



Prepared by:

The Town of Appomattox Planning Commission
Region 2000 Local Government Council

Adopted by the Appomattox Town Council on
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The Town of Appomattox Comprehensive Plan 2035: An Introduction

As one heads east across the Blue Ridge Mountains of Virginia and approaches the Piedmont Plateau, the road starts to straighten out giving way to vast views of agrarian landscapes and forests. The driver observes the rural landscape and considers its rich history. It is not hard for them to imagine a troop of Civil War soldiers walking along a dusty gravel road. Huge white oaks are scattered across wide open pastures where cows have been grazing for the last century or more. The driver starts to imagine that most of this southern Piedmont Region between Lynchburg and Richmond hasn't changed much since the Civil War. They would be correct in this assumption—the population of Appomattox County has only doubled in size since 1865 (from approximately 7,500-15,000). This area of Virginia has withstood the test of time—largely vacant of big box stores and sprawling development that has infiltrated similarly rural areas in Northern Virginia. Small towns such as Appomattox welcome visitors with historic brick buildings and railroad depots from another time. These small towns pride themselves on their quaint character and laid back feel.



Figure 1: The Town of Appomattox is located in the rolling hills of Appomattox County. Photo courtesy of Wyatt Greene.



Most people immediately associate the Town of Appomattox with the Civil War. A vision of Robert E. Lee meeting Ulysses S. Grant on a foggy morning in April of 1865 is what comes to mind if one has ever even heard of this small town of 1,743 residents. The Town was first named “Nebraska” in 1855, then “West Appomattox” in 1895—presumably named for the Appomattox River. The town is the county seat of Appomattox County, a rural county made up of only 15,166 residents—or 45 residents per square mile. To give some context, Campbell County has 108/square mile, Bedford County has 90/square mile, Amherst County has 67/square mile.

The town is located three miles west of the restored historic village of Appomattox Court House—the actual site of Confederate General

Figure 2: Appomattox residents see “small town charm” as a tremendous benefit of living there. Photo courtesy of Hurt and Profit.

Robert E. Lee’s Grant on

surrender to Union General Ulysses S.



April 9, 1865. The village of Appomattox Court house is preserved by the National Park Service and had an enormously successful sesquicentennial event (150th anniversary) in April of 2015.

The Town of Appomattox prides itself being a close knit community. The community of 1,743 has come together every year since 1973, along with county and regional residents, to celebrate the Appomattox Railroad Festival—a huge two day festival in

downtown Appomattox that commemorates the Norfolk & Western Railroad's donation of the Appomattox Depot to the Town of Appomattox.

Figure 3: A look down Main Street. Photo courtesy of Getty Collection Galleries.

Neighbors greet neighbors on the street just as their forefathers greeted each other 4 and 5 generations ago. Many of the names found in historical documents of the town are still around today—the first postmaster of Appomattox (formerly known as Nebraska) was Samuel D. McDearmon—the great, great grandfather of C. Lewis McDearmon, Jr. who presently serves on the Town Council. Any visitor to Appomattox that walks up and down the charming Main Street immediately feels relaxed and mesmerized by the slow, old town feel that permeates the air.

However, the most recent census data paints a cautionary picture of the town—one of a declining population that is in economic distress. According to the US Census 2012 estimates, one out of every five people (22% of the population) in the town are disabled in some way, compared to 15% in Region 2000 and 11% in Virginia. Fifteen percent of families in Appomattox have an annual income of less than \$10,000—compared to 7% in Region 2000 and 3% in Virginia. The median household income of Town residents is \$46,000, nearly half of the state's median household income of \$73,514.



Figure 4: Small independent businesses line Main Street in Downtown Appomattox.

The Census numbers paint a different picture though, than what Town residents see on a day to day basis. Nearly 85% of the residents that responded to the survey administered during the comprehensive planning process listed the “small town” feel as one of the Town's greatest strengths and one of the reasons they loved living in the Town of Appomattox. Town residents

enjoy the sense of place that comes with a population of 1,473. There are also underlying issues to consider when reviewing these Census numbers. The number one is that living in a small town is cheaper than living in a city or more densely populated area. Town residents enjoy lower property taxes, cheaper housing costs, lower car insurance rates, and most services are generally cheaper. There are also invisible cost savers that come with the higher likelihood of town residents helping each other out vs. their city counterparts—this peer to peer safety net spreads into savings in child care costs, handyman services, etc.



Figure 1: The Appomattox High School marching band during a parade. Photo courtesy of the News and Advance.

Historically, small town residents have become accustomed to a lower rate of amenities than their counterparts in cities. The approximately 15 restaurant options in the Town of Appomattox are a tiny fraction of the amount of restaurants in neighboring City of Lynchburg—which isn't a "big city" by any stretch of the imagination. Shopping centers and boutique stores are something that many small towns in America have not been able to support simply because the demand isn't there.

Some town residents didn't seem surprised by the US Census statistics of poverty and median income. The response was usually, "We don't need a lot, we are content with living simply". Unfortunately there isn't a US Census measure for "contentedness" or "happiness", but if there were Appomattox would rate very high in both categories according to survey responses received throughout the planning process.

Appomattox, like many small Towns in Virginia and the Southeastern United States, was home to a large scale furniture manufacturing plant for many years. Thomasville Furniture Industries, Inc. came to Appomattox in 1972 and was the heartbeat of the town for many years—employing nearly 1,300 at its peak. Sadly, Thomasville—like many of its Southern compatriots—lost the battle to global outsourcing and cheaper labor and closed in 2011. During its last months of operation, the factory was a far cry from what it had been at one point—employing less than 200 people at its closing.

The town has struggled with finding an identity after the fall of Thomasville and the decline of manufacturing jobs. Many people in the Town are advocates for tapping into the vast world of tourism as a job generator. However, the National Park Service recently released a report on the impact of its facilities on local economies around the country which suggests that Civil War tourism is very cyclical. This begs the question of whether the next generation of tourists will be as interested in visiting places with such great historical value as the Town of Appomattox.

The “Tourism Support and Development Program” study completed in January, 2014 suggests that the Town of Appomattox doesn’t have the traffic volume or regional population density to support a “top-tier” outlet store such as a Bass Pro Shops. However, the data from that report has been used by several businesses—Hardees



Figure 5: The Town's rich history lends itself to countless tourism and economic development opportunities. Photo courtesy of Mathias Tanea.

Restaurant and a new Hotel on Route 24—to support the decision of moving in.

As Town officials make decisions to guide the future of the Town, they should consider the data, analysis, goals, objectives, and specific action items from this Plan. This Plan—the first of its kind for the Town of Appomattox—gives Town officials various lenses in which to view current strengths and weaknesses, as well as future opportunities and threats. It can be a living tool to help guide the Town’s future.

[Navigating the Comprehensive Plan](#)

Prior to this document, the Town of Appomattox and Appomattox County maintained a joint Comprehensive Plan. This Plan—the first for the town—has received substantial citizen input in shaping the future of the Town. This plan represents a general planning document for the Town of Appomattox as required by the Code of Virginia.

This Plan is the culmination of planning efforts that have been carried out in the past and provides a basis for future land use decisions. Additionally the plan addresses the governmental action items which will be necessary to encourage desired results from the plan. In developing this Comprehensive Plan, the Town of Appomattox Planning Commission is illustrating their long-range recommendations for the general development of the Town by forming specific goals, objectives, and action items.

The comprehensive plan is divided into three sections: Goals and Objectives, Implementation Matrix, and Inventory and Analysis.

The summary of the goals and objectives can be found on the summary page entitled “Plan on a Page” and in greater detail in the section titled “Goals and Objectives”. These goals capture the guiding principles that arose during the comprehensive planning process and correspond with the long term vision of the Town. These goals and objectives were discussed by the Town

Planning Commission who considered public input from the prior SWOT (Strengths, Weaknesses, Opportunities, Threats) exercise carried out with Town citizens and stakeholders as well as the information contained in the Inventory and Analysis section.

The Implementation Matrix section presents the specific action items for accomplishing the goals and objectives and the accompanying scoring methodology. The top ten action items are listed in the “Plan on a Page” summary page. The action items will be reviewed and updated annually to insure that the plan remains a living document.

The Inventory and Analysis section provides a detailed analysis of data that describes the Town of Appomattox. This analysis helped serve as the factual basis for establishing the goals, objectives and specific action items.

The three sections are complemented by an appendix that calls out a more detailed account of various tables and figures.



Vision Statement: We will be recognized as a community that is cooperative, creative and conscientious that enhances the quality of life through planning and implementation in preparation for the future while maintaining our heritage.

Short Term Action Items (1-3 Years)
Conduct feasibility studies in a phased approach according to the Town Master Plan.
Identify and eliminate signs that are redundant and or could be combined.
Fund sidewalk improvement in a phased approach.
Continue to support and expand the ROSE Program.
Review the current zoning ordinance to determine the availability of all housing classifications, particularly multi-family housing.
Establish a tourism steering committee to lead the marketing program efforts and initiatives.
Mid Term Action Items (3-5 Years)
Delineate a downtown district and offer incentives to businesses that relocate within it.
Pursue public/private investments in order to encourage downtown district revitalizations.
Create a new town brand and logo based on history.
Long Term Action Items (5-10 Years)
Identify alternative transportation steering committee to prioritize and advocate projects.

- GOAL 1:**
Maintain the character of the community by respecting significant historic identity, image, and integrity to constantly improve the quality of life for those visiting, working, and living in the Town.
- GOAL 2:**
Provide an efficient, safe and connective transportation system.
- Goal 3:**
The Town must take measures to enhance the overall tourism experience to increase the number of visitors, have them stay longer, and increase the amount of local purchases.
- Goal 5:**
Strive to improve the level of educational and job attainment for all citizens.
- Goal 4:**
Promote the availability, attractiveness and diversity of the housing market in the Town.

Figure 6: Plan on a page

Goals and Objectives to the Comprehensive Plan

GOAL 1:

Maintain the character of the community by respecting significant historic identity, image, and integrity to constantly improve the quality of life for those visiting, working, and living in the Town.

Community Character/Urban Design Objectives

- The planning commission will create an action plan on a yearly basis consisting of prioritized projects from the implementation matrix that strengthen the business and commercial districts as outlined in the HDLA Master Plan.
- Create and implement an educational program for property owners with property deemed blighted.
- Improve the community parks in order to provide well-balanced recreational opportunities that encourage an active and wholesome lifestyle and to improve visibility.
- Explore the possibility of establishing a permanent Farmer's Market in town as a vehicle for improving the economic, physical and social health of the community.

Supporting Actions

The following actions are recommended:

- Conduct feasibility studies in a phased approach according to the Town Master Plan.
- Delineate a downtown district and offer incentives to businesses that relocate within it.
- Continue to support and expand the ROSE Program.
- Pursue public/private investments in order to encourage downtown district revitalization.

GOAL 2:

Provide an efficient, safe and connective transportation system.

Transportation Objectives

- Implement the Route 24 corridor plan in a phased approach.
- Establish and map priority projects that will increase efficiency, safety, and connectivity of the transportation system.
- Incorporate bicycle lanes, sidewalks, multi-use paths, and trails with roadways.

Supporting Actions

The following actions are recommended:

- Conduct a design/feasibility study for the roundabout at Confederate Blvd. and Old Courthouse Rd.
- Conduct a feasibility study on reversing the flow of traffic on Main St.
- Conduct a safety study at the intersection of Harrell St. and Church St.
- Fund sidewalk improvements in a phased approach.
- Petition VDOT to give state road status to Lee-Grant Ave. from Church St. to Maple St.
- Conduct a feasibility study of connecting a trail from Town to the High Bridge Trail.
- Conduct a feasibility study of a public transit system.
- Identify alternative transportation steering committee to prioritize and advocate projects.

Goal 3:

The Town must take measures to enhance the overall tourism experience to increase the number of visitors, have them stay longer, and increase the amount of local purchases.

Tourism Objectives

- Increase regional, statewide, and national awareness through a professional marketing program.
- Continue to support the connectivity between the Town and the National Park by supporting the Route 24 Corridor Plan.
- Explore additional walking/biking routes using existing sidewalks, trails and paths that highlight the historic significance of the town.

Supporting Actions

The following actions are recommended:

- Conduct a feasibility study for renovations to the Train Depot according to the Town Master Plan.
- Conduct a feasibility study on signage within the town and how it could enhance tourists' ability to navigate town businesses and resources.
- Conduct a feasibility study on the Battlefield Park Entrance on Old Courthouse Road.
- Conduct a feasibility study on a pedestrian trail according to the Town Master Plan.
- Establish a tourism steering committee to lead the marketing program efforts and initiatives.
- Identify and eliminate signs that are redundant and or could be combined.
- Create a new town brand and logo based on history.

- Integrate the Town Welcome signs with the County signs that are being installed.

Goal 4:

Promote the availability, attractiveness and diversity of the housing market in the Town.

Housing Objectives

- Establish a marketing committee and campaign to highlight advantages of living in the Town.
- Provide safe and affordable housing for all residents.

Supporting Actions

The following actions are recommended:

- Create and distribute a drive-time map that will show the Town's proximity in the time and distance to neighboring job centers.
- Start a "Live Healthy" campaign in the Town complete with publications, poster, and branding.
- Review the current zoning ordinance to determine the availability of all housing classifications, particularly multi-family housing.

Goal 5:

Strive to improve the level of educational and job attainment for all citizens.

Education Objectives

- Increase the percentage of citizens with a post-high school graduation education.

Supporting Actions

The following actions are recommended:

- Establish a working group that will promote advancement opportunities through marketing efforts with Workforce Investment Boards and CVCC.
- Create a marketing campaign that promotes the benefits of higher education.
- Discuss the possibility of providing a space to the Virginia Technical Institute (VTI) in the Carver Price Complex.

Implementation Matrix

The Town of Appomattox has undertaken the development of this Comprehensive Plan not as an end in itself, but as a beginning of events leading toward effective implementation of the vision and goals of the Plan. The implementation matrix was developed as a guide for carrying out the Plan's suggested actions and will be reviewed and updated on an annual basis. The action items were prioritized based on the following criteria:

Strengths, Weaknesses, Opportunities, and Threats (SWOT) SCORE: The proposed action items were measured against the results of the community and planning commission SWOT analyses. The two scores were added in order to form the **SWOT SCORE**.

- The *community SWOT* score was based on the percentage of the total responses from the community SWOT surveys that were targeted toward a specific action item as follows:
 - 10% or greater = 3 points
 - 5% - 10% = 2 points
 - 1% - 5% = 1 point
- The *commission SWOT* score is based on the planning commission's recommendation of level of importance as follows:
 - HIGH LEVEL OF IMPORTANCE = 3 points
 - MEDIUM = 2 points
 - LOW = 1 point

Resources Score: An estimated cost range was given to each proposed action item. These estimated costs were combined with the Town's readiness to expend funds to make the action items happen. The proposed action items were given a "resources score" based on the following methodology:

- 3 Points: Action item doesn't require funding—from town funds or otherwise—in order to be included into the near term (1-3 year) budget.
- 2 Points: Action item requires some level of grant assistance. Inclusion into the town's budget will most likely occur on an intermediate (3-5 years) time frame.
- 1 Point: Action item requires a funding stream almost exclusively from grant assistance. Long term (5+ years) inclusion into the town's budget likely.

Implementation Score: The proposed action items were given an "implementation score" based on the following methodology:

- 3 Points: There is an entity in place that has agreed to carry out the given action item OR there has been substantial interest to date to implement the action item OR the action item has already been included in an entity's upcoming work program. A consultant may or may not be required for this action item.

- 2 Points: An identified entity exists that could implement this action item with the proper funding. The entity has not been approached yet to carry out the action item.
- 1 Points: The responsible entity has not been determined OR does not exist yet. The action item is not foreseen to be placed in any entity's upcoming work program.

The recommended action items from the implementation matrix can and should also be reviewed during the Town's annual budgeting process.

Local leaders recognize that progress toward community goals will require sustained effort and that there are not enough community or monetary resources to move forward with all action items simultaneously. The planning commission will continue to work on prioritizing the goals, objectives, and actions outlined below.

