



## **June 26th Agenda**

### **Planning Committee Meeting**

**Update on Community Meeting Flyer distribution**

**Review Citizen Concerns of the Plan**

**Review requested updates to Future Land Use Map**

- **Review updated descriptions of each area**

**Review Updated Transportation Map and Natural Resource Section changes**

**Review Updated Introduction section**

**Discuss Goals, Policies, and Objectives section**

**Set up the next work session for July**

## Amelia County

### Distribution Locations for Community Meeting Flyers

#### Distributed:

- County Administration Office
- James L Hamner Public Library
- Amelia County
- Chula Junction
- Chula Gas Station
- Dollar General Amelia
- Creative Nails and Spa
- Tobacco Hub
- Amelia Golf and Country Club
- Jim's Auto Parts
- Southern States
- SavMore Convenience Store
- Fringe Hair Salon
- Hope Thrift Store
- Amelia Springs Convenience Store
- Dollar General Jetersville
- Elliott's Country Store
- Amelia Bovine Vet Clinic
- Sydnors

#### Will Distribute on 6/26/25:

- Dogged State Diner
- Eazy's Kitchen and Bar
- El Paso Mexican Restaurant
- Poultry Services, Inc.
- Tom's Meat and Produce
- Virginia Cooperative Extension Office
- Mario's
- Southern Dominion Health
- Head Start
- Amelia Village Vet
- Countryside Vet

- Amelia Physical Therapy
- Amelia Family Dentistry
- Mueller Dentistry

2025 Amelia County Comprehensive Plan Update  
*Selected Observations by Michael Whitaker*

1 June 2025

General Considerations:

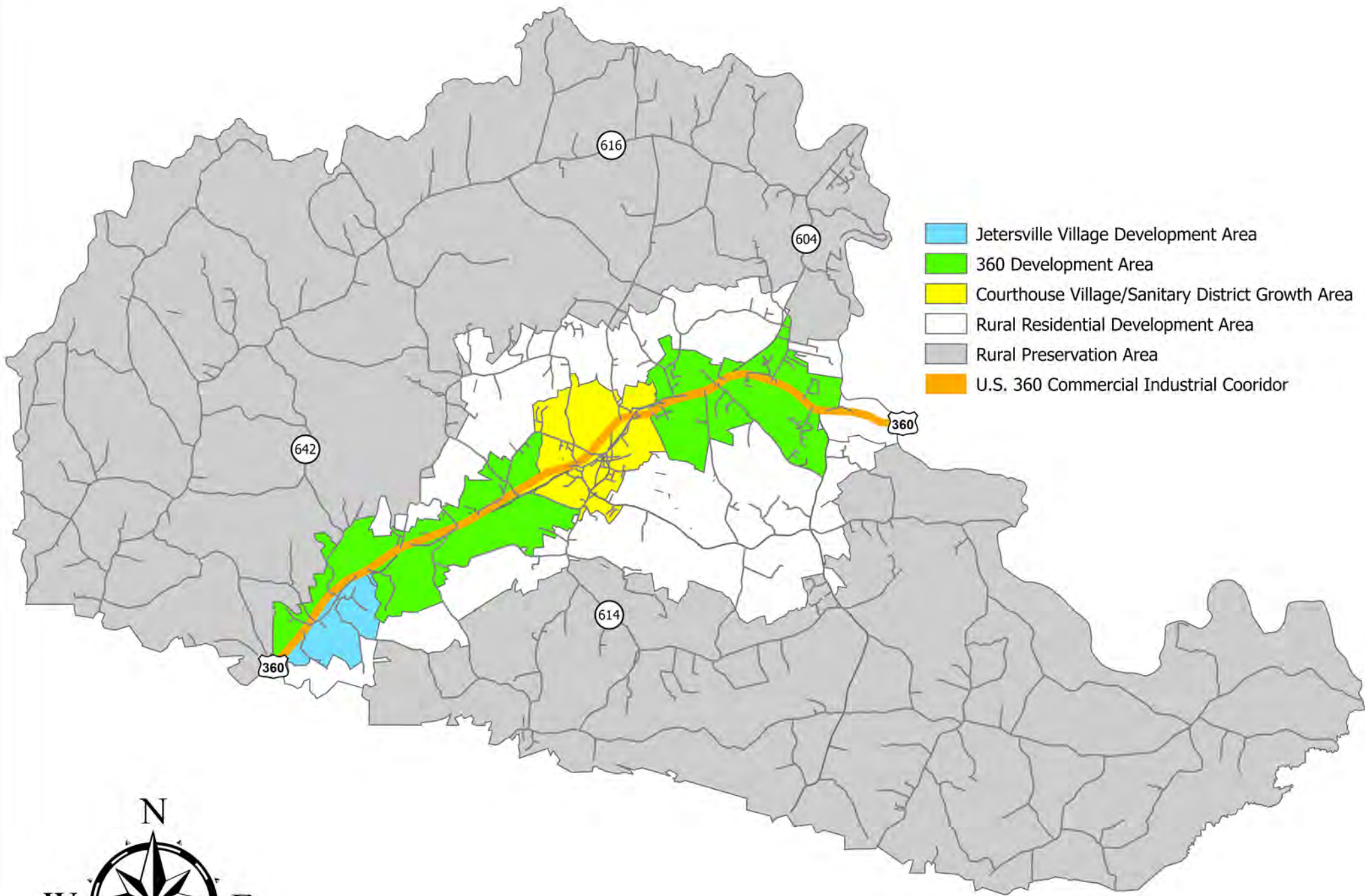
- Should the plan include an “external perspective” section that puts Amelia County development into context, not so much with adjacent counties, as with the Richmond Metropolitan Statistical Area (to which we were added in 2007), itself part of the massive (and massively wealthy) Richmond-Washington-Baltimore economic development region? This would be a nod to willingness to participate in larger regional development groups, and seems to me as relevant as, or more so than, county development in conjunction with the Commonwealth Regional Council’s outlook for the Virginia Heartland or traditional Southside Virginia. The Virginia capital region and Virginia Heartland are apt to merge in the longer term, with Amelia aspiring to remain rural and agrarian in the middle. Development patterns in places like Scotland and England show that rural-urban interfaces can be done, but it will take foresight, prior planning, and cooperating with other like-minded counties, in conjunction with larger political and bureaucratic entities.

