED BY SOILS WITH LIGHT COLORED LOAM TO SILT LOAM SURFACE LAYERS WITH RED AND YELLOWISH-RED CLAY SUBSOILS:

1. Georgeville-Herndon Association: Minor inclusions of Orange, Wilkes, and Cecil. Deep well-drained soils with moderately permeable subsoils on gently sloping to strongly sloping relief.

E. AREAS DOMINATED BY SOILS THAT HAVE DEVELOPED FROM RECENT DEPOSITS OF SANDS, SILTS, AND CLAYS ON FLOOD PLAINS AND FROM OLD ALLUVIUM ON TERRACE POSITIONS:

1. Congaree-Chewacla-Wilkhams Association: Minor inclusions of Altavista, August, and Wehadkee. Congaree is a well drained slowly permeable soil and Chewacla is a somewhat poorly drained slowly permeable soil both on nearly level flood plains. Wilkhams is a deep well-drained soil with a brown fine sandy loam surface layer and a yellowish-red friable moderately permeable clay loam subsoil, mostly on gently sloping relief.

The highest percentage of land area consists of Cecil-Madison-Wilkes Association and Wilkes-Applying-Cecil Association – 34% and 26%, respectively. These associations are dispersed in various sections of the county. The soils within the Town of Farmville mainly consist of the Helena-Wilkes-Applying Association.