Table 1. Implementation Matrix

Action Items in Prioritized Order	SWOT SCORE	Resources	Cost: <\$10K= \$ \$10K-\$100K=\$\$ >\$100K=\$\$\$\$	SCORE	Responsible Party for Implementation	SCORE	GRAND TOTAL= SWOT Score+ Resources Score+ Implementation Score
-							
Conduct feasibility studies in a phased approach according to the Town Master Plan.	6	Town Funds	\$	3	Town Council with the help of a Consultant	3	12
Delineate a downtown district and offer incentives to businesses that relocate within it.	6	Town Resources	\$	3	Town Council/Town Staff/EDU	3	12
Pursue public/private investments in order to encourage downtown district revitalizations.	6	Town Resources	\$	3	Town EDA	3	12

Action Items in Prioritized Order	S W O T S C O R E	Resources	Cost: <\$10K= \$ \$10K-\$100K=\$\$ >\$100K=\$\$\$	S C O R E	Responsible Party for Implementation	S C O R E	GRAND TOTAL= SWOT Score+ Resources Score+ Implementation Score
Identify and eliminate signs that are redundant and or could be combined.	6	VDOT, Town Resources	\$	3	Town Representative and VDOT	2	11
Fund sidewalk improvement in a phased approach.	5	VDOT, Sidewalk Fund	\$\$\$	3	Town Council Decision	3	11
Continue to support and expand the ROSE Program.	5	Town Resources, Private Sponsorships	\$\$	3	Town Council	3	11
Identify alternative transportation steering committee to prioritize and advocate projects.	5	Town Resources	\$	3	Town Council/Alternative Transportation Committee (Not Yet Created)	2	10
Review the current zoning ordinance to determine the availability of all housing classifications, particularly multi-family housing.	4	Town Resources	\$	3	Town Staff	3	10
Establish a tourism steering committee to lead the marketing program efforts and initiatives.	6	Town Funds	\$	3	Tourism Steering Committee (Not yet in existence)	1	10
Petition VDOT to give state road status to Lee-Grant Ave. from Church St. to Maple St.	4	VDOT	\$	3	Town Staff	3	10

Action Items in Prioritized Order	S W O T S C O R E	Resources	Cost: <\$10K= \$ \$10K-\$100K=\$\$ >\$100K=\$\$\$	S C O R E	Responsible Party for Implementation	S C O R E	GRAND TOTAL= SWOT Score+ Resources Score+ Implementation Score
Create and distribute a drive-time map that will show the Town's proximity in the time and distance to neighboring job centers.	5	Town Funds	\$	3	Town Staff/Consultant/Tourism Committee	2	10
Conduct a feasibility study on reversing the flow of traffic on Main St.	6	VDOT	\$	2	Town Council/VDOT	2	10
Create a new town brand and logo based on history.	6	Town Funds	\$\$	2	Consultant	1	9
Conduct a feasibility study of a public transit system.	3	DRPT	\$	3	DRPT	3	9
Start a "Live Healthy" campaign in the Town complete with publications, poster, and branding.	6	Liberty University, Town Funds	\$	2	Liberty University Students with the help of Town Council	1	9
Conduct a feasibility study on signage within the town and how it could enhance tourists' ability to navigate town businesses and resources.	6	Town Funds, VDOT	\$\$	2	Consultant	1	9
Conduct a design/feasibility study for the roundabout at Confederate Blvd. and Old Courthouse Rd.	4	VDOT, MAP21	\$\$	2	Consultant	1	7

Action Items in Prioritized Order	SWOT SCORE	Resources	Cost: <\$10K= \$ \$10K-\$100K=\$\$ >\$100K=\$\$\$\$	SCORE	Responsible Party for Implementation	SCORE	GRAND TOTAL= SWOT Score+ Resources Score+ Implementation Score
Create a marketing campaign that promotes the benefits of higher education.	4	Town Funds, VTC, Tobacco Commission	\$\$	2	Education Committee (Not Yet Created)	1	7
Integrate the Town Welcome signs with the County signs that are being installed.	3	Tobacco Commission, Town Resources	\$\$	2	Town Council/Consultant	2	7
Establish a working group that will promote advancement opportunities through marketing efforts with Workforce Investment Boards and CVCC.	3	WIB	\$	3	Education Committee (Not Yet Created)	1	7
Conduct a safety study at the intersection of Harrell St. and Church St.	3	VDOT	\$\$	2	VDOT	2	7
Conduct a feasibility study of connecting a trail from Town to the High Bridge Trail.	4	DCR, VDOT	\$\$	1	Consultant	1	6

Annual Review:

These action items will be reviewed on an annual basis to inventory what has been completed to date as well exploring the possibilities of creating new action items to meet new needs.

Inventory and Analysis

This section takes stock of the Town's current status, including information on demographics; land use; economic development; education; natural, cultural, and historical resources; transportation; community facilities and services; housing; zoning; and future land use. Information from the US Census, Weldon Cooper Center, Virginia Department of Education, and National Park Service were analyzed to help paint the picture of the current status of the Town.

The population of the town is projected to decline over the next twenty five years. In addition, a substantial portion (19%) of that population is aged 65 years and older. The town is much more diverse than the surrounding region and the state as a whole.

The Town covers a land area of approximately 1,269 acres, with a fairly good split between residential and business development. Though a major manufacturing employer just left the area (Thomasville Furniture Industries, Inc.), the unemployment rates in the Town of Appomattox continue to drop according to US Census Estimates. One limiting factor in the Town's workforce is the high percentage of the population without a high school diploma.

Town residents send their children to the Appomattox County Public Schools System. This school system has one of the lowest Student to Teacher Ratios within Region 2000. The starting salary for teachers is above that of the Lynchburg and Campbell County School Systems. These are very promising statistics for real estate agents selling property in and around the Town. However, some statistics point to the fact that Appomattox County students aren't taking full advantage of resources available to them. For instance, there was zero representation from Appomattox County in the Governor's School in 2013 according to the Virginia Department of Education.

The Town's natural, cultural, and historical resources continue to be the major draw for tourists and a big opportunity for economic development. Town citizens and the planning commission alike agree that these resources need to be advertised more efficiently to improve awareness and increase visitation.



Figure 7: An old caboose is the center piece of a community park on the south side of town. Photo courtesy of Appomattox County Parks and Recreation.



Figure 8: Civil War re-enactors "stack the arms" at the nearby Appomattox Court House National Historical Park.

The data in this section should provide the reader with baseline information for the Town of Appomattox. This information was integral in forming the goals and objectives found in subsequent sections.

Town Demographics

Table 2: Population data (1940-2040). Source: Virginia Employment Commission, US Census

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

Table 1 and Figure 10 show the Town of Appomattox's growth in relation to Appomattox County's growth. Up until the 1980s, the Town was growing at a faster rate than the County. The County has experienced a higher rate of growth since then while the Town's growth rate has steadily declined.

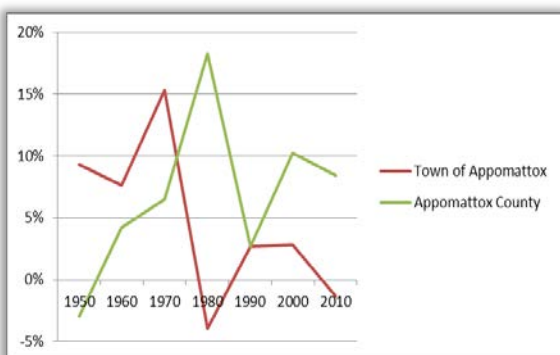


Table 3: Population Age. Source: US Census

	Appomattox	Region 2000	Virginia	US
16 years and over	79.6%	81.4%	79.5%	78.8%
18 years and over	77.2%	78.8%	76.8%	76.0%
21 years and over	73.8%	72.5%	72.5%	71.6%
62 years and over	23.0%	19.4%	15.4%	16.2%
65 years and over	18.9%	15.7%	12.2%	13.0%
Median Age	41.7	39.8	37.5	37.2

Table 2 indicates that the Town of Appomattox has an aging population. The median age is higher than that in Region 2000, Virginia, and d the US. Table 3 shows that the Town of Appomattox has a higher minority population than the Region, State and US. Twenty two percent of the Town's working population is affected by a disability, compared to 15% in Region

Figure 9: Population growth over time. Source: US Census
Table 4: Population demographics. Source: US Census

	Town of Appomattox	Region 2000	Virginia	US
White alone	61.6%	78.5%	69.6%	74.2%
Black or African American alone	37.6%	17.5%	19.5%	12.6%
American Indian and Alaska Native alone	0.0%	0.3%	0.3%	0.8%
Asian alone	0.0%	1.3%	5.5%	4.8%
Native Hawaiian and Other Pacific Islander	0.0%	0.0%	0.1%	0.2%
Some other race alone	0.0%	0.5%	2.3%	4.8%
Two or more races:	0.9%	1.9%	2.7%	2.7%

2000 and 11% in VA.

Land Use

While Land Use designations are considered with future uses, zoning designations more specifically define what use is currently allowed on a specific parcel and outline development guidelines for those intended uses (such as setbacks, minimum lot sizes, and the like). While your Zoning designation is what you can legally do with your parcel today, the Land Use designation, in conjunction with development guidelines, details how you may be able to use your parcel in the future. The current Town of Appomattox zoning map—figure 10—is based largely on current land uses. Figure 11 shows the Future Land Use Map for Appomattox County. The entire Town of Appomattox is classified simply as “Town”. Table 4 shows the percentage of the total land area under each zoning classification.

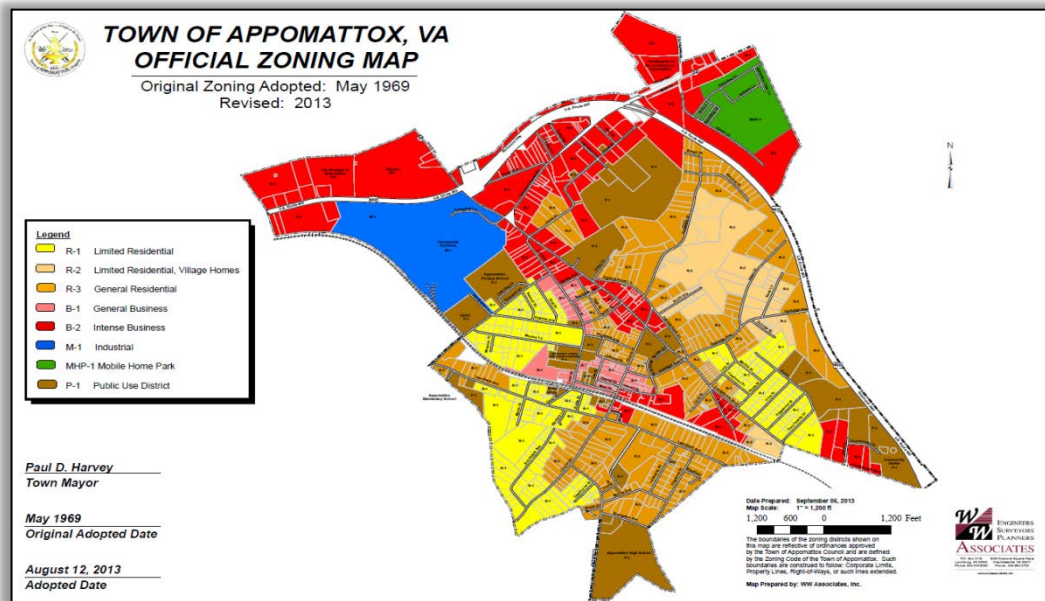


Figure 10: Zoning map. Source: WW Associates

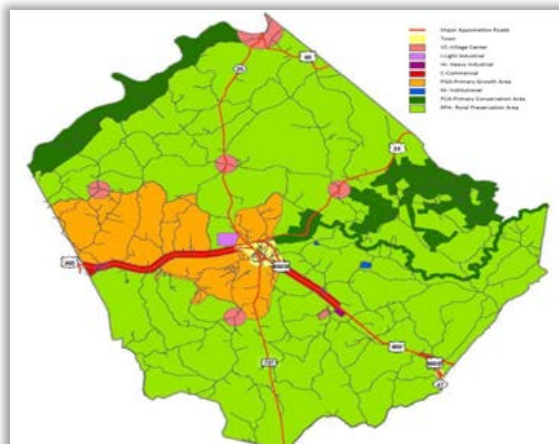


Table 5: Land Use by percentage. Source: Region 2000 GIS Data

Zoning Code	Zoning Name	Total Acres	% of Total
R-1	Limited Residential	178	14%
R-2	High Density	95	7%
R-3	General Residential	297	23%
MHP-1	Mobile Home Park	42	3%
B-1	Business, General	29	2%
B-2	Intense Business	337	27%
M-1	Industrial	94	7%
P-1	Public Property	196	15%
SUM		1,269	100%

Figure 11: Appomattox County Future Land Use Map. Source: Appomattox County

Table 6: Estimated Family Income. Source: US Census

Table 5 shows estimated family incomes, median family income, mean family income, as well as per capita income for the Town of Appomattox. The Town is below the Region, Virginia, and US in all of the income categories.

For reference purposes, Virginia has a per capita income of \$32,145—the fifth highest among states. Mississippi—the state with the lowest per capita income in the country—has a per capita income of \$20,670. This is still above the Town's per capita income (\$19,240).

2012 Estimated Family Income				
	Appomattox Region 2000		Virginia	US
Families	536	63,337	2,000,061	76,254,318
Less than \$10,000	14%	7%	3%	5%
\$10,000 to \$14,999	1%	3%	3%	3%
\$15,000 to \$24,999	13%	9%	6%	8%
\$25,000 to \$34,999	16%	11%	8%	9%
\$35,000 to \$49,999	8%	15%	12%	14%
\$50,000 to \$74,999	20%	20%	19%	20%
\$75,000 to \$99,999	19%	16%	15%	15%
\$100,000 to \$149,999	10%	13%	18%	15%
\$150,000 to \$199,999	0%	5%	8%	6%
\$200,000 or more	0%	3%	8%	5%
Median family income	\$46,000	\$57,729	\$73,514	\$63,982
Mean family income	\$51,603	\$70,874	\$95,703	\$82,446
Per capita income	\$19,240	\$23,927	\$32,145	\$27,334

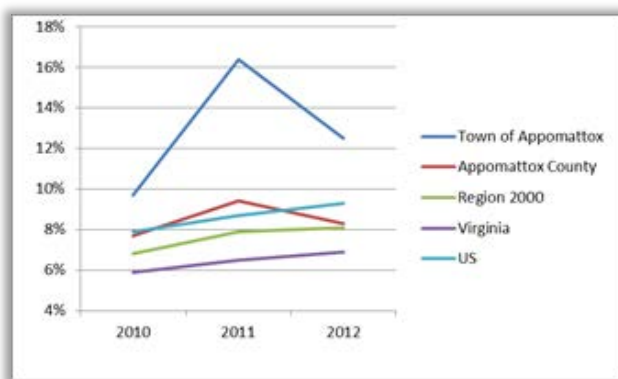


Figure 12: Unemployment rates. Source: US Census

Figure 12 shows that the Town of Appomattox has an unemployment rate that exceeds that of the surrounding county, region, state, and country. The unemployment trend in the Town follows that of the County.

Table 6 shows the occupation of citizens in the Town. The Town of Appomattox has a higher percentage of blue collar

workers (56%) than Region 2000 (40%) and Virginia (35%).

Table 7 shows that educational attainment levels of Town of Appomattox Citizens is lower than that of the Region, State and country. Over 12% of the Town's population has less than a 9th grade education—compared to 6% and approximately 5% in Virginia. Nearly 20% of the town's population doesn't have a high school diploma—compared to 10% in Region 2000 and 8 % in Virginia.

2012 Estimated Civilians Employed Population 16+ by Occupation				
	Appomattox	Region 2000	Virginia	US
Management, business, science, and arts occupations	22.7%	35.0%	41.1%	35.3%
Service occupations	12.8%	17.4%	15.5%	17.1%
Sales and office occupations	20.9%	24.4%	23.7%	25.4%
Natural resources, construction, and maintenance occupations	14.9%	9.2%	9.8%	9.8%
Production, transportation, and material moving occupations	28.7%	13.9%	10.1%	12.4%

Table 8: Population occupation. Source: US Census

Table 7: Educational attainment. Source: US Census

Education

This section shows how students in the Appomattox County School System compare to students in other

Region 2000 localities and the state. Table 8 shows that about 56% of students in the 2014 graduating cohort in Appomattox County went on to pursue any type of higher education in the 16 months following graduation. This statistic is in line with other Region 2000 localities but is significantly lower than Virginia's.

Table 9 shows the starting salary for teachers in the

various Region 2000 localities as well as the state's average. Appomattox County Schools are in line with the rest of the Region 2000 localities, but slightly below the state's average. It is important to note that these are starting salaries—these numbers do not take factors such as annual raises into account. A strong public school system can be an excellent asset for attracting potential residents. Table 10 shows that Appomattox County

High School had the fourth lowest Student to Teacher Ratio out of the 11 public high schools in Region 2000. This is an excellent statistic for realtors to use in their dealings with potential residents. The Virginia Governor's School program is an excellent way for exceptional students to prepare for college and future careers. Unfortunately, Appomattox County High School students are not taking advantage of this asset.

	Appomattox	Region 2000	Virginia	United States
Population 25 years and over				
Less than 9th grade	12.2%	5.7%	5.3%	6.0%
9th to 12th grade, no diploma	18.3%	10.2%	7.8%	8.2%
High school graduate or higher				28.2%
Associate's degree	4.1%	7.0%	6.9%	7.7%
Bachelor's degree	9.4%	14.7%	20.3%	17.9%
Graduate or professional degree	7.1%	7.9%	14.4%	10.6%

Table 9: Post-graduation education. Source: Virginia Department of Education

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

Table 10: Starting salary for teachers. Source: Virginia Department of Education

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

Table 11: Student to teacher ratio by High School. Source: Virginia Department of Education

School Name	Governor's School Enrollment	Governor's School Enrollment
-------------	------------------------------	------------------------------

Table 12: Governors School Enrollment by High School. Source: Virginia Department of Education:

Liberty High	4	0.4%
Staunton River High	17	1.5%
Jefferson Forest High	35	2.6%
Altavista High	3	0.4%
Rustburg High	7	0.8%
William Campbell High	0	0.0%
Brookville High	17	1.6%
Heritage High	12	1.2%
E.C. Glass High	20	1.5%

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

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

Table 13: Advanced placement enrollment by High School. Source: Virginia Department of Education

School Name	Students taking 1 or more AP Courses	Students taking 1 or more AP Courses	Students taking 1 or more AP Exams	Students taking 1 or more AP Exams	Students taking 1 or more Dual Enrollment Courses ¹	Students taking 1 or more Dual Enrollment Courses ²
	2012-13		2012-13		2012-13	
Amherst County High	110	7.9%	110	7.9%	51	3.7%
Appomattox County High	56	8.3%	11	1.6%	65	9.6%
Liberty High	222	23.3%	209	22.0%	70	7.4%
Staunton River High	273	24.6%	269	24.2%	67	6.0%
Jefferson Forest High	374	27.3%	366	26.7%	151	11.0%
Altavista High	98	13.4%	94	12.8%	10	1.4%
Rustburg High	235	27.6%	222	26.1%	51	6.0%
William Campbell High	43	7.9%	42	7.8%	12	2.2%
Brookville High	314	30.5%	314	30.5%	26	2.5%
Heritage High	165	15.9%	165	15.9%	39	3.7%
E. C. Glass High	403	29.5%	403	29.5%	85	6.2%

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

Table 14: Reading Annual Measureable Objectives Scores. Source: Virginia Department of Education

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

Table 15: Math Annual Measureable Objectives Scores. Source: Virginia Department of Education

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

Natural, Cultural, and Historical Resources

Figure 13: Visitor spending impact from Appomattox Court House National Historic Park. Source: National Park Service

The Town is centrally located as an ideal jumping off point for traveling Civil War and American history enthusiasts and households who plan on taking short trips throughout the Central Virginia region. Currently, Appomattox faces challenges in increasing its position among travelers as they make plans to visit Central Virginia, particularly as a place for an extended visit including an overnight stay.