Transportation:

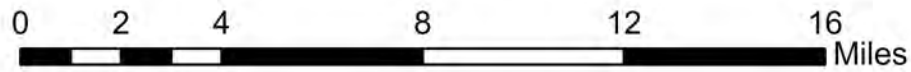
- For comprehensiveness of outlook, should the plan include recognition of the generally static transportation features of the Norfolk & Southern Railway line, the hazardous liquid pipeline that transverses Amelia County across Terrapin Neck, past and existing airfields, major electrical transmission lines, cell tower networks, and other relatively unchangeable lines of communications?
- Bicycle Route 1 is an interstate bike way with future tourism potential. Very long term plans envisage adjacent walkable “greenways”. It is important to keep this in mind for long term county development, either on existing (and presumably widened-to-accommodate) roadways, or for separate, road-parallel, paths similar to Bike Route 76 along VA-5 between Richmond and Williamsburg.
- Appomattox River Blue Ways: Be advised that from the Prince Edward-Amelia County line along the Appomattox River to the Lake Chesdin Dam, no one has established a blue way organization to preserve and advocate for that stretch of river with its key historic tributaries, Deep and Flat Creeks. In addition to old mill sites, the Appomattox in Amelia at one time incorporated locks and weirs, part of one of our nation’s first public navigation improvement program. Both Flat Creek and Deep Creek also briefly used dykes and other improvements to ensure navigable waters for scores of miles inland. The Tabb family of Clay Hill could send and receive wares from Haw Branch to Liverpool via bateaux and ocean-going vessels east of Hopewell. Volunteer blue way organizations for the Appomattox exist in Farmville and Petersburg.

Natural Resources:

- Maps with the Amelia-Powhatan Wildlife Reserve used to show a small (3-5 acre) parcel of woods off Route 604 across from the southwestern-most tract of Oaks Springs as part of the reserve. This is Larry Johnson’s land between Maria Whitaker’s front field and her long field on 604 that we call “Crawford’s.” In fact, it once was posted with Virginia Wildlife Dept. markers. Was it ever formally extracted from the reserve?



- Jetersville Village Development Area
- 360 Development Area
- Courthouse Village/Sanitary District Growth Area
- Rural Residential Development Area
- Rural Preservation Area
- U.S. 360 Commercial Industrial Corridor



## Comp. Plan FLU Designation Descriptions (DRAFT)

### **Jetersville Village Development Area**

Description: The Jetersville Village Development area is historically recognized. Primarily a residential area with some public and semi-public facilities that serves the community.

Primary Land Uses: single-family residential, public and semi-public uses that serve the community

Development Guidelines:

1. Locations where existing agricultural uses and activities are present
2. Low Density single-family residential generally averaging one unit per acre.
3. Limited Commercial operations that serve the local, rural community. These operations include personal services and retail convenience stores.
4. The designated boundary should follow physical and topographic reference points.
5. Planning should not anticipate future public water and sewer service to the village.
6. Existing uses should be respected and protected.
7. Underperforming non-residential uses should be encouraged to rehabilitate.
8. Enterprise uses are encouraged at the most westerly and easterly Rt. 360/671 intersections.
9. Commercial uses are encouraged at the central Rt. 360/642 village gateway access point.
10. Future residential infill should be developed at densities of approximately 1 unit per acre.

### **360 Development Area**

Description: Identified as a targeted development area for new development.

Primary Land Uses: commercial and light industrial, scattered residential

Development Guidelines:

1. Promote well-planned, mixed-density land uses at each crossroads location.
2. Discourage scattered commercial and residential development.
3. Respect existing commercial and industrial land uses; encourage quality expansions.
4. Explore long-term potential of expanding sanitary district growth area to provide utilities to the 360 development area
5. Establish access plans and transportation criteria for new developments.
6. Continue to enhance Route 360 Corridor zoning overlay

### **Courthouse Village/Sanitary District Growth Area**

Description: The Courthouse Village and Sanitary District Growth area is served by public utilities. This area is the location of many of the local government facilities including the schools, courthouse, and County administration building. This growth area also is the location for many retail shops and restaurants. The courthouse village also has several single-family homes.

Primary Land Uses: retail, mixed use, single-family, multi-family

Development Guidelines:

1. Emphasize suburban residential development with attractive neighborhoods
2. Respect the historic and cultural importance of the Courthouse area.
3. Respect the character and scale of the existing mixed retail and services uses.
4. Encourage in-fill development within Courthouse residential areas of both affordable and upper market housing units of various types and sizes.
5. Provide for densities in the range of 4 units/acre (single family) to 12+ units/ac (multi-family).
6. Increase Awareness of the Village Area from Route 360.
7. Require public utilities and urban infrastructure for future developments.
8. Limit the location of future school and public facilities to the Courthouse area.
9. Promote diverse housing types with a mix of single family detached, single family attached, two family, and multi-family residential units

### **Rural Residential Development Area**

Description: This residential development area would allow for low density residential and compatible nonresidential uses in rural areas where agricultural is not the predominant use.

Primary Land Uses: single family homes

Development Guidelines:

1. Establish density bonuses for well planned, agriculture sensitive cluster development.
2. Establish enhanced design and open space guidelines for cluster subdivisions.
3. Respect existing agricultural uses and encourage expansion.
4. Reclassify productive farms and selected rural portions to Rural Preservation Area
5. Encourage inter-parcel connectivity to decrease impacts on existing roads.
6. Discourage further residential road frontage development.
7. Establish stronger residential design standards; e.g. access, landscape and buffer plans.
8. Require combined entrances for residential lots that qualify for road frontage location.
9. Establish a long-range transportation plan for the planning area.

### **Rural Preservation Area**

Description: Majority of the County is categorized by this description. Mostly undeveloped.

Primary Land Uses: farming, forestry, small scale agricultural and forestry related businesses, public or semi-public uses that serve the community, low density single-family residential development, residential cluster development consisting of both residential and conservation areas.

Development Guidelines:

1. Development in rural preservation areas should primarily consist of farmland, conservation zones, or other environmentally sensitive lands, with scattered housing.
2. Public water and sewer service is unplanned.
3. Residential density in this area cannot exceed a density of 1 per unit per 5 acres by-right or generally not greater than 1 unit per 3 acres with an approved rezoning.
4. Promote existing farming, agricultural industry and companion land uses to include, but not limited to, utility scale solar energy systems or other like "green" energy generation systems
5. Establish density bonuses for well planned, agriculture sensitive cluster development.
6. Establish enhanced design and open space guidelines for cluster subdivisions.
7. Promote and develop incentives for the establishment of conservation easements.

### **U.S. 360 Development Commercial Industrial Corridor**

Description: Located along the Route 360 Corridor and is identified as the location for current and future development for commercial and industrial businesses.

Primary Land Uses: retail shopping, personal service uses, medical and office uses, and industry

Development Guidelines:

1. Identify key industrial development areas accessible from Rt. 360 corridor.
2. Discourage scattered industrial development outside of the designated area.
3. Promote compact, high-density development, with efficient use of available land.
4. Place land use emphasis on clean industry.
5. Encourage the use of access roads to locate numerous businesses and limit obstruction of Route 360 Traffic.
6. Establish traffic and transportation criteria for new development.
7. Require public facilities and urban infrastructure for future development.
8. Encourage landscape and buffer plans as outlined in the Route 360 Development Area
9. Concentrate heavy Industrial use to the Industrial Park

\*notes:

- Light Industrial: low-impact manufacturing and assembly, large-scale storage, distribution, and warehousing facilities. Usually characterized as having little to no environmental impact on surrounding properties
- Heavy Industrial: manufacturing, processing, salvage activities that typically have significant environmental impacts (noise, odor, vibration, etc.) on surrounding properties.



# Transportation

2025 - 2030 Draft Comprehensive Plan

## Introduction

As Amelia County grows in the future, whether that growth is sudden or slow and steady over many years, transportation to and from homes, businesses, shops, and points of interest must be provided safely and efficiently. This Comprehensive Plan recommends that future County development take place largely in those areas near Amelia Courthouse. The availability of existing transportation facilities is one of many facets to this land use recommendation. Given the complex nature of transportation projects, as well as the costs of road building, future road improvements will be few in Amelia County, whether implemented by public authorities or by private sector land developers.

When future road improvements do occur, they may be implemented by either the public or private sectors. Public sector projects are initiated when traffic conditions, such as roadway deterioration, congestion or safety, warrant the need, and as funding becomes available. A shortage of public funds to meet all future transportation needs should be anticipated. On the other hand, private sector improvements should be provided in conjunction with development based upon the impact of the project. The local planning, zoning, and subdivision process is responsible for guiding the nature and extent of private improvements.

With the update of the Comprehensive Plan, the transportation plan responds to future access and circulation requirements generated by anticipated growth. For transportation planning purposes, the land use projections incorporated into the Future Land Use Plan were employed. Growth projections for the 2016-2036 period and a county build-out condition were considered in development of the plan. The Future Land Use Plan does not anticipate build-out during the lifecycle of this Comprehensive Plan, nor can it be predicted with any level of certainty. However, evaluation of a build-out scenario will give Amelia the best look at its long-term transportation and growth future.

# County Roads

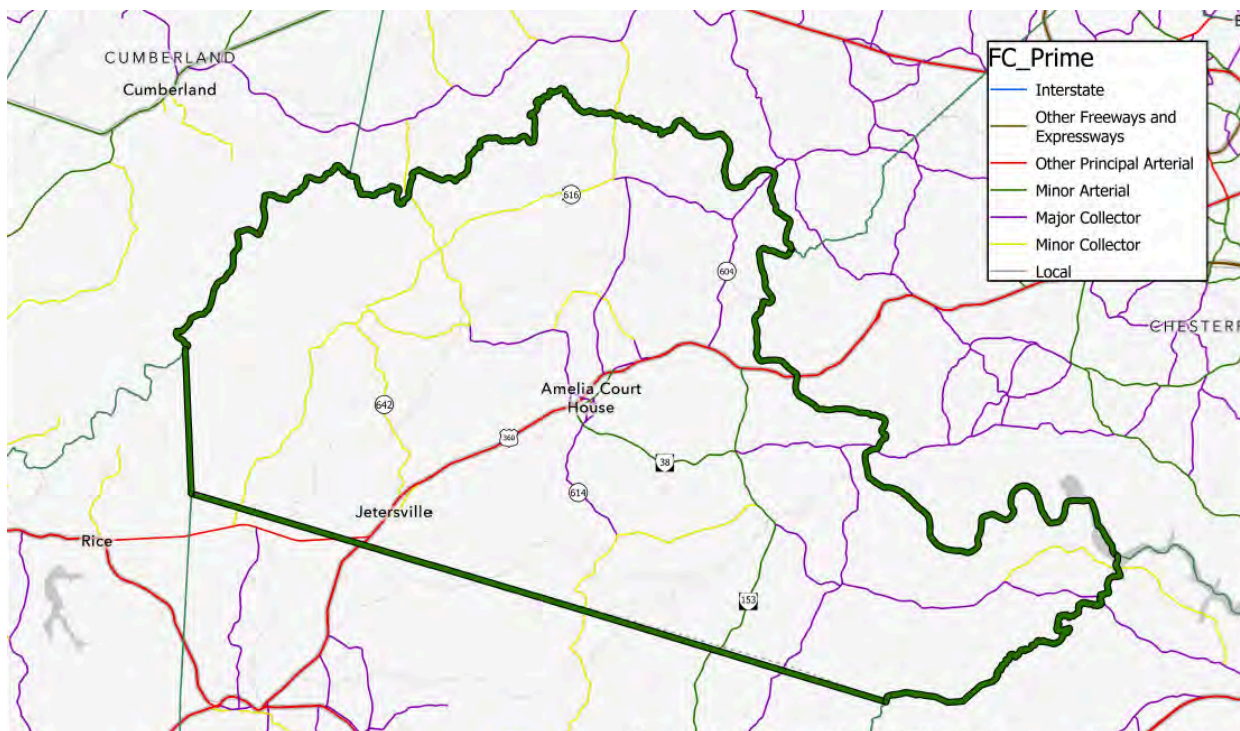
The Virginia Department of Transportation (VDOT) classifies roads and streets into several categories according to the character of service they are intended to provide, some carrying through traffic at high volume and speed, and others providing low speed access to properties. Traffic volumes and trip type (local or regional) are used to establish classification, and thus establish proper design parameters for the facility. The right of way necessary to accommodate the lanes of pavement for each road classification is established for new roads. For existing roads and streets, additional right of way width for each classification may be needed for utility relocations, environmental mitigation, grade changes, turn lanes, intersection improvements, transit, and bicycle and pedestrian facilities.