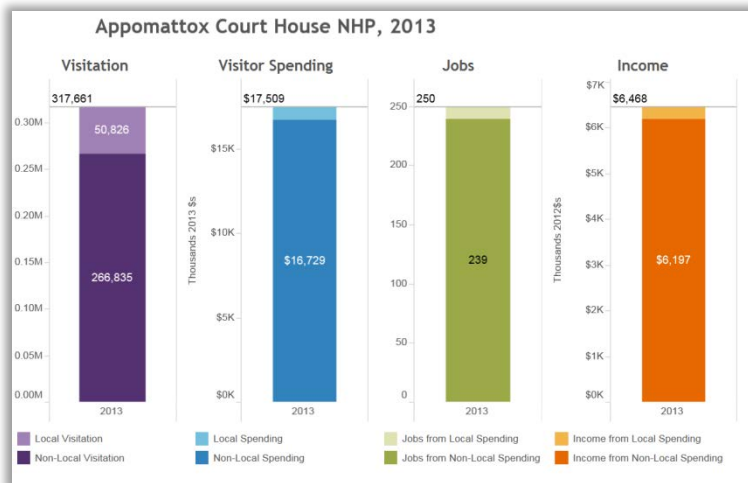


Figure 14: Town of Appomattox Historic District. Source: Virginia Department of Historic Resources

The main tourist attraction to the Town is the Appomattox Court House National Historic Park. The figure below shows that 266,835 “non-local” visits occurred to the park in 2013. The Town must take measures to enhance the overall tourism experience in order to increase the number of visitors and have them stay longer.



Leveraging existing studies such as the Route 24 corridor plan and the HDLA Master Plan will aid in increasing awareness for Tourism in the Town. The planning commission also recommended that a Marketing

DHR ID	Property Name(s)
Table 16: Historic designations. Source: Virginia Department of Historic Resources	
165-0003	County Jail (Current)
165-0004	St. Ann's Episcopal Church (Current)
165-0005	Flood Mansion (Current)
165-0006	Appomattox Depot (Historic), Appomattox Station (Historic)
165-5001	Appomattox Station Battlefield (Historic)
165-5001-0001	Jamerson Tract, Appomattox Station Battlefield (Historic/Location)
165-5002	Appomattox Historic District (NRHP Listing)
165-5003	Carver Price School (Current)

committee take on the task of furthering the tourism goals, objectives, and action items.

Figure 14 shows Historic Sites in Appomattox County according to the County of Appomattox Community Development Plan. Table 15 shows places designated as historic by the Department of Historical Resources. The outline of the Appomattox Historic District is shown in Figure 14.

Figure 13 shows a map of current and proposed recreational facilities for the Town of Appomattox and surrounding area. A trail connecting the north side of the Town and Appomattox County Community Park has been proposed. Additionally, a recreational trail leading from Town to the Appomattox Courthouse National Historical Park has been proposed as part of the Region 2000 Blueways and Greenways Plan. Figure 13 also shows an inventory of all sidewalks within the town. Lastly, bicycle recommendations from the Region 2000 Bicycle Plan are shown in Figure 13 as well.

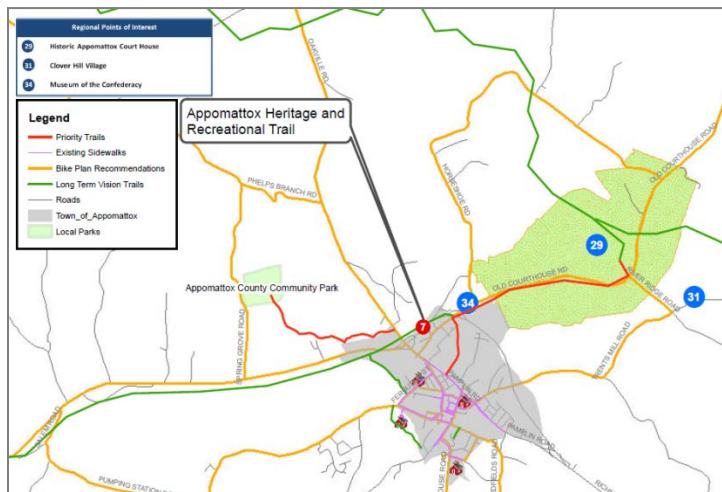


Figure 15. Recreation amenities in and around the Town of Appomattox. Source: region 2000 Blueways and Greenways Plan)

Notable Parks in Town:



Figure 16: Watkins M. Abbit Sr. Memorial Park

Watkins M. Abbitt, Sr. Memorial Park

129 Main Street

Appomattox, VA 24522

(434) 352-8268 Located on Main Street in Appomattox next to the county library. The park offers picnic tables and a quiet setting for lunch. The park is available to rent for special occasions.

Appomattox Town Park

Rt. 727

Appomattox, VA 24522



Figure 17: Appomattox Town Park

Located near the Appomattox County High School, is a popular park for families that contains a walking trail, picnic pavilion, playground and an original caboose.

Transportation

Figure 18: Town of Appomattox Transportation System Map

Introduction

Paved roads, sidewalks, air transportation, and potential bikeway and pedestrian opportunities are all elements of the Town's transportation network—linking the Town to the surrounding region and beyond. Together, these elements allow for the efficient movement of people and goods. It is essential that these facets of the transportation system are continually planned for to guarantee future ease of travel and economic viability. It is also important to plan with a “complete streets” approach in mind—an approach that plans for all modes of transportation alike.

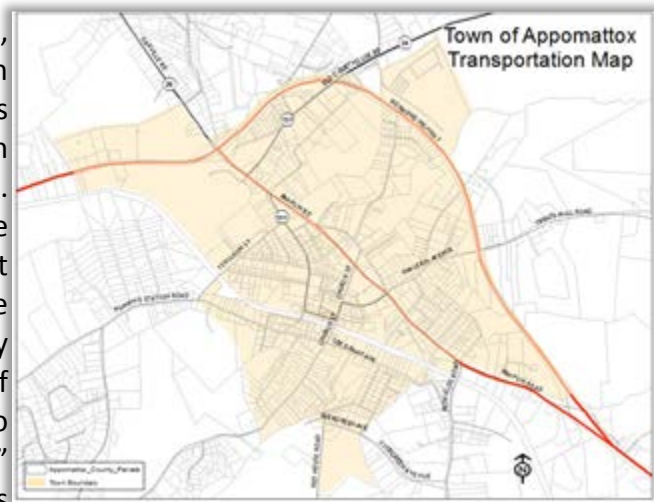
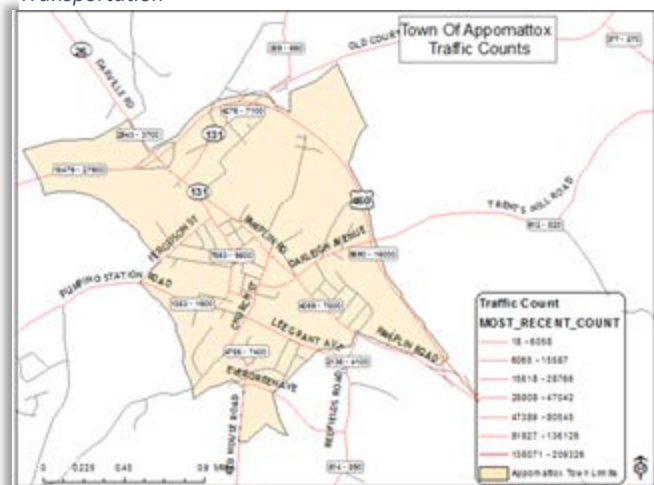


Figure 19: Traffic Counts. Source: Virginia Department of Transportation

There is a strong linkage between land use planning and transportation planning. Current and future land use decisions will directly impact the adequacy of existing transportation networks. This chapter discusses the major elements of the Town's transportation system with a focus on the public highway network. In addition, state code requires each locality to address transportation project recommendations in their comprehensive planning efforts.



US Route 460 is the multi-lane highway that connects the Town of Appomattox to all points east and west. An Interstate-standard bypass was constructed in the 1992 which eased traffic through the Town. Because of the importance of this route to national security and commerce—connections to Farmville, Richmond, Petersburg, and Tidewater Virginia to the east and Lynchburg, Roanoke, and points west—this route was designated to be part of the National Highway System (NHS). Routes 24, 26, and 131 are the State Primary Highways that also service the town. According to the County’s Community Development Plan, more vehicles travel through Appomattox than ever before. However, due to the construction of the bypass around the Town, much of the traffic that previously used the Town streets is now using the bypass. Further analysis of the numbers reveals that traffic on 460 west of the Town has increased considerably over the last decade as the Concord and Stonewall areas of the County have grown. Though the number of vehicles using Appomattox’s roadways has increased over the past twenty years, the current volume is still below capacity. According to VDOT, most roadways in the county have sufficient capacity available to accommodate reasonable increases in volume for several more years.

Existing Transportation Systems and Facilities

The Town’s roadway system consists primarily of primary roads and secondary roads. Table 15 shows an exact breakdown of Town roads and their respective classifications.

Table 17: Road Classifications. Source: VGIN

Road Class	Miles	Paving Type	Miles
Primary Roads	12.68	Improved	27.35
Secondary Roads	13.73	Unimproved	0
Frontage Roads	0.94	Not Classified	2.85
Other	2.85		
TOTAL	30.2	TOTAL	30.2

The NHS includes all roads considered important to the security, economy and general welfare of the United States. The only road in the Town included in the NHS is *U.S. Route 460 (Richmond Highway/Lynchburg Highway)*. Route 460 is a multi-lane, divided highway and is the most used east-west highway in Central Virginia and one of the major east-west connectors in the state. Approximately 3.2 miles of U.S. Route 460 intersect the Town’s northern boundary.

Primary highways are either divided highways or two-and-three lane undivided highways allowing uncontrolled access. Primary highways are designed for both “through” and local traffic. As of January 2015, VDOT reported 12.7 miles of primary highways in the Town, including:

- **Virginia Route 24 (Colonial Highway/Village Highway)** - a two-lane paved roadway extending south east to Campbell County and Bedford County and north east to Buckingham with approximately 1.9 miles total length in Town. It is an important east- west travel route through the Town providing access to routes 501, 460, 60

and 29 as well as the villages of Concord, Rustburg and Evington. Town supports all efforts to improve the safety and efficiency of Route 24. Route 24 is also designated as a scenic byway by VDOT.

- **US Route 460 Business (Confederate Blvd.)** - a two lane road with a turn lane running east/west from the two entrances of the US 460 Bypass. It supports a significant commercial corridor in the Town.
- **U.S. Route 460 (Richmond Highway/Lynchburg Highway)**- A multi-lane, divided highway is the most used east-west highway in Central Virginia and one of the major east-west connectors in the state. Approximately 3.2 miles of U.S. Route 460 intersect the Town's northern border.

Secondary roads are usually two-lane roadways with widths up to 22 feet. With over 13 miles of road surface, secondary roads provide the most access within Town. They may have a hard surface (asphalt/cement), all-weather surface (unpaved gravel), light surface (light application of gravel) or no surface treatment at all (dirt).

Corridors of Statewide Significance

What are now referred to as the "Corridors of Statewide Significance" were originally introduced as part of the VTrans2025 effort as Multimodal Investment Networks (MINs). These MINs were to be a focus of statewide investment. Eleven MINs were identified throughout the Commonwealth of Virginia and were defined as multimodal networks. It was envisioned that high priority multimodal projects within these corridors would be given increased consideration over single-mode solutions in modal plans.

The Corridors of Statewide Significance (CoSS) are broadly drawn and include other modal facilities, such as highways (e.g., I-81, I-95, U.S. 460, etc.), rail lines, transit services, port facilities, and airports. Parallel roadway facilities are also included in addition to the main Interstate or U.S. Highway (e.g., U.S. 11 along the I-81 corridor and U.S. 1 and U.S. 301 along the I-95 corridor).

House Bill 2019, adopted in 2009, requires that the long-range transportation plan sets forth an assessment of needs for all Corridors of Statewide Significance and that all modes of travel are considered. In the designation of the Corridors of Statewide Significance (CoSS), the Commonwealth Transportation Board was not to be constrained by local, district, regional, or modal plans. The official definition of a CoSS was defined as thus:

"An integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the economic prosperity of the state."

Criteria for identification of the CoSS were developed and applied to corridors throughout the Commonwealth. To be considered a CoSS, a corridor must meet all four criteria.

- **Multimodal**: The Corridor of Statewide Significance must involve multiple modes of travel or must be an extended freight corridor. Major freight corridors include I-81 and U.S. 460. Additional modes of travel include transit, such as Metrorail along the I-66 corridor; airports, both commercial and general aviation; freight and passenger rail; and port facilities, including the Port of Virginia in the Hampton Roads region and the Virginia Inland Port, located at the junction of I-81 and I-66.
- **Connectivity**: A corridor must connect regions, states, and/or major activity centers. I-95 is an important multi-state corridor, while others, such as U.S. 58, mostly function within the Commonwealth of Virginia. Some corridors connect cities throughout the state, such as the U.S. 29 corridor, which connects the major Northern Virginia activity center with Charlottesville, Lynchburg, and Danville.
- **High Volume**: The corridor must involve a high volume of travel. This would include all the major interstates through the Commonwealth of Virginia, as well as multiple U.S. Highways.
- **Function**: The corridor must provide a unique statewide function and/or address statewide goals.

The process identified eleven CoSS within the Commonwealth of Virginia, with five corridors mostly defined by Interstates and six corridors mostly defined by U.S. Highways. These corridors were given names separate from the highway facility route number in order to emphasize their multimodal nature. One such corridor passes through the Town of Appomattox:

- **The Heartland Corridor**

This corridor connects Hampton Roads to Petersburg, Lynchburg, and Blacksburg and connects westward to West Virginia and Kentucky. It is an important freight corridor, with Norfolk Southern's Heartland Corridor running along the entire route, providing a connection between the Port of Virginia and the Midwest. In addition, there are some transit providers along the corridor along with multiple air facilities, both commercial and general aviation.

Bridges

The inspection and evaluation of bridges has been an ongoing focus of VDOT, but has received particular attention in the past several years. In the 2011 update to the 2035 Rural Long-Range Transportation Plan for Region 2000, current bridge sufficiency ratings were reviewed and those structures with a rating of less than 50 were considered deficient and in need of structural upgrade or replacement. No deficient bridges are found in the Town.

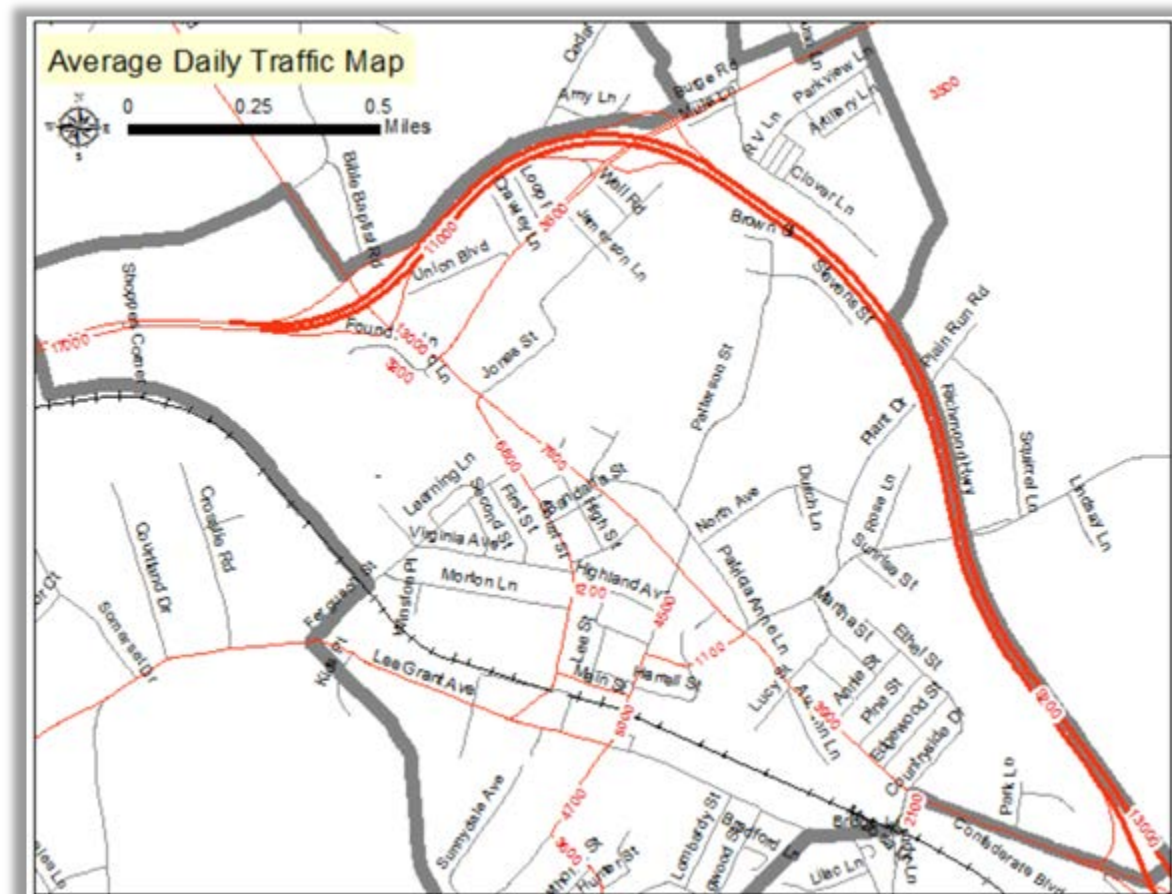
Traffic Volumes

According to 2013 VDOT estimates, the highest Annual Average Daily Traffic (AADT)¹ counts for the Town of Appomattox primary roads exist in the vicinity of the interchange of US 460 and US 460 Business on the western side of town (17,000 AADT). The vicinity of the interchange on the eastern side of town has an AADT of 13,000. The portion of Confederate Blvd. in the vicinity of the western 460 interchange has an AADT of 13,000 as well. The figure below shows other high AADT counts in the Town.