The functional classification of Amelia County's roads and streets is divided into five basic categories, identified as:

1. **Principal (Major) Arterials**
2. **Minor Arterials**
3. **Major Collectors**
4. **Minor Collectors**
5. Local (State) Roads and Streets

The map below illustrates the County's road system as currently designated along with 2015 average daily traffic volumes as recorded by the Virginia Department of Transportation.

Functional Classification of Amelia County and Surrounding Counties



Source: VDOT, Map created by Commonwealth Regional Council, December 2024

1. **Principal (Major) Arterials**

Route 360 is the County's most important principal (also referred to as major) arterial. In theory, its function is to provide mostly through movement of statewide and regional traffic. In practice, it does many jobs, serving long-distance routes across state, commuting routes to Richmond and Farmville, or short local trips for Amelia residents.

Route 360 currently carries 18,000 vehicles per day (VPD) at the east county line and 14,000 VPD at the south/west county line where some traffic splits off onto Route 307 (also a principal arterial). Relative to Route 360 traffic in Chesterfield County, Amelia's segment of the corridor provides excellent capacity and service levels, and will continue to be the County's major route as growth and development find their way to Amelia.

## 2. Minor Arterials

Minor arterial serve to distribute traffic between lower classification roads and Principal Arterials. These routes serve trips of moderate length, serve geographic areas that are smaller than their Principal Arterial counterparts and offer connectivity to the higher Arterial system.

While they have relatively low traffic volumes and relatively narrow rural designs, Five Forks Road and Military Road are assigned Minor Arterial designations because they make important cross-county connections. Goode's Bridge Road is also a Minor Arterial, serving as Amelia Courthouse's Main Street and connecting the village to Route 360. While these roads carry relatively minor traffic burdens, these routes make connections that are essential to the flow of traffic around the County.

## 3. Collectors

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. While Collectors are broken down into two categories: Major Collectors and Minor Collectors, the differences between the two are very subtle.

- **Major** - Amelia's Major Collectors currently carry only limited traffic volumes. The volume on Dennisville Road, for example, was only 1,900 in 2024. Chula Road carried somewhat higher volumes, 3,800 VPD, while also serving minor levels of inter-county traffic. None of the traffic on the County's remaining Major Collectors exceeded two thousand trips per day.
- **Minor** - Amelia's Minor Collectors carry under one thousand vehicles per day, Genito Road, west of Royalton Road is classified as a minor collector. Similarly, Amelia Springs Road, Clementown Road, and Little Patrick Road carry 980, 760, 830 vehicles per day respectively. The County's Collectors have geometric characteristics that will limit their ultimate carrying capacity and function if the rural and agricultural areas of the County fully develop to their current zoned densities.

## 4. Local Roads and Streets

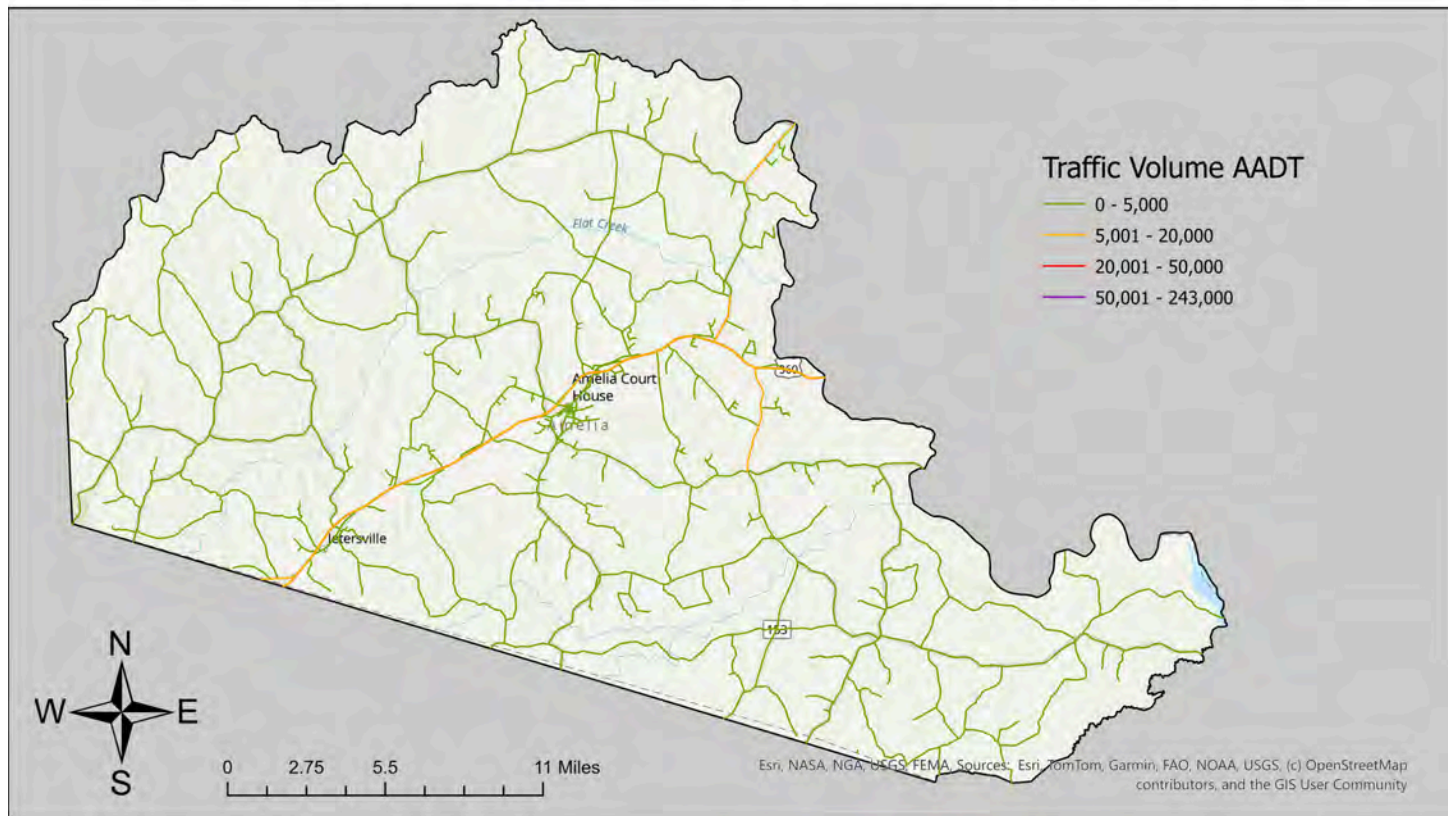
Local Roads and Streets comprise the largest percentage of Amelia's roadways in terms of mileage. In practice, Local Roads and Streets are not intended for use in long distance travel. In rural areas, local roads serve primarily to provide direct access to adjacent land and within existing and new subdivisions. Local Roads provide service limited to travel over relatively short distance as compared to collectors or other higher systems. All facilities not classified on one of the higher systems in rural areas in the County are classified as Local Roads.

Historically, desirable alignments for new local roads are not identified on the State's Thoroughfare Plan, leaving the planning of such roads local government. As the County seeks to implement its Development Service Areas for the purpose of new County growth, there is a priority on developing new local roads to serve the designated areas. Conversely, the County will need to take steps to protect country roads given their design and right of way shortcomings to absorb currently zoned residential densities.

### Unpaved Roads

An unpaved road is defined by VDOT as a road that does not have a permanent surface pavement. According to the Virginia Department of Transportation (VDOT), out of the 368 miles of roadway within the County 11.39 miles of this roadway is unpaved.

## Annual Average Daily Traffic (AADT) Volume in 2024



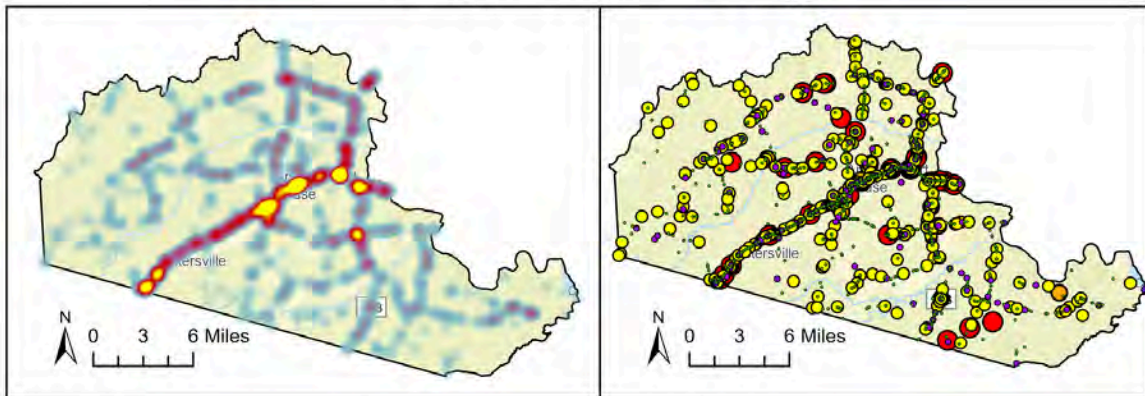
Source: VDOT, Map Created by: Commonwealth Regional Council, December 2024

# Vehicular Crashes

The figure below breaks out crash data for roads in Amelia County from 2015 through November 2024. This data is updated in VDOT TRANS portal monthly and is based on data provided by the Department of Motor Vehicle (DMV). There were 1,553 total crashes during this span. A large majority of crashes, around 57 percent, involved only property damage. 29 percent involved visible injuries. 10 percent involved severe injuries, and 1 percent involved fatalities.

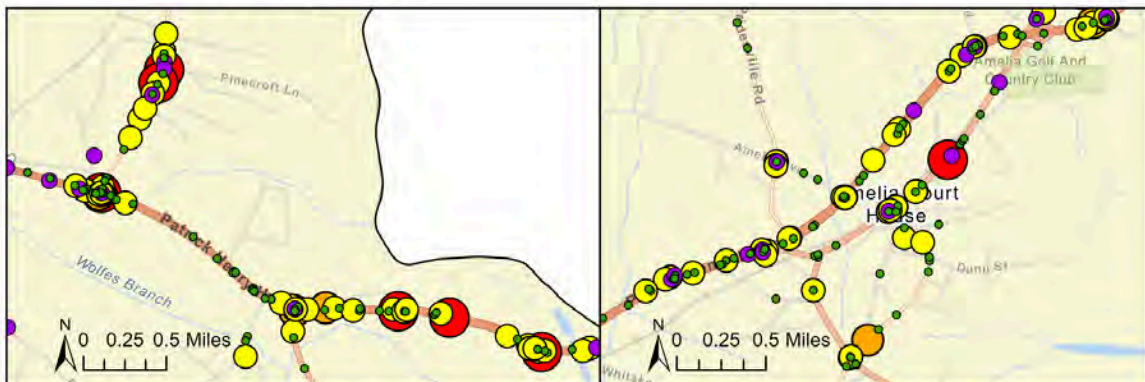
**Vehicular Crash by Severity Data for Amelia County, 2015- Nov. 2024**