Table 18: Annual Average Daily Traffic. Source: VDOT

From	To	2013 AADT	2020 AADT	2040 AADT
Route 613	Route 460 Bus West	16660	17723	20759
Route 460 Bus West	Route 131	11356	12515	15828
Route 131	Route 460 Bus East	9227	9950	12017

Figure 20: Average Daily Traffic Map. Source: VDOT



Mode choice	Commuters
Car	708
Bicycle	0
Walked	8
Other means	75
Worked at home	27
Total	818

Figure 21: Commuting mode choice. Source: US Census Bureau

¹Annual Average Daily Traffic: The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year

According to the American Community Survey

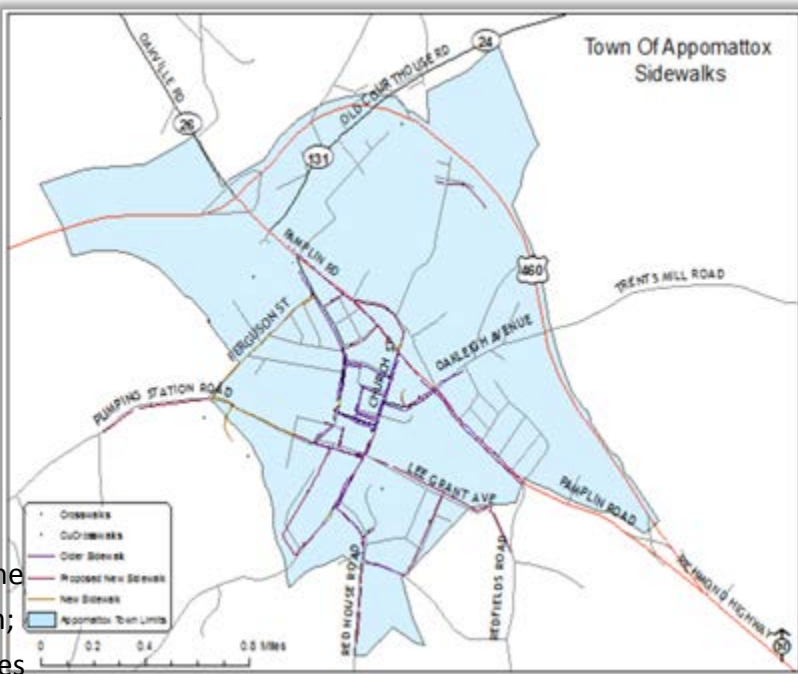
conducted by the US Census from 2009-2013, the Town of Appomattox had a total of 818 commuters. Nearly 85% of those commuters used a car, truck, or van as their primary means of getting to work.

Bicycle/Pedestrian Facilities

Figure 22: Sidewalk recommendations. Source: Region 2000 Sidewalk Inventory

In 2003, the Region 2000 Greenway & Blueways Plan was developed to serve as a guiding document for the creation of linked series of trails, parks, and river connections that connected key community destinations within the Region 2000. The document established four primary principals as the driving force in developing the connection vision:

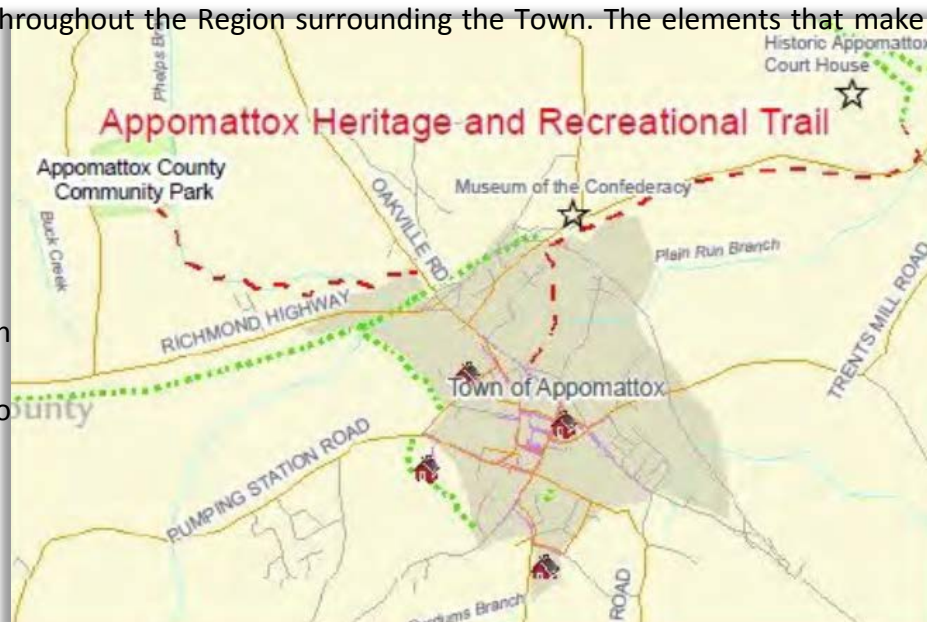
- Connectivity among the jurisdictions in the region;
- Establishing linkages between community destinations, such as residential areas, parks, cultural sites, and schools.
- Expand opportunities to protect and appreciate the region's natural resources; and
- Increase access to recreation and healthy life style options close to area neighborhoods.



The Appomattox Heritage and Recreational Trail—Figure 22—is a proposed loop trail that will connect the Town with the Appomattox County Community Park and the Appomattox Court House National Historical Park.

The
of cycling

Figure 23: Appomattox Heritage and Recreational Trail. Source: Region 2000



popularity
is

increasing throughout the Region surrounding the Town. The elements that make certain rural

roadways
attractive
bicyclists
traffic,
moderate
terrain,
beautiful
views)

can
create
vehicle to
bicycle
conflict,
particularly
involving
speed
differential.

for
(low

also

Currently

few

examples of specific on-road accommodations, such as signage, marking, or specific designated lanes, designed to alert motorists to anticipate cyclists or to provide cyclists specific riding guidance are available in the town. While the use of bicycles along the road network has increased somewhat, the safety for area cyclists and motorist is compromised by a combination of lack of road accommodations and limited cycling education of some motorists and cyclists. Some of these conflicts can be avoided by the use of existing (or creation of new) educational programs and materials that focus on road rules, safe behaviors, and road responsibilities of cyclists, motorists, and pedestrians. The figure on the following page shows existing and proposed bicycle/pedestrian accommodations within the town.

The Region 2000 Bicycle Plan articulates a vision to develop greater alternative transportation connectivity between jurisdictions, commercial and business centers, educational and recreational facilities, existing and planned trail systems, and cultural and historical resources

Figure 24: Bicycle and Pedestrian Facilities Inventory

throughout the Region 2000 area. In doing so, the Plan reviewed existing conditions in the Town of Appomattox and the surrounding area and outlines on-road and off-road facility design options that would better accommodate bicycles along the road network (Figure 23).

Sidewalks are prevalent in and around the “Downtown” part of Appomattox south of Confederate Blvd. The

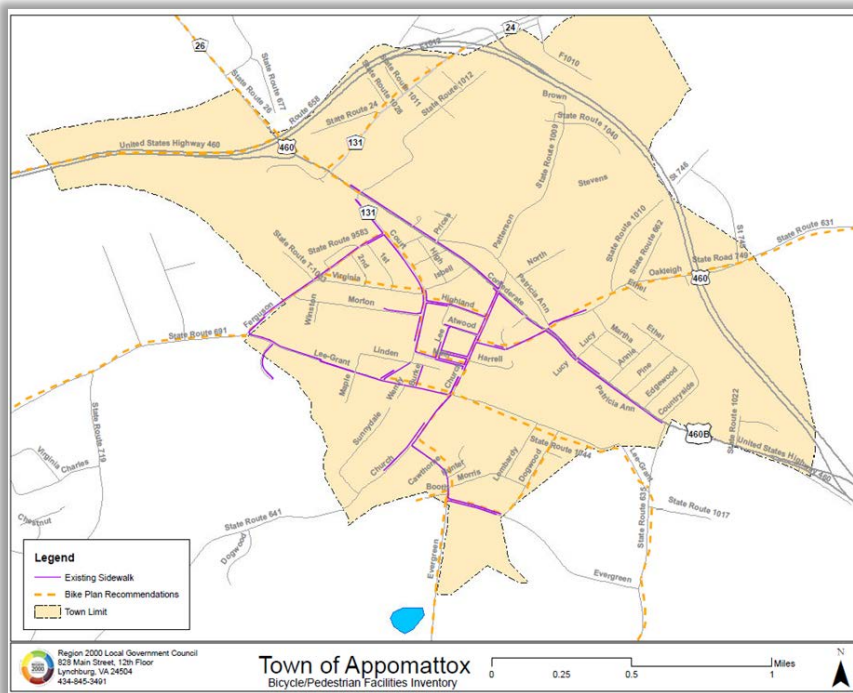


figure below shows the exact location of sidewalks within the town. The popularity of running has been steadily rising in the Town. A number of running clubs have “taken to the streets” and have noticed several deficiencies in the sidewalk infrastructure. Members of the planning commission agreed that the continued maintenance of existing sidewalks and future additions that may improve the sidewalk network within the Town should remain a priority in the future.

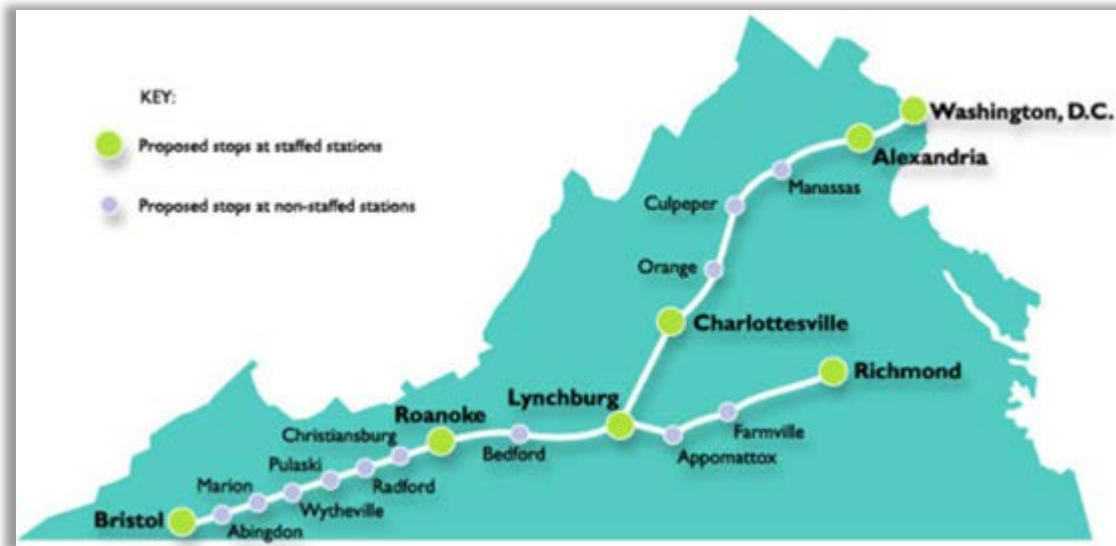
Rail Transportation

According to the Association of American Railroads, railroads “form a seamless integrated system that provides the world’s most efficient, cost-effective freight service.” Since 1990, the percentage of intercity freight moved by rail has increased from 43 percent to 47 percent.

- One main rail line—operated by **CSX Transportation’s James River Division** serves industry and general freight customers along the James River and then along the 460 corridor and straight through the Town. This line is designated as a “high traffic density” line. Coal and scrap waste materials are the major commodities transported through the town by this line.
- The TransDominion Express (TDX) is a proposed passenger rail service, crossing the Commonwealth of Virginia on existing tracks—using modern “European-style” rail cars for maximum safety and comfort. A non-staffed station is proposed in Appomattox that would connect the Town to Richmond, Lynchburg

and other major Virginia cities.

Figure 25: Proposed TransDominion Express (TDX). Source: TDXinfo.org



Air Transportation

Lynchburg Regional Airport is the major air transportation facility to Town citizens. If additional services are needed, other airports in Roanoke (1.5 hour), Richmond (2 hours), Greensboro (2.5 hours), Raleigh-Durham (2.5 hours) and Washington, D.C. (3 hours) can usually accommodate.

- **Lynchburg Regional** – is the air service provider for the greater Lynchburg area. The airport is located along U. S. 29 within Campbell County, just outside the City of Lynchburg. With 12 daily flights—6 arriving and 6 departing—Lynchburg Regional Airport provides a variety of flight times for all passengers. The airport has two runways; one measuring 7,100 feet in length; and the other measuring 3,387 feet. Lynchburg Regional Airport also provides general aviation and air freight service.

Planning Assumptions

The Town's population increased steadily from 1940 to 2000, but has experienced a slight decrease since then. The town is projected to lose population over the next 25 years. The population projections suggest that the town's existing road infrastructure is likely to provide adequate service well into the future. A complete assessment of the transportation system can be found in Appendix 1.

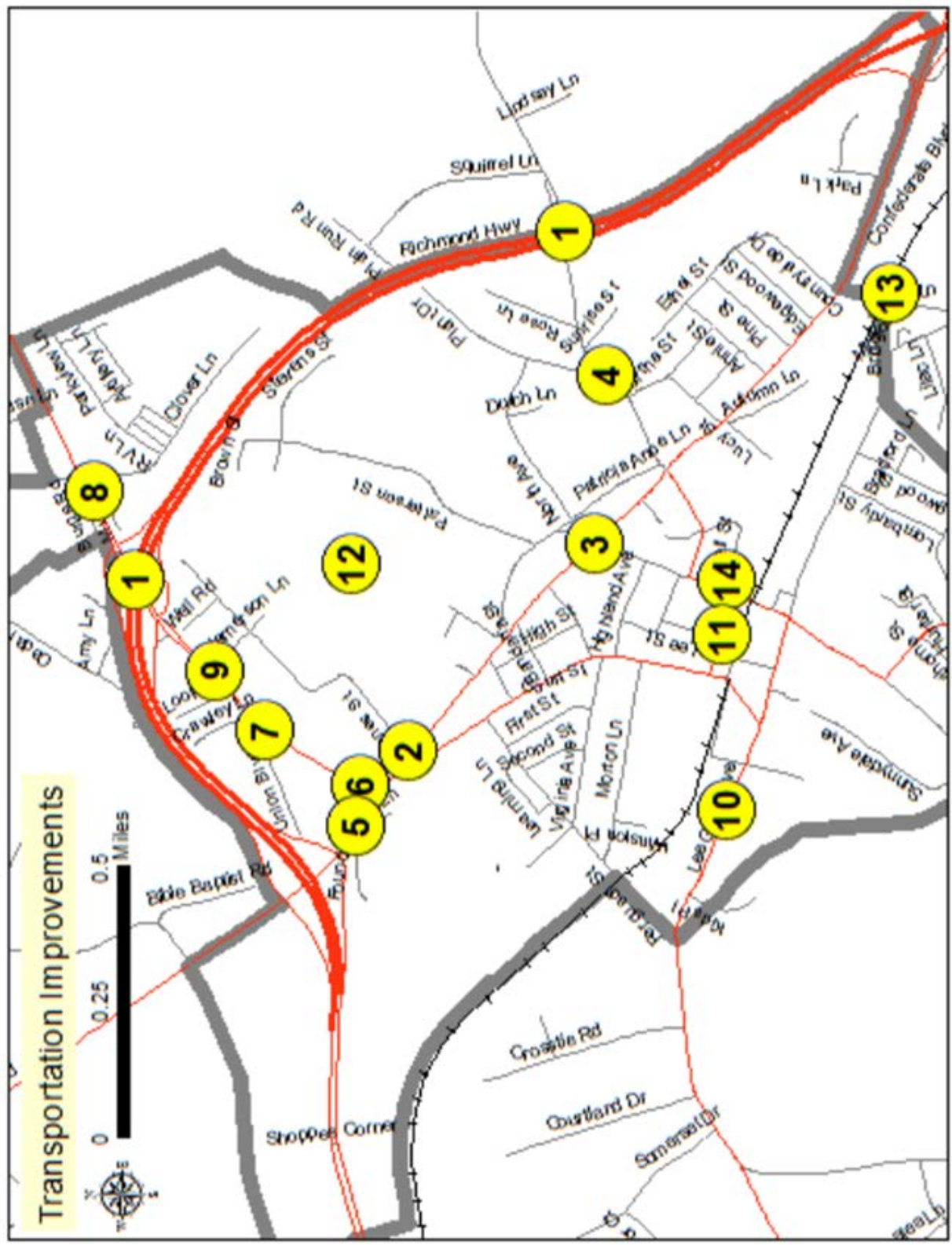
Transportation Recommendations

The purpose of this section is to identify transportation improvements that could best meet the community's existing and future transportation infrastructure needs. As part of the comprehensive planning process, the planning commission developed a transportation plan that designates a system of transportation infrastructure needs and recommendations that include the designation of new and expanded transportation facilities that support the planned development of the town. The table below shows those recommendations for the Town of Appomattox:

ID	Road Name	Type of Improvement	Recommended from:
1	US460 Bus. at VA 131 (Old Courthouse Rd.)/VA 631 (Oakleigh Ave.)	Enhanced Advance Warning Notification	Rural Long Range Transportation Plan 2035
2	US460 Bus. at VA 131 (N. Court st.)	Enhanced Advance Warning Notification	Rural Long Range Transportation Plan 2036
3	US460 Bus. at VA 727 (N. Church st.)	Enhanced Advance Warning Notification	Rural Long Range Transportation Plan 2037
4	VA 631 (Oakleigh Ave.)/Appomattox Eastern Town Limit to US460	Widen to urban two-lane roadway	Rural Long Range Transportation Plan 2038
5	Us 460 Bus./VA 131 w. To VA 131 E. (Old Courthouse Rd.)	Widen roadway and add turn lanes near intersections	Rural Long Range Transportation Plan 2039
6	Old Courthouse Rd. /Confederate Blvd.	Add new traffic circle at the intersection of Old Courthouse Rd. and Confederate Blvd.	Old Courthouse Road Corridor Study
7	Old Courthouse Rd./Union Blvd.	Redevelop intersection according to the neighborhood green concept.	Old Courthouse Road Corridor Study
8	Old Courthouse Rd. (Immediate vicinity of the Museum of the Confederacy)	Redesign streetscape and redevelop the area across from the Canaan Baptist Church.	Old Courthouse Road Corridor Study
9	Jamerson Ln. / Jones St.	Create a new entrance to the battlefield area.	Old Courthouse Road Corridor Study
10	Lee-Grant Ave.	Petition VDOT to give state road status to Lee-Grant Ave. from Church St. to Maple St.	Planning Commission Recommendation
11	Main St.	Conduct a feasibility study on reversing the flow of traffic on Main St.	Planning Commission Recommendation
12	Entire Town	Conduct a feasibility study of a public transit system.	Planning Commission Recommendation
13	Trail System	Conduct a feasibility study of connecting a trail from Town to the High Bridge Trail.	Planning Commission Recommendation
14	Harrell St./ Church St.	Conduct a safety study at the	Planning Commission

Table 19: Transportation Improvement Recommendations

Figure 26: Map of Transportation Improvement Recommendations



Community Facilities and Services

Introduction

This section identifies an inventory of the existing community facilities and services provided for citizens in and around the Town of Appomattox. The key community facilities identified are schools, emergency services, libraries, parks and recreation, medical facilities, and utilities. The future location and timing of planned community facilities are identified in the Town's CIP.