## Crash Severity



### Chula

### Amelia Court House



### Crash Severity

### Goode's Bridge Rd Intersection



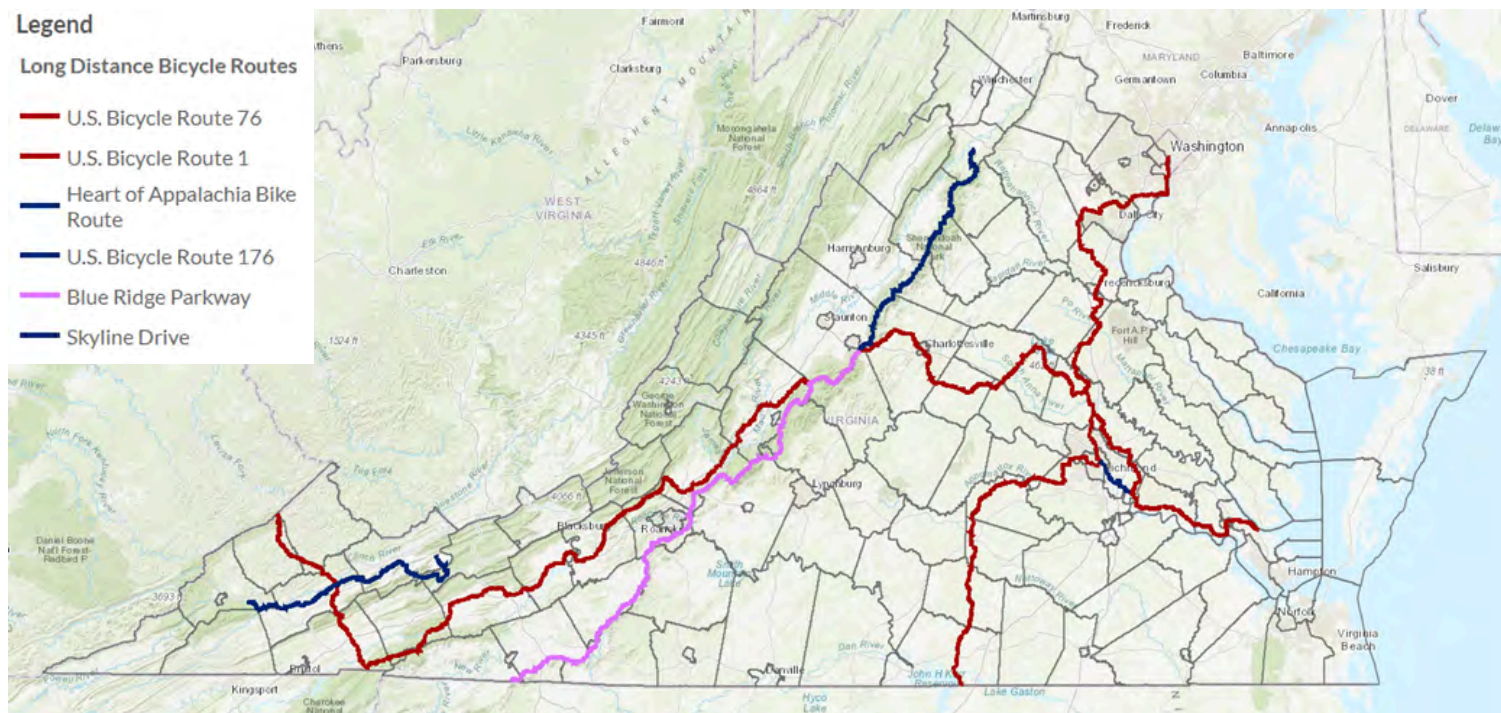
# Alternative Forms of Transportation

Bicycling and walking are fundamental travel modes and integral components of an efficient transportation network. Appropriate bicycle and pedestrian accommodations provide the public, including the disabled community, with access to the transportation network; connectivity with other modes of transportation; and independent mobility regardless of age, physical constraints, or income. Effective bicycle and pedestrian accommodations enhance the quality of life and benefit the environment. Bicycling and walking are successfully accommodated when travel by these modes is efficient, safe, and comfortable for the public.

## State of Virginia Bicycle Plan

The State of Virginia developed a state-wide bike plan in 2010 to provide a practical overview of biking in Virginia. This plan included the United States designated bicycle routes. US Bicycle Route 1 was established in 1982 and runs approximately 1,525 miles from Florida to Maine. A portion of the U.S. Bicycle Route 1 travels through Amelia County. While this is a national designated bike route, there is not a designated bicycle path along this route. The State of Virginia Bicycle Map is located below.