Water Supply and Treatment

The Town of Appomattox buys water from Appomattox County. The primary water source is through wells. The water is treated with chemical coagulation, flocculation, and pre- and post-chlorination at a filtration plant. Water is stored in a 1,000,000 gallon ground

<i>Year</i>	<i>0-2000 gallons</i>	<i>Charge per 1000 gallons over 2000</i>
<i>2012</i>	<i>\$10.00</i>	<i>\$5.80</i>
<i>2013</i>	<i>\$10.00</i>	<i>\$5.80</i>
<i>2014</i>	<i>\$10.00</i>	<i>\$5.80</i>
<i>2015</i>	<i>\$10.00</i>	<i>\$5.80</i>

Table 20: Historical Water Rates. Source: Town of Appomattox Public Works

storage tank and a 100,000 gallon elevated storage tank. The town system serves approximately 850 connections with an average use of 180,000 gallons per day. The Town's water distribution system utilizes 9 pump stations to help distribute treated water throughout the Town.

The town has a Water Conservation Plan in case of the continued existence of climatic, hydrological and other extraordinary conditions. The plan is intended to ensure that a dwindling water supply is conserved and managed prudently to meet the Town's needs of water supply availability. The Town projects that there is an adequate supply and treatment capacity to serve the current and projected water needs of the community's residential, commercial, and industrial customers. No capacity upgrades to the water system are planned for the next five years.

Wastewater Collection and Treatment

The wastewater treatment system in the Town of Appomattox treats an average of 160,000 gallons of water per day through 2 treatment plants—a 75,000 gallons per day plant and an 85,000 gallons per day plant. Sewer collection lines ranging in size from 6 inches to 12 inches serve most of the Town.

Figure 27: Water and Sewer Utilities. Source: WW Associates.



The wastewater treatment facility provides an essential service not only to the businesses, industries, and residents of Appomattox and the surrounding area. In addition to contributing significantly to the overall health and safety of the community, the Town's wastewater treatment system provides a strong foundation for our locality's economic growth and potential for expansion. The Town projects that there is an adequate supply and treatment capacity to serve the current and projected water needs of the community's residential, commercial, and industrial customers. The Trickling Filter treatment plant is scheduled to be replaced in 2016. The SBR plant is scheduled for additional improvements in 2016. There is also an infiltration/inflow project scheduled for 2015.

Year	0-2000 gallons	Charge per 1000 gallons over 2000
2012	\$29.60	\$10.25
2013	\$29.60	\$12.25
2014	\$29.60	\$14.25
2015	\$29.60	\$16.25

Table 21: Sewer Rates. Source: Town of Appomattox Public Works

The Town is currently updating its sewer lines. The Town realizes the importance of maintaining the infrastructure delivery and receiving systems and has plans in place to accomplish this goal.

Solid Waste Collection and Disposal

The Town's Public Works Department provides a high-level of service to town residents and small businesses with regards to refuse collection. Solid waste collection service is provided to all residences and small businesses located within the town limits. One garbage collection pickup per week will be provided to each household and business. Garbage is collected on Tuesday of each week. Each household/business is issued one 96 gallon roll-out cart for

garbage. The schools and larger entities hire private haulers to provide solid waste collection and disposal services. The Town has a garbage collection policy that explains the policy and regulations regarding refuse collection and disposal procedures. All waste collected by the Town is disposed at the Region 2000 landfill on Livestock Rd. in Campbell County.

The Town pays for its solid waste collection and operating expenditures out of its General Fund tax revenues. Town residents and small businesses pay no additional sanitation fees for the refuse services provided. The Town offers several other services for the disposal of waste in addition to regular household waste. These include the following:

Brush Collection - Citizens must schedule with the Public Works Department.

Leaf Collection - Bulk collection provided in the fall using a leaf vacuum machine; all other times leaves must be bagged and will be picked up when a citizen calls the Public Works Department.

Special Pick Up - For bulk waste items such as old furniture, appliances, and the like, citizens must schedule pick-up with the Public Works Department.

Also, during snow events, the Town of Appomattox clears the roads to make them safe for travel.

Emergency Services

Appomattox County Sheriff's Office – The Appomattox County Sheriff's Office has law enforcement authority for the Town's corporate limits. The Sheriff's Office is responsible for operating the County's 911 Call Center and for providing security and prisoner escort for the court system. Sheriff's deputies also serve civil process papers, criminal warrants, and all other documents required by court order.

Virginia State Police – The Virginia State Police Department services include a 24-hour communications system, monitoring and enforcement of state highway traffic laws, supervision of vehicle inspection stations, adoption of standards for vehicle safety programs, and drug and narcotic investigations. The State Police office is located in Appomattox and serves sixteen (16) counties.

Fire Protection – The Appomattox Volunteer Fire Company is a 28 member volunteer fire department chartered in the Commonwealth of Virginia by the Town of Appomattox. Located on Linden St., the department utilizes six (3) engines, one (1) ladder vehicle, (2) pumping vehicles, (1) tanker, and (1) crash vehicle.

The department is operated as an independent corporation with funding from the Town, County, and State as well as donations and fundraisers. The town funds 25% of the fire company's operating costs.

Emergency Medical Services (EMS) – The Appomattox County Rescue Squad (located at 763 Confederate Blvd.) provides 24-hour emergency medical services to the greater Appomattox County area. In 2009 the agency had approximately forty (44) volunteer members comprised of a mixture of both basic life support and advanced life support providers. The agency also employs a staff of one (1) administrative personnel and (8) paid EMT's. A nine (9) member Board of Directors provides for total oversight of the agency's fiscal management. (Source: Appomattox County Rescue Squad)

Animal Control – Appomattox County Animal Control operates under the County's Department of Public Safety (DPS). The primary mission of Animal Control is to enforce all State Statutes and County Codes that pertain to animals.

Educational Services: Public Schools

Appomattox County Public Schools - The public schools in the Town are part of the Appomattox County Public School System. The Appomattox County Public School System serves approximately 2,300 students in two (2) elementary schools, four (1) middle schools, and one (1) high school—all of which are fully accredited by the Virginia Department of Education. The school division also offers adult literacy programs, GED classes, and job skill development to adults within the community at the Adult Learning Center at CVCC at 136B Carver Lane.

The school division is the largest employer in Appomattox County with a staff of over 200 professional and 180 support staff employees.

A fully equipped and staffed library media center is the hub of each school. A wide variety of print and technology materials enable students to pursue interests and school research. Furthermore, the school division has been a leader in this region in the use of technology. Each classroom is equipped with several networked, multimedia, Internet connected computers. Several interactive white boards are installed and used at each school. Each school has at least two labs of computers for large group instruction. There is also at least one mobile computer lab in each school. Specialty areas such as mathematics, business, and Computer Assisted Drawing (CAD) and desktop publishing classes use dedicated computer labs as a part of the instructional program. Distance learning and Internet-based classes are also available.

Through a cooperative arrangement with Central Virginia Community College, high school students are offered the opportunity to take college credit courses at CVCC in heating, ventilation, and air conditioning (HVAC), machine tools, welding, CISCO systems and Emergency Medical Technician. A required college level math course for these students will be offered as an Internet-based course at the high school. Additional offerings through CVCC are available

through the Early College Cohort in which students take college level classes during their junior and senior years, yielding an Associate's Degree at the same time they graduate from high school. Additional CVCC classes are available to high school students.

Human Services/Social Services

The Appomattox County Department of Social Services (Located at 318 Court St.) administers a variety of human service programs available to residents of the Town as well as Appomattox County in accordance with state and federal regulations. The mission of the Department is to promote self-reliance and provide protection for Virginians through community-based services.

The Department of Social Services provides services in two (2) primary areas: financial assistance and social work services. Developing and upgrading program information systems for the Department of Social Services will continue to be a priority.

Health Services/Health Care

The City of Lynchburg is the primary major medical center for Town residents. The City has two (2) hospitals, both of which are owned and administered by Centra Health, Inc. Lynchburg's General Hospital is a 270-bed emergency and critical care center specializing in cardiology, emergency medicine, orthopedics, neurology, and neurosurgery. LGH is recognized nationally for its orthopedic and cardiac programs.

Virginia Baptist Hospital, founded in 1924, is a 317 licensed bed facility serving Central Virginia with quality health care for the whole family. It is the regional hospital for cancer care, women's and children's care, mental health and chemical dependency treatment, outpatient surgery, physical rehabilitation, and home health. Virginia Baptist Hospital has received Press Ganey's prestigious Summit Award, healthcare's most coveted symbol of achievement in patient satisfaction. Of the 6,000 hospitals in the United States, only one percent received this honor, making Virginia Baptist Hospital only one of 60 hospitals in the nation to earn this award.

In addition to the two hospitals in Lynchburg, the Southside Community Hospital in Farmville—also owned and administered by Centra Health, Inc.—is an additional resource to Town residents. Centra Southside Community Hospital is a 40-bed, state-of-the-art facility committed to meeting the needs of the community through quality cost effective healthcare, delivered by a progressive, highly-trained medical staff and an efficient, friendly workforce.

There are also several family physician offices in the Town. Although these smaller facilities can generally provide for the general health maintenance needs of Town citizens, their hours of operation and facilities are not designed to respond to the urgent care needs of local citizens. Lynchburg hospitals are the closest option for emergency/urgent care patients.

Library Facilities

The J. Robert Jamerson Memorial Library is a focal point of the Town. Appomattox County Public Library system is headquartered at 157 Main Street. Appomattox, VA 24522. Access to the library is free to all. Town and county residents can obtain a library card to check out library items. These include books, books on compact discs and cassette tapes, and VHS/DVDs movies.

In addition to these items, people visit the library to use print and electronic reference resources, access the Internet, and enjoy state-of-the-art Wi-Fi service. There is a weekly story-time for children on Wednesday mornings at 11:00. The summer reading program offers outstanding activities and events to thrill any age child. The Library also has a conference room that can be used by community groups and organizations for their meetings.

Public Recreation Areas and Facilities

The Town offers its residents and guests many different forms of recreation. Watkins M. Abbitt, Sr. Memorial Park is located on Main St. next to the Jamerson Library. The park offers picnic tables and a quiet setting for lunch. The park is available to rent for special occasions. The Appomattox Town Park—located near the Appomattox County High School—is a popular park for families that contains a walking trail, picnic pavilion, playground and an original caboose. The Master Plan effort—carried out by HDLA in 2014—offers various possibilities for new Town Parks in the future. Town Planning Commission members have noted that the parks and recreation opportunities in the Town contribute significantly to our quality of life, and are therefore open to exploring possibilities for new parks in the future.

The Appomattox County Parks, Recreation, and Tourism Department also provides a variety of quality recreational programs and leisure activities for Appomattox County and Town residents along with providing management of parks, recreation areas, and civic facilities.

The Appomattox County Parks and Recreation Department currently manages six sites:

- Appomattox County Community Center
- Appomattox County Ball Park
- Appomattox County Community Park
- Oakville Ruritan Building
- Old Appomattox Elementary School Gym
- Courtland Field

Open Space Opportunities

The scenic views and natural spaces within and around the Town are valued by the residents of Appomattox. The open farmland and rolling landscapes are factors that contribute to the Town's charm and overall quality of life.

Housing

The impacts of the quality, quantity, and distribution of housing are felt in the social, physical, environmental, and economic health of the Town and its inhabitants. Although the actual production and exchange of housing largely a matter of private enterprise, local government can have a strong influence on the housing delivery system through public policy and its infrastructure of roads, utilities, and other public services.

The Town of Appomattox has had a stable population for the past 20 years and has experienced a slight decline in recent years. As a result, housing needs are not necessarily for new units, but instead redevelopment of existing structures that meet the needs of an aging population.

	Town of Appomattox Population
1940	992
1950	1094
1960	1184
1970	1,398
1980	1,345
1990	1,707
2000	1,756
2010	1,733
2020	1,698
2030	1,647
2040	1,581

is

Table 22: Historical and Projected Population. Source: US Census

The affordable housing options in the Town of Appomattox are often found in manufactured homes or apartment complexes. It will be important to gauge the life cycles of these units in a housing study to ensure that the demand for affordable housing is met in the future. This housing study will be carried out following the completion of the comprehensive plan in order to determine the availability of the appropriate housing stock for future development of the Town.

Estimations of future housing needs are based on projected population growth and the number of existing structures which, may need to be replaced due to condition or age. The actual demand for new housing is not the same as need, but depends upon the willingness and ability of consumers to pay the costs.

With available water and sewer infrastructure, higher density development can be achieved in the Town as opposed to the County. Areas considered for higher density residential development are outlined in the Future Land Use section of this plan.

Housing needs of many elderly residents may change in the near future as they look for alternative long-term care arrangements from

	Town	County	Region	VA
70 to 74 years	5.2%	3.9%	4.1%	3.0%
75 to 79 years	10.0%	4.2%	3.1%	2.2%
80 to 84 years	3.2%	1.6%	2.0%	1.6%
85 years and over	4.4%	2.1%	2.0%	1.6%

Table 23: Senior Population. Source: US Census

assisted living to full-time nursing care. The chart below shows that the Town's population has a higher percentage of seniors than the surrounding county, region, and state. Additional options along the "continuum-of-care" are needed for seniors, including day care, retirement home, and assisted living. Ideally this will occur in the Town limits where infrastructure is in place to service such an establishment.

Table 23 shows that the age of housing units in the Town of Appomattox is older than that of the Region, Virginia, and US. Nearly 25% of the town's housing units were built prior to 1950, vs. 13% Statewide.

2012 Estimated Housing Units by Year Structure Built				
	Appomattox	Region 2000	Virginia	US
Built 2010 or later	0%	1%	0.4%	0.9%
Built 2000 to 2009	11%	16%	15%	15%
Built 1990 to 1999	4%	14%	16%	14%
Built 1980 to 1989	13%	13%	17%	14%
Built 1970 to 1979	15%	19%	17%	16%
Built 1960 to 1969	24%	11%	12%	11%
Built 1950 to 1959	8%	10%	10%	11%
Built 1940 to 1949	9%	5%	5%	5%

Table 24: Age of Housing Stock. Source: US Census.

Table 24 shows that housing values in the Town of Appomattox are lower than those in the Region and significantly lower than those in Virginia.

2012 Estimated All Owner-Occupied Housing Values				
	Appomattox	Region 2000	Virginia	US
Less than \$50,000	11%	12%	6%	9%
\$50,000 to \$99,999	18%	15%	8%	15%
\$100,000 to \$149,999	30%	20%	10%	16%
\$150,000 to \$199,999	20%	19%	14%	15%
\$200,000 to \$299,999	6%	19%	23%	19%
\$300,000 to \$499,999	13%	11%	23%	16%
\$500,000 to \$999,999	2%	4%	14%	8%
\$1,000,000 or more	0%	1%	2%	2%
Median (dollars)	\$131,400	\$157,700	\$249,700	\$179,900

Table 25: Value of Housing Stock. Source: US Census.

Table 25 shows that the Town of Appomattox has a slightly higher amount of housing units that are occupied by renters

versus owners.

Table 26 shows that only 7% of occupied housing units have no vehicles available. This trend is in line with that of the Region,

2012 Estimated Tenure of Occupied Housing Units				
	Appomattox	Region 2000	Virginia	US
Owner-occupied housing units	62%	71%	68%	65%
Renter-occupied housing units	38%	29%	32%	35%

Table 26: Tenure of Housing Units. Source: US Census.

Virginia, and US.

Table 27 shows that people stay put after they've moved to the Town of Appomattox. Nearly 13% of the Town's citizens moved into their

2012 Estimated Vehicles Available per Occupied Housing Unit				
	Appomattox	Region 2000	Virginia	US
No vehicles available	7%	8%	6%	9%
1 vehicle available	41%	31%	30%	34%
2 vehicles available	32%	33%	38%	37%
3 + vehicles available	20%	20%	25%	14%

Table 27: Vehicles per Household. Source: US Census.

current housing unit prior to 1969, versus only 5% statewide.

2012 Estimated Tenure of Occupied Housing Units				
	Appomattox	Region 2000	Virginia	US
Moved in 2010 or later	2%	20%	11%	27%
Moved in 2000 to 2009	50%	44%	52%	42%
Moved in 1990 to 1999	21%	16%	18%	17%
Moved in 1980 to 1989	9%	8%	9%	7%
Moved in 1970 to 1979	5%	8%	6%	4%
Moved in 1969 or earlier	13%	4%	5%	3%

Table 28: Length of Resident Tenure. Source: US Census.

Future Land Use Map

This map serves as a guide for the future development of Appomattox. Both public and private sector decision-makers are encouraged to use this map. The Planning Commission and Town Council can use the Future Land Use Map as a tool when planning for public facilities and/or evaluating land use requests. The map can also serve as a guide for private investors, indicating the location and type of future desired development.

The *Town of Appomattox Comprehensive Plan 2035* consists of various elements that are separate but related to each other, such as transportation, community and neighborhood revitalization, the natural environment, and how land is used now and in the future.

The **Future Land Use Map** is an element of the Comprehensive Plan and is advisory in nature. The Future Land Use Map is not a regulatory document. It is a policy statement on which future zoning is supported. It is intended to help achieve the town's long-range vision of growth conceived with a 2035 time horizon in mind; understanding the amount of job growth and household growth that can be achieved. The Future Land Use Plan Map is subject to periodic review to see if conditions have changed that may justify an amendment.

Future Land Use Maps in established towns are inevitably based on the existing uses, because some land uses are much less susceptible to change once they have been established. The Future Land Use Map provides guidance and recommendations on the parcel level for the general type of new development, which may be the same or may differ from current land uses.

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

Six future land use categories are shown on the future land use map. They are as follows:

Residential - Low Density – These are areas in our town that are now developed as primarily single family homes or are vacant or underdeveloped properties that due to their size, location, topography, and access are suitable for low density development. Supportive uses such as parks, schools, and places of worship are common in these areas.

Residential – Medium Density - These are areas in our town now developed as primarily smaller lot single family homes. A few locations are developed as multi-family housing (apartments, townhouses, etc.) or are vacant or underdeveloped properties that due to their size, location, topography, surrounding land uses, and access are suitable for a higher density development. Supportive uses such as parks, schools, and places of worship are also common in these areas.

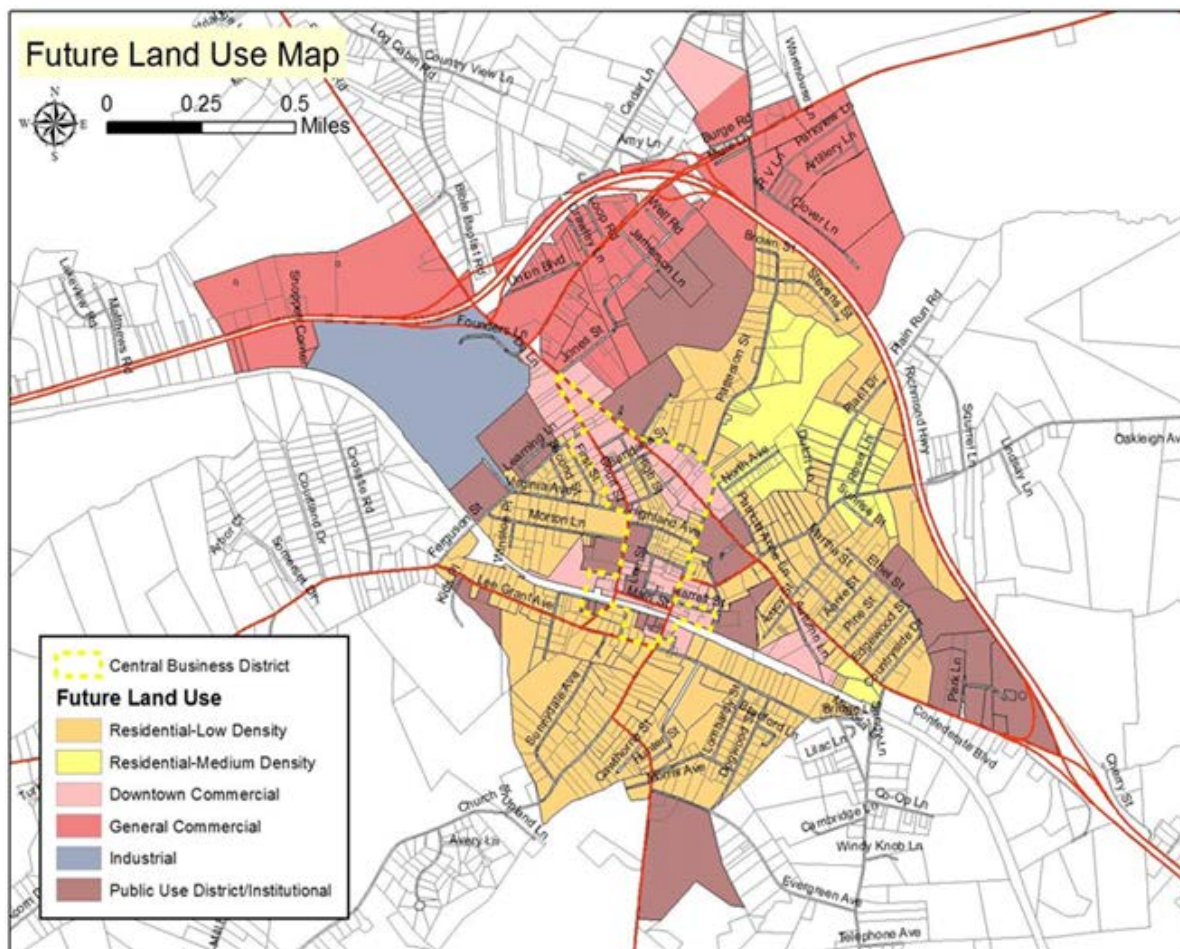
Downtown Commercial – These areas are generally located along Confederate Ave., and the Central Business District. Uses and structures in this classification should be pedestrian oriented and of an architectural design and scale that is compatible with existing uses downtown. Multi-storied buildings are preferred to promote a mixture of uses in one building. Existing buildings that are historically or architecturally significant should be preserved and/or adapted for reuse. New auto oriented land uses, and large-scale “big box” retail are not appropriate in this classification. New structures downtown should be constructed close to adjacent rights-of-way. Parking, if provided, should be located at the rear of buildings and heavily landscaped.

General Commercial - These areas are generally located along Route 460 and Route 24 and at major highway intersections. They are suitable locations for highway/auto oriented uses and large scale commercial uses such as shopping centers and “big box” retailers. Because of traffic generated/attracted by these large uses, special concern must be given to site design issues such as access and turning movements, and the design capacity of public access roads

Industrial – These areas which are now occupied by industrial uses but are suitable for future industrial development due to their location, topography, and/or access to rail or major highways.

Public Use District/Institutional - These are larger scale properties devoted to public or quasi-public uses such as cemeteries, schools, and larger scale places of worship.

Figure 28: Future Land Use Map. Source: Region 2000.



Appendix I: Transportation

Functional Classification

The FHWA sets functional classification guidelines to preserve consistency between states. FHWA sets the functional classifications, which changed since the last update in 2005. This document covers the basic concepts needed to identify the functional classification of a roadway in two different sections. The first section covers the definitions and features of FHWA's functional classifications. The second section explains other concepts related to the functional classification of roadways.

FHWA has seven functional classifications, interstate, other freeways and expressways, other principal arterial, minor arterial, major collector, minor collector and local. Each classification is based on the roadway's function within the roadway system. FHWA sets requirements for the functional classifications. FHWA provides descriptions of typical features of each functional classification.

New Functional Classifications	Old Urban Functional Classifications	Old Rural Functional Classifications
Interstate	Urban Interstate	Rural Interstate
Other Freeways and Expressways	Urban Other Freeways and Expressways	
Other Principal Arterial	Urban Other Principal Arterials	Rural Other Principal Arterials
Minor Arterial	Urban Minor Arterial	Rural Minor Arterial
Major Collector	Urban Collector	Rural Major Collector
Minor Collector		Rural Minor Collector
Local	Urban Local	Rural Local

Other Principal Arterials

The classification of Other Principal Arterials differs based on whether the facility is located in an urban or rural area. In rural areas, Other Principal Arterials serve corridor movements of substantial statewide or interstate travel and provides an integrated network without stub connections (dead ends). This network connects all or nearly all Urbanized Areas and a large majority of Urban Clusters with populations of 25,000 and over.

Other principal arterials in urban areas serve the major activity centers of a metropolitan area and the highest traffic volume corridors. These facilities carry a high proportion of total urban travel on the minimum amount of mileage and provide continuity for major rural corridors to accommodate trips entering and leaving an urban area. Lastly, Other Principal Arterials carry a significant amount of intra-area travel, and serve demand between the central business district and outlying residential areas of a metropolitan area.

Minor Arterials

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. Classification is based on whether the facility is in an urban or rural area.

In rural areas, Minor Arterials link cities and large towns, along with other major traffic generators, and form an integrated network providing interstate and inter-county service. The design in rural areas typically provides for relatively high overall speeds, with minimum interference to the through movement. Minor Arterials are spaced at intervals, consistent with population density, so that all developed areas within the state are within a reasonable distance of an arterial roadway. They also provide service to corridors with trip lengths and travel density greater than those served by rural collectors or local systems.

In urban areas, Minor Arterials interconnect with principal arterials, augment the urban principal arterial system, and provide service to trips of moderate length at a lower level of travel mobility than principal arterials. Minor Arterials include all arterials not classified as principal arterials and contain facilities that place more emphasis on land access. These facilities provide more land access than Principal Arterials without penetrating identifiable neighborhoods. Minor Arterials serve trips of moderate length at a somewhat lower level of travel mobility than Principal Arterials and distribute traffic to smaller geographic areas than those served by higher-level Arterials.

Major Collector

Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than minor collectors may. In rural areas, Major Collectors provide service to any county seat not on an arterial system, to larger towns not directly served by higher systems. Major Collectors also link these places to nearby larger towns and cities or with arterial routes and serve the most important intra-county travel corridor.

Major Collectors in Urban Areas provide land access and traffic circulation within residential neighborhoods, commercial, and industrial areas. These collectors distribute trips from the arterials through the aforementioned areas to their ultimate destination, collect traffic from local streets, and channel it to the arterial system.

Minor Collector

In rural areas, minor collectors are spaced at intervals, consistent with population density. Minor Collectors collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. Minor Collector facilities provide service to the remaining smaller communities and link local traffic generators with their rural hinterland.

In urban areas, Minor Collectors serve both land access and traffic circulation in lower density residential and commercial/industrial areas. Typical operating characteristics of Minor Collectors include lower speeds and fewer signalized intersections. Minor Collectors

Table 29: Complete list of road segments. Source: VDOT

Table 19. TOWN OF APPOMATTOX ROAD SEGMENTS CLASSIFIED AS "COLLECTORS" AND ABOVE WITH 2013 ANNUAL AVERAGE DAILY TRAFFIC COUNTS (AADT)				
ROUTE NUMBER & ROAD NAME	ROAD SEGMENT START	ROAD SEGMENT END	SEG DIST. (mi.)	ADT
US 460, VA 24 Richmond Hwy	WCL Appomattox	Bus US 460	0.15	17000
US 460, VA 24 Richmond Hwy	WCL Appomattox	Bus US 460	0.13	17000
Bus US 460 Confederate Blvd	SR 26, US 460 Richmond Hwy	WCL Appomattox	0.09	13000
Bus US 460, VA 131 Pamplin Rd	NCL Appomattox, SR 131	SR 131; 06-1012,	0.04	13000
US 460 Richmond Hwy	Bus US 460	ECL Appomattox	0.10	13000
US 460 Richmond Hwy	Bus US 460	ECL Appomattox	0.12	13000
Bus US 460 Pamplin Rd	WCL Appomattox	NCL Appomattox, SR 131	0.00	13000
US 460, VA 24 Richmond Hwy	Bus US 460	SR 24, SR 131 Old Courthouse Rd	0.28	11000
US 460, VA 24 Richmond Hwy	Bus US 460	SR 24, SR 131 Old Courthouse Rd	0.28	11000
US 460 Richmond Hwy	SR 24, SR 131	Bus US 460	0.76	9200
US 460 Richmond Hwy	SR 24, SR 131	Bus US 460	0.72	9200
Bus US 460 Confederate Blvd	SR 131; 06-1012,	SR 131 Old Courthouse Rd	0.27	7800
Court St.	US 460 East Intersection	Bus US 460 Confederate Blvd	0.41	6800
Main St.	Church St.	Court St.	0.16	6800
06-727 Church St	06-1001 Lee Grant Ave	SR 131 S, Old Courthouse Rd	0.04	5000
06-727 Church St	06-641 Church St	06-1001 Lee Grant Ave	0.08	4700
06-727 Church St	SR 131 N, Old Courthouse Rd	Bus US 460	0.07	4500
Bus US 460 Pamplin Rd	ECL Appomattox	US 460 Richmond Hwy	0.10	3900
Bus US 460 Confederate Blvd	SR 131 Old Courthouse Rd	ECL Appomattox	0.18	3900
Bus US 460 Pamplin Rd	ECL Appomattox	US 460 Richmond Hwy	0.12	3900
Bus US 460 Pamplin Rd	ECL Appomattox	US 460 Richmond Hwy	0.12	3900
06-727 Red House Rd	06-1002 S, Evergreen Ave	SCL Appomattox	0.00	3800
VA 131 Old Courthouse Rd	Bus US 460, NCL Appomattox	SR 24 Northeast of Appomattox	0.20	3600
06-727 Red House Rd	SCL Appomattox	06-641 Church St	0.08	3600
06-1013 Moses Ave	06-1019 High St	Bus US 460	0.01	3500
VA 24 Old Courthouse	US 460 Richmond Hwy	06-616 Wildway Rd; Old	0.03	3400

**Table 19. TOWN OF APPOMATTOX ROAD SEGMENTS CLASSIFIED AS
"COLLECTORS" AND ABOVE WITH 2013 ANNUAL AVERAGE DAILY TRAFFIC COUNTS
(AADT)**

ROUTE NUMBER & ROAD NAME	ROAD SEGMENT START	ROAD SEGMENT END	SEG DIST. (mi.)	ADT
Rd		Grist Mill Rd		
VA 24 Old Courthouse Rd	US 460 Richmond Hwy	06-616 Wildway Rd; Old Grist Mill Rd	0.06	3400
VA 24 Old Courthouse Rd	US 460 Richmond Hwy	06-616 Wildway Rd; Old Grist Mill Rd	1.92	3400
06-1008 Ferguson St	06-691 Pumping Station Rd	SR 131 Old Courthouse Rd	0.20	3200
FR 1016 Founders Lane	Dead End	Bus US 460	0.08	3200
VA 26 Oakville Rd	US 460 Richmond Hwy	06-608 Piney Mountain Rd; Stonewall Rd	1.90	2400
06-635 Redfields Rd	SCL Appomattox	Bus US 460	0.02	2100
06-1013 Moses Ave	SR 131 Old Courthouse Rd	06-1019 High St	0.03	2000
06-1002 Evergreen Ave	06-727 S, Red House Rd	SCL Appomattox; 06-1043 Dogwood St	0.06	1200
06-1039 Highland Ave	SR 131 Old Courthouse Rd	06-1058 Atwood St	0.03	1200
06-1001 Lee Grant Ave	Dead End	06-727 Church St	0.01	1100
06-631 Oakleigh Ave	NCL Appomattox	Bus US 460; SR 131	0.19	1100
06-9068 Kids Place Lane	SCL Appomattox	06-691 Pumping Station Rd	0.02	960
06-1001 Lee Grant Ave	06-727 Church St	ECL Appomattox	0.18	950
06-1043 Dogwood St	06-1044 Bradford Lane	06-1001 Lee Grant Ave	0.03	920
06-1059 Lee St	SR 131 Old Courthouse Rd	06-1060 Harrell St	0.01	900
06-1039 Highland Ave	06-1058 Atwood St	06-727 Church St	0.05	890
06-9583 Learning Lane	06-1008 Ferguson St	06-1008 Ferguson St	0.06	890
06-1004 Patricia Anne Lane	Bus US 460	06-1009 Patterson St	0.08	820
06-1044 Bradford Lane	06-1043 Dogwood St	Dead End	0.02	800
06-691 Lee Grant Ave	06-1008 Ferguson St	SR 131 Old Courthouse Rd	0.21	790
FR 1010 Clover Lane	Dead End	FR-1009 Approximately O.O2 MW SR 24	0.01	700
06-641 Church St	SCL Appomattox	06-727 Church St; Red House Rd	0.11	680
06-1003 Virginia Ave	SR 131 Old Courthouse Rd	06-1018 First St	0.04	660
06-1030 Isabelle St	SR 131 Old Courthouse Rd	06-1019 High St	0.03	650
06-1004 Patricia Anne Lane	06-1009 Patterson St	06-727 Church St	0.02	640
06-748 Union Blvd	Dead End	SR 131 Old Courthouse Rd	0.08	600
06-1060 Harrell St	06-1059 Lee St	SR 131 Old Courthouse Rd	0.03	600
06-1003 Armstrong Lane	06-1008 S, Ferguson St	Dead End	0.05	590
FR 1017 DQ Lane	FR-1016 Founders Lane	Dead End Approximately	0.01	550

**Table 19. TOWN OF APPOMATTOX ROAD SEGMENTS CLASSIFIED AS
"COLLECTORS" AND ABOVE WITH 2013 ANNUAL AVERAGE DAILY TRAFFIC COUNTS
(AADT)**