### State of Virginia Bicycle Plan



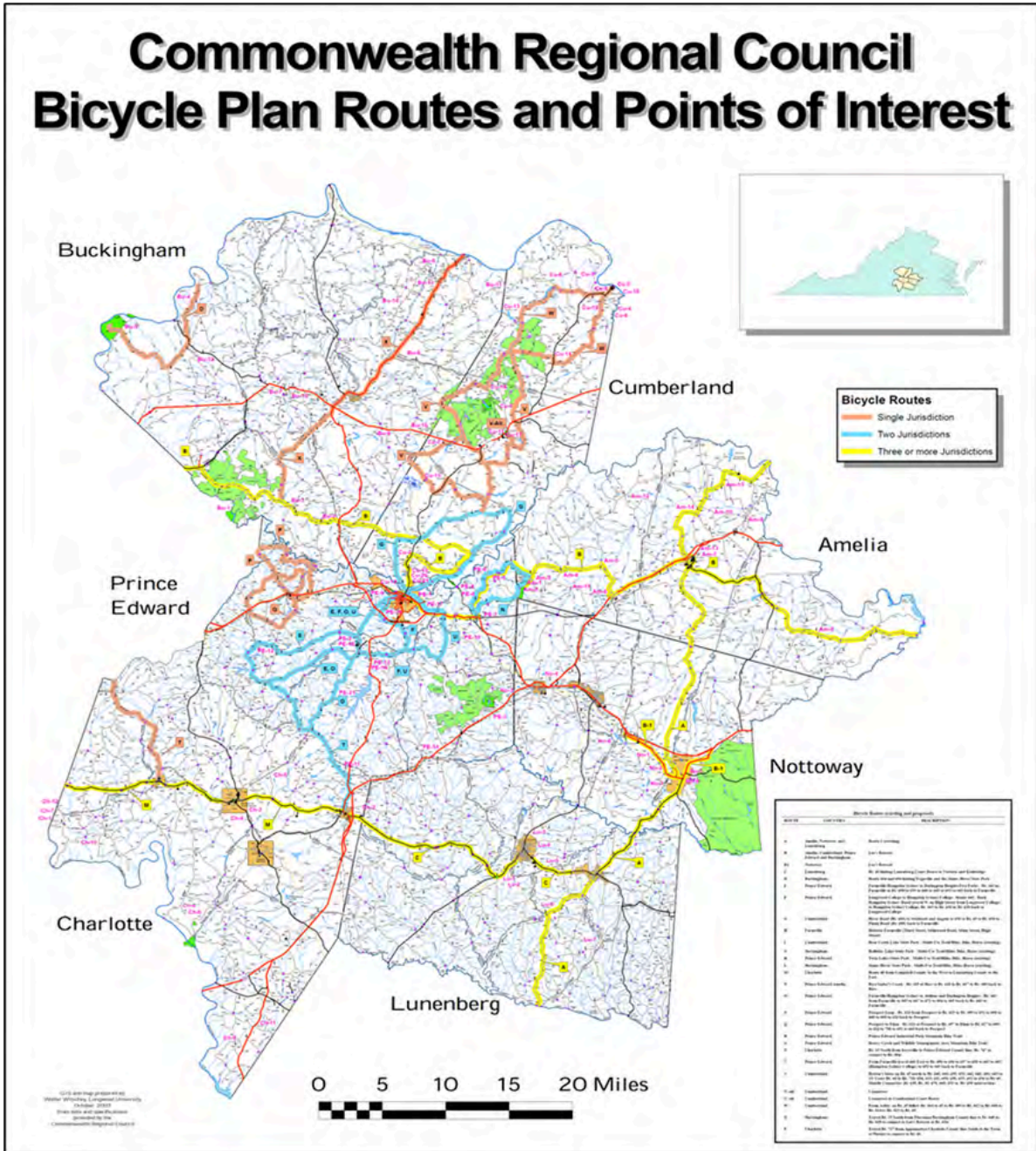
Source: VDOT, December 2024

## Regional Bicycle Plan

In June 2000, the Piedmont Planning District Commission (PPDC) prepared the Piedmont Regional Bicycle Plan in cooperation with the U.S. Department of Transportation, Federal Highway Administration and Virginia Department of Transportation. The FY 2002 Rural Transportation Planning Grant under the Rural Transportation Program funded the project. In order for any locality or region to be eligible for VDOT funding for highway projects, including bicycle facilities, the local

government participating must have an adopted bicycle plan. The Commonwealth Regional Council (formerly the PPDC) completed an update to the CRC Bicycle Plan in 2010. The Bicycle Plan identifies three (3) routes that go through Amelia County: Route A in yellow, which runs North to South through the Amelia Courthouse Village; and Route B is in yellow as well, which runs from east to west through the Amelia Courthouse Village. Route N that is blue runs from the Prince Edward Border to Sailor's Creek Battlefield State Park. See the map below.

### CRC Regional Bike Plan (2010 Update)



Source: CRC Regional Bike Plan, 2010

# A Plan for the Future

Conceptual traffic modeling reveals that the County's rural road system cannot accommodate high levels of residential growth in outlying areas. If anticipated future growth occurs predominately in the agricultural and rural areas, the capacity and safety of the road system will be compromised along with the continued deterioration of the County's agricultural industry. In response, this Comprehensive Plan recognizes four principles for future transportation planning in Amelia:

- (1) growth should be channeled to Amelia's Development Service Areas to relief pressure on the outlying areas,
- (2) adequate public infrastructure and facilities (schools, water sewer, roads) will be required to accommodate growth,
- (3) the capacity and function of Route 360 must be protected from uncoordinated development, and
- (4) the County should act now to reserve the proper alignments for future interconnectivity in the Development Service Areas.

The diagrams on the following pages provide a recommended transportation plan within the Development Service Areas, as well as a schematic diagram of streets recommended for the Development Service Areas. An alignment for new major and minor collectors is depicted along with recommendations for upgrading existing designated collector roads. Subsequent sections of this report address how these alignments can be preserved and implement.

## Smart Transportation Planning: Development Service Areas vs. Rural/Ag Area Development

A well-conceived transportation plan should respond to the land uses and densities adopted for the Future Land Use Plan. The plan should create a coordinated network that (1) limits the adverse traffic and land use impacts on the County's rural road system, and (2) reduces access demands from future development on Route 360 and existing secondary roads. These two goals are not mutually exclusive.

The major transportation objective for the Courthouse Village and other Development Service Areas should be to advance the alignment for an appropriately scaled, interconnected road system. A well planned system would reduce traffic originating within the Development Service Areas as well as promote the absorption and diversion of pass-by traffic that otherwise adversely impacts the Rt. 360 corridor and other minor collectors. Capacity preservation is the key for the rural and agricultural areas. Measures should be employed to offset the adverse traffic impacts created by the conventional status quo approach to rural residential lot development that has dominated development trends over the past 50 years.



## Traffic Projections

It is helpful for comparative purposes to evaluate the traffic volumes that could be generated by future development in Amelia County. The goal of this analysis is to demonstrate that properly located, concentrated, mixed-use development will result in lower traffic impacts on the County's existing road network. General studies of mixed use development have suggested that traffic can be reduced by as much as 40% by locating residential, employment, and other commercial uses together in compact arrangements, meaning that future residents of Amelia's development areas might be able to work and shop without commuting at all, only making short trips that don't impact outlying roads. This effect is known as internal capture. While this sort of development would add trips to Route 360, this route is built for substantial traffic and has a great deal of capacity available. A study of Brandermill in nearby Chesterfield County showed similar numbers, with an average of 35% of all trips internally captured and never leaving the small study area.

This plan has used simple traffic projections to project future traffic volumes based on the anticipated land uses contained in the Future Land Use Plan. The technique compares the traffic volumes that would be generated by

(1) conventional forms of development spread throughout the County, and (2) the same amount of growth located in the Future Land Use Plan's mixed use development areas near the Courthouse and Route 360 east.