ROUTE NUMBER & ROAD NAME	ROAD SEGMENT START	ROAD SEGMENT END	SEG DIST. (mi.)	ADT
		O.01 ME FR-1016		
06-1003 Virginia Ave	06-1018 First St	06-1016 Second St	0.03	550
06-1009 Patterson St	06-1004 Patricia Anne Lane	06-1040 Stevens St	0.20	540
06-1043 Dogwood St	06-1056 Morris Ave	06-1044 Bradford Lane	0.05	530
06-1004 Patricia Anne Lane	06-1021 North Ave	06-631 Oakleigh Ave	0.07	500
06-1011 Cedar Lane	NCL Appomattox	06-656 Horseshoe Rd	0.23	500
06-1003 Virginia Ave	06-1016 Second St	06-1008 N, Ferguson St	0.05	490
06-1004 Patricia Anne Lane	06-727 Church St	06-1021 North Ave	0.01	490
06-631 Oakleigh Ave	06-627 River Ridge Rd	NCL Appomattox	0.83	480
06-1030 Isabelle St	06-1019 High St	Bus US 460	0.03	480
06-1005 Bandana St	US 460	06-1019 High St	0.02	470
06-1058 Atwood St	06-727 Church St	06-1059 Lee St	0.04	440
06-1028 Crawley Lane	SR 131 Old Courthouse Rd	Dead End	0.05	420
06-1043 Dogwood St	SCL Appomattox	06-1056 Morris Ave	0.05	410
06-1005 Bandana St	06-1019 High St	SR 131 Old Courthouse Rd	0.02	410
06-1023 Morton Lane	06-1008 Ferguson St	06-1038 Winston Place	0.03	410
06-1023 Morton Lane	06-1038 Winston Place	SR 131 Old Courthouse Rd	0.11	390
06-1012 Jones St	Bus US 460; SR 131 Old Courthouse Rd	0.14 MN Bus US 460	0.06	390
06-656 Horseshoe Rd	SR 24 W, Old Courthouse Rd	06-657 Vermillion Rd	1.40	380
06-727 Church St	Bus US 460	06-1004 Patricia Anne Lane	0.03	370
06-1014 Jamerson Lane	SR 131 Old Courthouse Rd	06-1012 Jones St	0.04	330
06-1058 Atwood St	06-1059 Lee St	06-1039 Highland Ave	0.03	330
06-1012 Jones St	0.14 MN Bus US 460	06-1014 Jamerson Lane	0.10	320
06-9020 Raider Circle	US 460	SR 131, E Harrell	0.05	320
06-1019 High St	06-1005 Bandana St	06-1013 Moses Ave	0.03	320
FR 1011 Cedar Lane	Dead End Approximately O.12 MW SR 24	06-656 Horseshoe Rd	0.05	310
06-1040 Stevens St	06-1009 Patterson St	Dead End	0.08	300
06-1059 Lee St	06-1060 Harrell St	0.01 MN 06-1060	0.00	300
06-1060 Harrell St	SR 131 Old Courthouse Rd	Dead End	0.06	280
06-1062 Price Lane	06-9021 Price Lane	Dead End	0.01	280
06-1009 Patterson St	06-1040 Stevens St	06-1041 Brown St	0.02	270
06-1022 Park Lane	Bus US 460	Dead End	0.04	260
06-1059 Lee St	0.01 MN 06-1060	06-1058 Atwood St	0.03	250









**Table 19. TOWN OF APPOMATTOX ROAD SEGMENTS CLASSIFIED AS
"COLLECTORS" AND ABOVE WITH 2013 ANNUAL AVERAGE DAILY TRAFFIC COUNTS
(AADT)**

ROUTE NUMBER & ROAD NAME	ROAD SEGMENT START	ROAD SEGMENT END	SEG DIST. (mi.)	ADT
06-1002 Booth Dr	Dead End	06-727 N, Red House Rd	0.03	230
06-1020 Linden St	06-1037 Maple St	06-691 Pumping Station Rd	0.06	230
06-1056 Morris Ave	06-1033 Lombardy St	06-1043 Dogwood St	0.03	220
06-1025 Annie St	Bus US 460	06-1026 Fleshman St	0.02	220
06-1015 Sunnydale Ave	06-641 Church St	Dead End	0.14	210
06-1010 Plant Dr	Dead End	Dead End	0.14	210
06-1021 North Ave	06-1004 Patricia Anne Lane	Dead End	0.07	190
06-1033 Lombardy St	06-1056 Morris Ave	06-1001 Lee Grant Ave	0.08	190
06-1020 Linden St	06-691 Pumping Station Rd	Dead End	0.03	180
FR 1012 Jones Rd	06-1011 Cedar Lane	Dead End 0.09 ME 06-1011	0.05	170
06-1025 Annie St	06-1026 Fleshman St	06-1007 Martha St	0.03	160
06-1038 Winston Place	Dead End	06-1023 Morton Lane	0.03	150
06-662 Rose Lane	06-631 Oakleigh Ave	Dead End	0.07	150
06-1025 Annie St	06-1007 Martha St	06-1027 Ethel St	0.03	140
06-1031 Edgewood St	06-1027 Ethel St; Countryside Dr	Bus US 460	0.08	140
06-1036 Hunter St	06-727 Red House Rd	Dead End	0.06	130
FR 1019 Community Lane	06-1022 Park Lane	Dead End Approx. 0.08 ME 06-1022	0.05	110
06-1012 Jones St	06-1014 Jamerson Lane	Dead End	0.03	110
06-1006 Lucy St	Bus US 460	06-1026 Fleshman St	0.02	100
06-1027 Ethel St	06-1025 Annie St	Dead End	0.03	100
06-1016 Second St	06-1003 Virginia Ave	06-1008 Ferguson St	0.05	100
06-1014 Jamerson Lane	06-1012 Jones St	Dead End	0.02	100
06-1041 Brown St	Dead End	06-1009 Patterson St	0.02	100
06-1037 Maple St	Dead End	06-691 Pumping Station Rd	0.04	80
FR 1020 Kristie Lane	Bus US 460	Dead End	0.08	80
06-1061 Ethel St	Dead End	06-631 Oakleigh Ave	0.03	80
06-1063 Clover Lane	FR-1010 Clover Lane	Dead End	0.09	80
06-1011 Loop Rd	SR 131 Old Courthouse Rd	Dead End	0.04	80
06-1006 Lucy St	06-1026 Fleshman St	06-1007 Martha St	0.03	70
06-1019 High St	06-1030 Isabelle St	06-1005 Bandana St	0.04	70
06-1018 First St	06-1003 Virginia Ave	06-1008 Ferguson St	0.07	70
06-1042 Pine St	06-1027 Ethel St	Bus US 460	0.08	70
06-1040 Stevens St	Dead End	06-1009 Patterson St	0.02	70
06-1027 Countryside Dr	Bus US 460	06-1031 Edgewood St	0.09	70
FR 1014	06-1012 Jones St	Dead End	0.04	70

**Table 19. TOWN OF APPOMATTOX ROAD SEGMENTS CLASSIFIED AS
"COLLECTORS" AND ABOVE WITH 2013 ANNUAL AVERAGE DAILY TRAFFIC COUNTS
(AADT)**

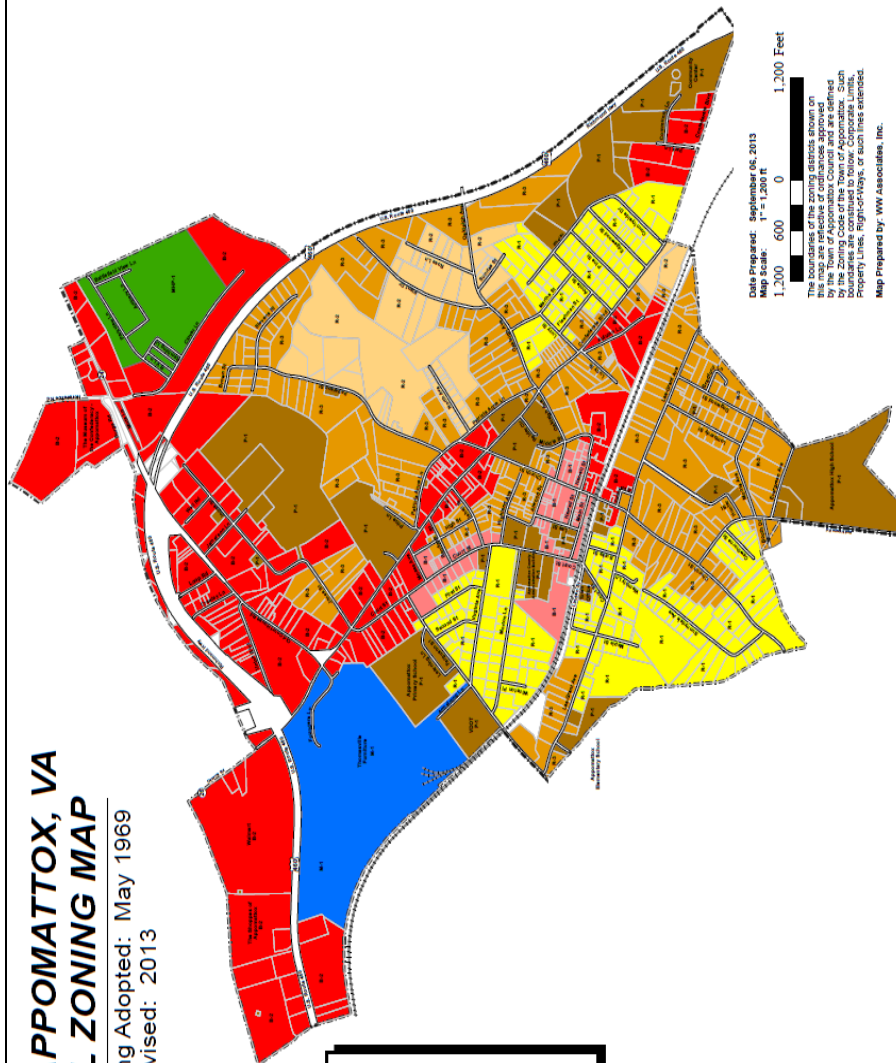
ROUTE NUMBER & ROAD NAME	ROAD SEGMENT START	ROAD SEGMENT END	SEG DIST. (mi.)	ADT
06-749 Print Press Rd	Dead End @ NCL Appomattox	06-631 Oakleigh Ave	0.03	60
06-1007 Martha St	06-631 Oakleigh Ave	06-1006 Lucy St	0.03	60
06-1056 Morris Ave	06-727 Red House Rd	06-1033 Lombardy St	0.07	60
06-1027 Ethel St	06-1042 Pine St	06-1025 Annie St	0.03	50
FR 1015	Dead End Approximately O.O7 MW FR-1014	FR-1014	0.03	49
06-9021 Price Lane	06-1062 Price Lane	US 460	0.03	48
06-1007 Martha St	06-1006 Lucy St	06-1025 Annie St	0.05	45
06-9021 Price Lane	06-1004 Patricia Anne Lane	06-1062 Price Lane	0.03	40
06-1027 Ethel St	06-1031 Edgewood St	06-1042 Pine St	0.02	40
06-1037 Maple St	06-691 Pumping Station Rd	06-1020 Linden St	0.02	30
06-1009 Patterson St	06-1041 Brown St	Dead End	0.03	30
06-1070 Wembly Lane	Lee Grant Ave	Dead End	0.02	30
FR 1009 Mule Lane	Dead End	SR 24; 06-656 WEST	0.05	30
06-1026 Fleshman St	06-1006 Lucy St	06-1025 Annie St	0.05	20
FR 1018	06-631 Oakleigh Ave	Dead End Approx. O.O4 ME 06-631	0.02	4
06-9021 Price Lane	US 460	Cul-de-Sac	0.02	4
FR 1013	Dead End	SR 24	0.01	2

Legend

	R-1	Limited Residential
	R-2	Limited Residential, Village Homes
	R-3	General Residential
	B-1	General Business
	B-2	Intense Business
	M-1	Industrial
	MHP-1	Mobile Home Park
	P-1	Public Use District

May 1969	Original Adopted Date
1969	1969
1970	1970
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2118	2118


August 12, 2013
Adopted Date



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Appendix III. SWOT Analysis

SWOT Analysis Results



Community Survey

We need your input! Your responses to this survey will be used in the Town's first comprehensive planning process—the process that will drive changes in the Town of Appomattox for the next 20 years.

Are you dissatisfied with a public service provided by the Town? Do you think there should be more public services provided by the Town? Please indicate your level of satisfaction with the services in your community by circling the corresponding number. If you do not know your opinion, leave it blank. Feel free to make additional comments at the end of this section:

Instructions: On a scale of 1 to 10, with 1 being "Very Satisfied" and 10 being "Very dissatisfied", please indicate your level of satisfaction with the services in your community by circling the corresponding number. If you do not know your opinion, leave it blank. Feel free to make additional comments at the end of this section:

<u>Very Satisfied</u>	<u>Neutral</u>					<u>Very Dissatisfied</u>				
5. Condition of city streets										
0	1	2	3	4	5	6	7	8	9	10
6. Availability of community sidewalks										
0	1	2	3	4	5	6	7	8	9	10
7. Quality of parks										
0	1	2	3	4	5	6	7	8	9	10
8. Accessibility to parks										
0	1	2	3	4	5	6	7	8	9	10
9. Water quality and service										
0	1	2	3	4	5	6	7	8	9	10
10. Sewer quality and service										
0	1	2	3	4	5	6	7	8	9	10
11. Gas and electric quality										
0	1	2	3	4	5	6	7	8	9	10
12. Fire department service										
0	1	2	3	4	5	6	7	8	9	10
13. Police department service										
0	1	2	3	4	5	6	7	8	9	10
14. Ambulance/emergency medical services										
0	1	2	3	4	5	6	7	8	9	10
15. Availability of general health care										
0	1	2	3	4	5	6	7	8	9	10
16. Quality of elementary school										
0	1	2	3	4	5	6	7	8	9	10
17. Quality of middle school and high school										
0	1	2	3	4	5	6	7	8	9	10
18. Quality of recreational programs										
0	1	2	3	4	5	6	7	8	9	10
19. Quantity of recreational programs										
0	1	2	3	4	5	6	7	8	9	10

carried out again until
sses, opportunities, and

X:

mattox:


X:

PART I

An Introduction to the SWOT analysis process:

A SWOT analysis is an integral part of a town's strategic planning process because it provides a good all-around view of the town's current and future situation. The strengths (S) and weaknesses (W) sections provide a look at the town's current position and usually influence the objectives. These objectives will in turn lead to immediate strategies to achieve them.

The opportunities (O) and threats (T) sections help project future possibilities and challenges going forward. The opportunities and threats generally help shape the vision for the town as well as the goals to obtain that vision. Each of these four sections has specific advantages to the overall analysis.



Community Survey

We need your input! Your responses to this survey will be used in the Town's first comprehensive planning process—the process that will drive changes in the Town of Appomattox for the next 20 years.

Are you dissatisfied with a public service provided by the Town? Do you think there should be more public parks, sidewalks, or bike trails in the Town? What could help the Town build its rural character and small town charm? Now is the time to make your voice heard.

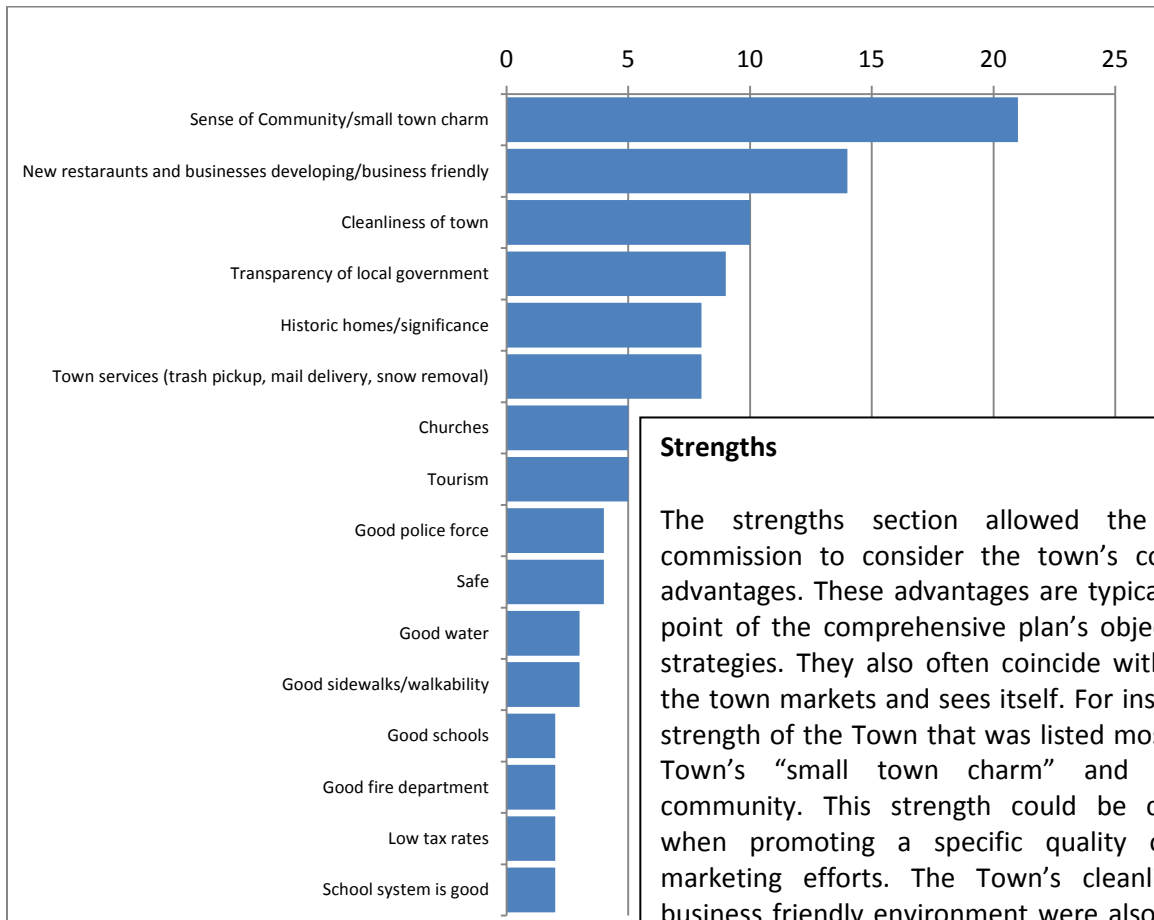
Your input is crucial to this comprehensive planning process since it won't be carried out again until 2020! Please take about 10 minutes to inform us of the strengths, weaknesses, opportunities, and threats you see in the Town of Appomattox.

Strengths, Weaknesses, Opportunities, and Threats Survey

1. Please list two strengths you currently see in the Town of Appomattox:
 - a.
 - b.
2. Please list two weaknesses you currently see in the Town of Appomattox:
 - a.
 - b.
3. Please list two opportunities you see for the future of the Town of Appomattox:
 - a.
 - b.
4. Please list two threats you see for the future of the Town of Appomattox:
 - a.
 - b.

Additional Comments:

Strengths:



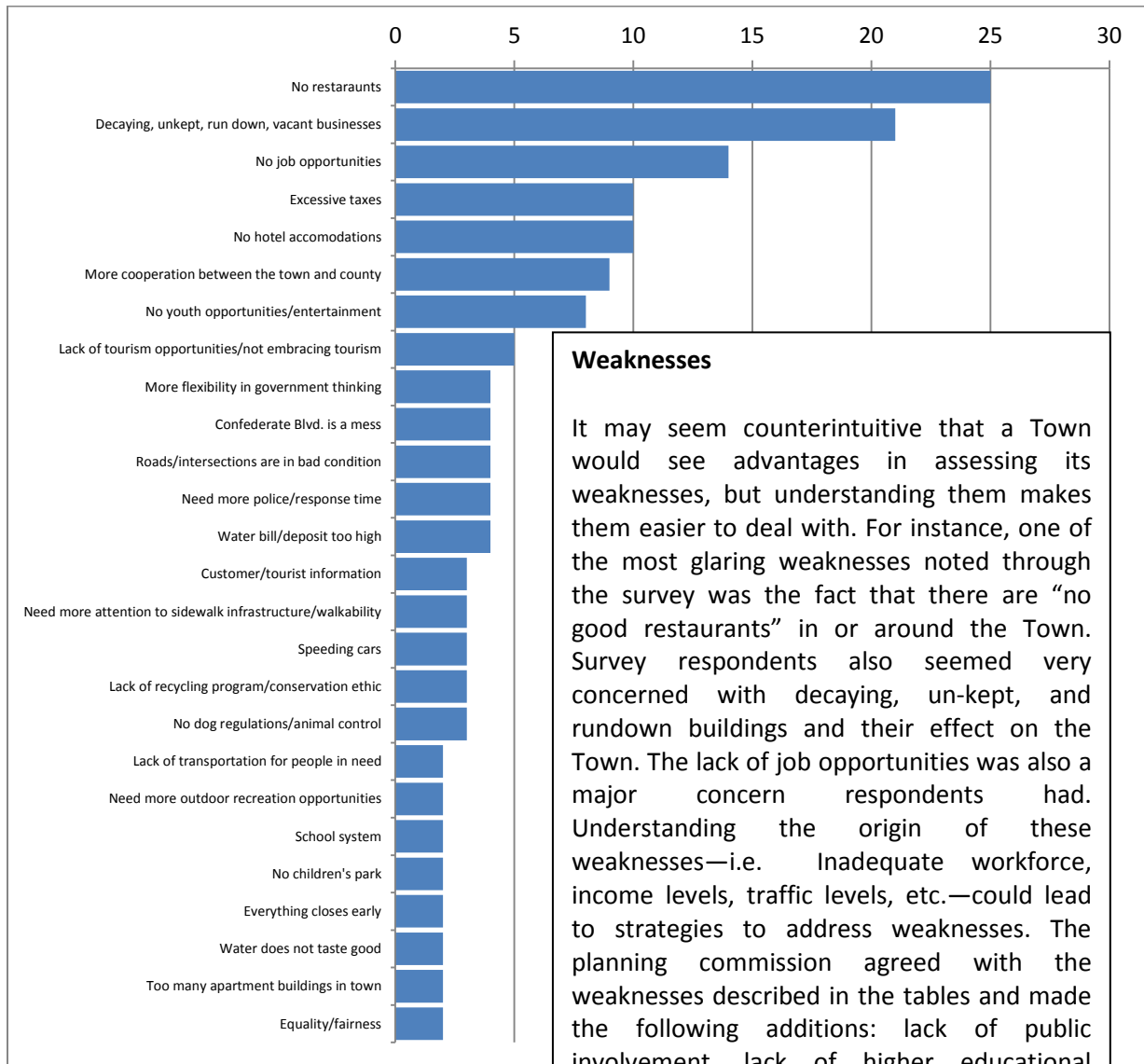
Strengths

The strengths section allowed the planning commission to consider the town's competitive advantages. These advantages are typically a focal point of the comprehensive plan's objectives and strategies. They also often coincide with the way the town markets and sees itself. For instance, the strength of the Town that was listed most was the Town's "small town charm" and sense of community. This strength could be considered when promoting a specific quality of life in marketing efforts. The Town's cleanliness and business friendly environment were also strengths that could be used when distinguishing the Town and giving it a unique flavor. The planning commission agreed with the strengths listed and added the following to be considered as strengths: continuing with the efforts of the ROSE program, potential to apply for façade improvement grants from DHCD, and the continuing beatification efforts that are taking place on Main St. and around the town.

Other Strengths (1 Vote each):

Hometown Businesses
Near geographic center of the state
Rose Project
Jeff Elder
Ability to grow
Good parks
Quiet
Railroad festival
Emergency management system is good
Appomattox Courthouse Theater
Community activities such as railroad days and christmas parade
Talented individuals trying to help their community grow

Weaknesses:



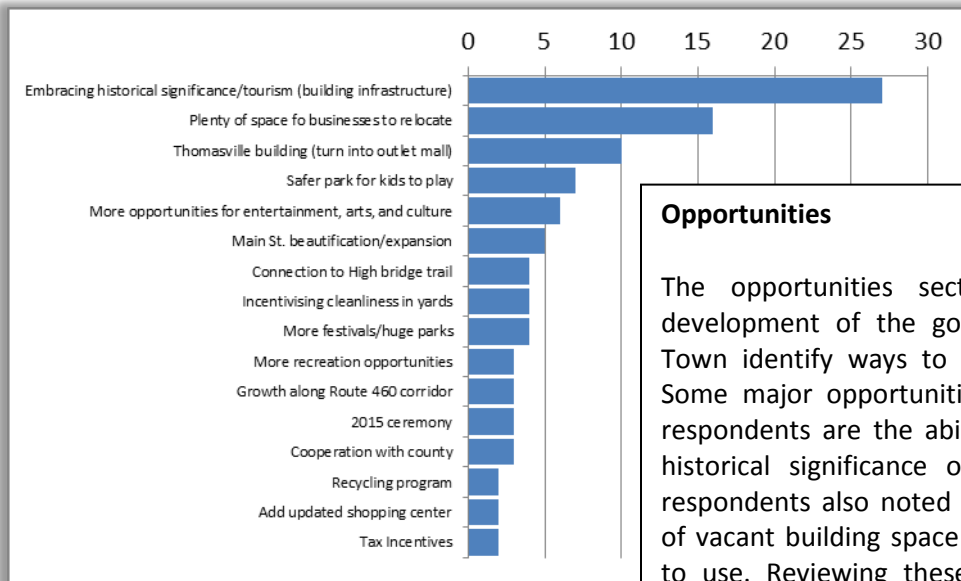
Weaknesses

It may seem counterintuitive that a Town would see advantages in assessing its weaknesses, but understanding them makes them easier to deal with. For instance, one of the most glaring weaknesses noted through the survey was the fact that there are “no good restaurants” in or around the Town. Survey respondents also seemed very concerned with decaying, un-kept, and rundown buildings and their effect on the Town. The lack of job opportunities was also a major concern respondents had. Understanding the origin of these weaknesses—i.e. Inadequate workforce, income levels, traffic levels, etc.—could lead to strategies to address weaknesses. The planning commission agreed with the weaknesses described in the tables and made the following additions: lack of public involvement, lack of higher educational attainment, lack of desire for change, and town minimum water bill are all additional weaknesses.

Other Weaknesses (1 Vote Each)

Town park is in bad location
Lack of housing for elderly and low income
No conference/event center
Wasting tax money
Too many trees cut down
Train Tracks
Lots too small on new North Ave. for homes
Not enough doctors/family practices
Sewer rate is too high
Walmart is killing this town, businesses can't compete
Limited ability to attract new industry
Lack of health care options
Too many people on welfare
Division among town council members
Lack of historic district

Opportunities:



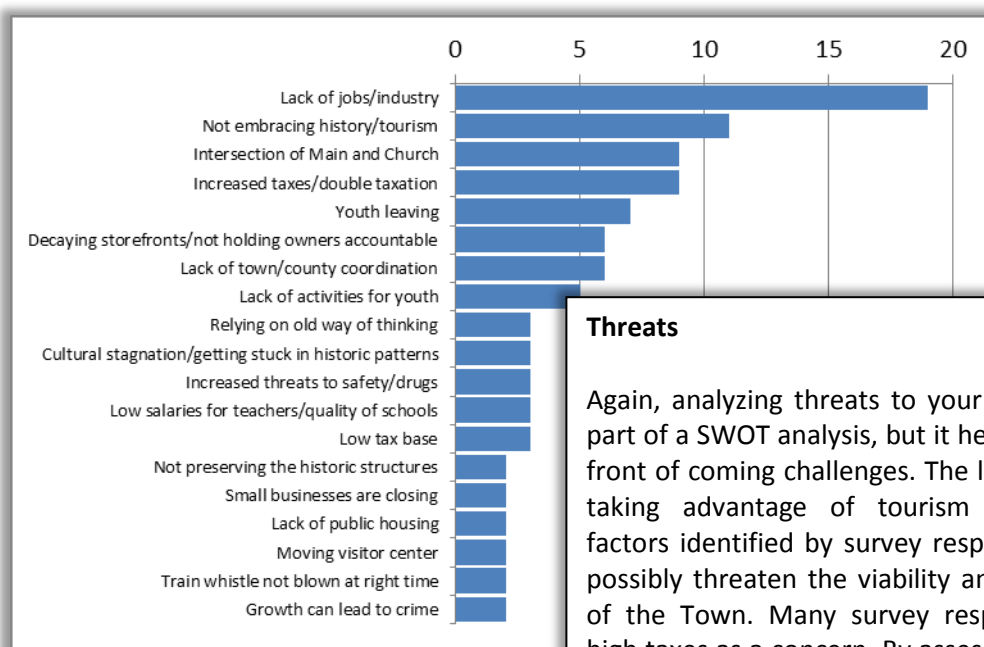
Opportunities

The opportunities section is critical to development of the goals as it helps the Town identify ways to improve and grow. Some major opportunities listed by survey respondents are the ability to embrace the historical significance of the town. Many respondents also noted that there is plenty of vacant building space for new businesses to use. Reviewing these opportunities will help the Town take advantage of emerging markets—i.e. the retired population, the rising population of those seeking a small town lifestyle—that the Town has strengths to match. The planning commission was in agreement with the opportunities listed in this section with the following additions: Continuation of beautification efforts along Church St. and the potential for economic growth around a potential Roundabout at intersection of Confederate and Old Courthouse Rd, marketing efforts for real estate agents based on favorable commuting travel times for Town residency,

Other Opportunities (1 Vote each):

Transit system
Tax alcoholic beverages
Incentives for young citizens to remain in town
Expansion of CVCC
Farmers market
More public participation
People want to stay and work local
Improving walkability of the community
Become attractive as a retirement location
One free water bill per year
Enforcing speed limit to increase funding
Downtown mural--citizen interested in doing this
Electronic billing for water and sewage
Make Main St. a pedestrian mall
Home health care opportunities
Dollar store--a great step in the right direction
Bring in something like "Birch Creek" in Danville
Improve schools to bring in new people.

Threats:



Threats

Again, analyzing threats to your Town is not a fun part of a SWOT analysis, but it helps the Town get in front of coming challenges. The lack of jobs and not taking advantage of tourism opportunities are factors identified by survey respondents that could possibly threaten the viability and ongoing stability of the Town. Many survey respondents also saw high taxes as a concern. By assessing these risks and challenges, Town officials can better prepare and set goals on how to respond from a strategic standpoint.

Other Threats (1 Vote each):

Unplanned development
Public schools will become overrun if development persists
More fast food restaurants and gas stations
Spreading the town's funds too thin
Limited public input opportunities
New gardens will become blighted
Cigarette tax will hurt small stores
Lack of recreation
Lack of parking downtown
Yankee invasion
Town council is anti-business
Lack of ability to maintain current infrastructure
Transportation/road improvements
Emergency services stretched too thin
Boring businesses downtown
Not having nursing home to assist failing elderly
Not enough medical help

PART II

The following instructions were given to participants for part 2 of the survey:

“On a scale of 1 to 10, with 1 being “Very Satisfied” and 10 being “Very dissatisfied”, please indicate your level of satisfaction with the services in your community by circling the corresponding number. If you do not know your opinion, leave it blank. Feel free to make additional comments at the end of this section:”

The responses from Part II were meant to point out any glaring defects in the Town’s current service and facility structure. Fire and police service ranked the highest, where Quality and quantity of recreational programs ranked the lowest by respondent satisfaction. The average satisfaction scores are listed in the table below and the complete results are located in the following pages.

Instructions: On a scale of 1 to 10, with 1 being “Very Satisfied” and 10 being “Very dissatisfied”, please indicate your level of satisfaction with the services in your community by circling the corresponding number. If you do not know your opinion, leave it blank. Feel free to make additional comments at the end of this section:											Average
Very Satisfied			Neutral				Very Dissatisfied				
0	1	2	3	4	5	6	7	8	9	10	
5. Condition of city streets											4.69
6. Availability of community sidewalks											5.18
7. Quality of parks											5.35
8. Accessibility to parks											4.97
9. Water quality and service											4.80
10. Sewer quality and service											4.59
11. Gas and electric quality											4.09
12. Fire department service											3.47
13. Police department service											3.94
14. Ambulance/emergency medical services											4.75
15. Availability of general health care											5.08
16. Quality of elementary school											4.48
17. Quality of middle school and high school											5.03
18. Quality of recreational programs											5.65
19. Quantity of recreational programs											5.64

Appendix VI. Capital Improvement Program

TOWN OF APPOMATTOX General CAPITAL IMPROVEMENTS PLAN BY DEPARTMENT FY2015-FY2019								
CATEGORY	DESCRIPTION	FY2015	FY2016	FY2017	FY2018	FY2019	BEYOND Program Period	TOTAL
EQUIPMENT	Replace Dodge 3/4 ton pickup with new model			\$36,600				\$36,600
PUBLIC BUILDINGS	Replace roof on Town Shop			\$25,100				\$25,100
PUBLIC BUILDINGS	Town Office-Flooring/Painting	\$30,000						\$30,000
RECREATION	Replace pavilion at Kiddie park		\$29,650					\$29,650
RECREATION	Kiddie Park, install Picnic table, Rec. equipment		\$60,000					\$60,000
STREETS	Slurry streets -Commerce & Lucy			\$9,800				\$9,800
STREETS	Slurry streets, Burke and Lee Grant Ave.			\$18,900				\$18,900
STREETS	Slurry Town Parking, Library Parking, paint lines	\$30,000						\$30,000
GRAND TOTALS		\$60,000	\$89,650	\$90,400	\$0	\$0	\$0	\$240,050

TOWN OF APPOMATTOX Water CAPITAL IMPROVEMENTS PLAN BY DEPARTMENT FY2015-FY2019								
CATEGORY	DESCRIPTION	FY2015	FY2016	FY2017	FY2018	FY2019	BEYOND PROGRAM PERIOD	TOTAL
DISTRIBUTION LINE	Confederate Blvd.-increase line to 8 inch						\$150,000	\$150,000
DISTRIBUTION LINE	Court St: Morton to Main St.-replace 650 ft of water line						\$200,000	\$200,000
DISTRIBUTION LINE	Lee Grant Ave. from Court St. to Church St.						\$92,000	\$92,000
DISTRIBUTION LINE	Highland Avenue replace 4 inch line to 8 inch						\$101,100	\$101,100
DISTRIBUTION LINE	Rose Lane to Print Press Drive, upgrade to 6 inch line						\$151,700	\$151,700
DISTRIBUTION LINE	Church St: Patricia Anne Ln to Booth Dr. Increase line to 8 inch						\$700,000	\$700,000
DISTRIBUTION LINE	Cawthorne St.-Change line from 1" to 2"			\$60,500				\$60,500
DISTRIBUTION LINE	Lee Street-Replace 4 inch line with 6 inch water line						\$53,200	\$53,200
EQUIPMENT	Recondition & repaint 100,000 G Tank					\$102,900		\$102,900
EQUIPMENT	Recondition & repaint 1 Mil G Tank				\$140,000	\$180,000		\$320,000
GRAND TOTALS		\$ -	\$ -	\$200,500	\$180,000	\$102,900	\$1,448,000	\$1,931,400

TOWN OF APPOMATTOX Wastewater CAPITAL IMPROVEMENTS PLAN BY DEPARTMENT FY2015-FY2019								
CATEGORY	DESCRIPTION	FY2015	FY2016	FY2017	FY2018	FY2019	BEYOND PROGRAM PERIOD	TOTAL
COLLECTOR LINE	Plant to Oakleigh, replace 6" line				\$24,300			\$24,300
FACILITIES	Construct new Pump Station at TFP			\$2,000,000				\$2,000,000
FACILITIES	Upgrade SBR			\$2,000,000				\$2,000,000
FACILITIES	Paint Interior & Exterior of SBR		\$31,000					\$31,000
FACILITIES	I & I Project		\$1,700,000					\$1,700,000
INTERCEPTOR LINE	10" Sewer line/DQ to SBR						\$4,000,000	\$4,000,000
INTERCEPTOR LINE	Fleshman St- 8 " to 12 " line						\$73,300	\$73,300
INTERCEPTOR LINE	Oakleigh to Lucy St/ 8" to 12 "						\$60,400	\$60,400
STREETS	Seal driveway at SBR				\$10,300			\$10,300
GRAND TOTALS		\$0	\$1,731,000	\$4,000,000	\$34,600	\$0	\$4,133,700	\$9,899,300