The simple traffic projection method was used to evaluate potential County growth between 2016 and 2036. During this period, even modest growth of 4.9% per decade could add nearly 17,000 vehicles to county roads if development is spread throughout the County. Over the same period of time, concentrated growth near Amelia Courthouse and along Route 360 East would likely add less than 11,000 vehicles to County roads, and would add these vehicles in areas best suited to handle the traffic. The following table shows similar results when this traffic projection is extended to higher rates of potential growth as well.

<b>Projected Traffic Generation: 2016 - 2036</b>		
<b>Concentrated Growth vs. Rural Growth</b>		
	<i>Average Daily Trips (ADT)</i>	
	<b>Rural Area Growth Model</b>	<b>Concentrated Growth Model</b>
<b>Population and Employment Growth: 4.9% per Decade</b>	16,906	10,693
<b>Population and Employment Growth: 12% per Decade</b>	36,479	22,485
<b>Population and Employment Growth: 25% per Decade</b>	62,922	37,257

### **After the Plan: Adopting an Official Map**

In order to channel future growth towards the designated Development Service Areas, the County must ensure the provision of adequate public infrastructure, including water, sewer, and roads. With respect to roads, the essential requirement will be that new development streets are connected to each other, rather than a series of dead-end streets connected directly to Route 360. If the County is to achieve such an interconnected system, it should begin to establish preferred alignments for future streets and implement policies and plans to ensure future development of these streets.

Given the current funding demands placed on VDOT, the majority of new County roads and streets will likely be initiated, funded, and constructed by the private sector as a part of future real estate development projects. The County should take necessary steps well in advance of future growth to be certain that interconnected streets are provided by such developments.

While this Comprehensive Plan provides a map of conceptual transportation connections for the future development areas, there is another tool that can allow the County greater control over the provision of streets in future developments; an Official Map. The provisions and guidelines for the Official Map are contained in Section 15.2-2233 of the Code of Virginia.

The Official Map goes one step farther the conceptual connections shown in this section. The County can undertake a more serious engineering look at these potential roads and adopt realistic alignments on an Official Map. These alignments must then be respected by future developers as they go about their own plans.

Under the Code of Virginia, the Official Transportation Map is the only formal mechanism by which the alignment for proposed roads and infrastructure is established in advance by local government, allowing for the proposed rights-of-way to be reserved for future public acquisition or proffered dedication. The Official Map process benefits both the private and the public sector in that landowners can proceed with development plans with the full knowledge and precision of where transportation improvements are to be located.

### **Planning Process for County Transportation Improvements**

The Commonwealth Transportation Board (CTB) is a governor-appointed 17-member body that establishes administrative policies for Virginia's transportation systems and allocates funding for highway projects, airports, seaports and public transportation. CTB-approved programs are administered through the various transportation-related state agencies, including the Virginia Department of Transportation (VDOT).

The Virginia Department of Transportation (VDOT) is responsible for the maintenance and operation of all public roads in the County. The County works closely with VDOT to identify priority transportation projects through the Six-Year Improvement Program.

The County should continue an annual practice of reviewing VDOT project plans for the Six-Year Improvement Program. This will be extremely important as the County embraces a policy of channeling future growth into its Development Service planning areas. This will demand coordinated leadership, planning, and attention to proper street alignments, interconnectivity between adjacent parcels, adequate rights of way, and funding commitments by developers in conjunction with individual projects. In those instances where new roads are designed and constructed by the private sector, the County and the State share the responsibility to ensure that these facilities meet standards that allow their acceptance into the State system for maintenance and operation.

# Transportation Funding

## **VDOT Six Year Improvement Plan**

The Six-Year Improvement Program (SYIP) is a document that outlines planned spending for transportation projects proposed for construction development or study for the next six years.

The SYIP is updated annually and is the means by which the Commonwealth Transportation Board (CTB) meets its statutory obligation under the Code of Virginia to allocate funds to interstate, primary, secondary and urban highway systems, public transit, ports and airports and other programs for the immediate fiscal year.

The SYIP also identifies planned program funding for the succeeding five fiscal years.

The CTB allocates funds for the first fiscal year of the SYIP, but the remaining five years are estimates of future allocations. Fiscal years start July 1 and end June 30.

### Public input

Throughout the SYIP development process, there are various points of coordination with regional, metropolitan, and local groups, as well as opportunities for public participation. Development of the SYIP begins in the Fall and the CTB hosts a series of meetings seeking public comment on transportation projects and priorities. The Virginia Department of Transportation and the Department of Rail and Public Transportation (DRPT) carry out various project selection processes and projects are recommended for funding in the Draft SYIP presented to the CTB in the Spring. The CTB hosts a series of public hearings to receive feedback on proposed projects and recommends adjustments to the Draft SYIP as necessary. A Final SYIP is presented to the CTB for adoption in June.

### Project selection

The SYIP contains projects selected for funding through the statewide prioritization process, as well as projects funded through other programs including bridge, paving, safety, and other special federal and state programs. The SYIP also includes projects that are funded by others but administered by VDOT. Candidate projects can be submitted for consideration through the SMART Portal. Individual projects are selected for funding and included in the SYIP, which is adopted by July 1 of each year.

In general, it is the intent of the CTB that projects included in the SYIP are to be fully funded through construction and delivered according to the established budget and schedule. If a locality or metropolitan planning organization requests the termination of a project or fails to advance a project to the next phase, then the locality or localities within the metropolitan planning organization may be required to reimburse the Department for all funds expended on the project.

The following chart lists project included in the SYIP for FY 2025:

VDOT Six Year Improvement Program Projects for Amelia County- FY 2025

Total Line Item Estimate: \$14,837 (K)

UPC	Description	Route	District	Road System	Jurisdiction	Estimate	Previous	FY24	FY25-29	Balance	Estimated Completion Date
						(Values in Thousands of Dollars)					
121962	AMELIA COUNTY SCHOOLS SIDEWALK PROJECT	614	Richmond	Enhancement	Amelia County	\$1,111	\$1,111	\$0	\$0	\$0	9/1/2026
104953	#SGR17VB - RT 360 - REPLACE WBL BRIDGE (FED 1224; CN ONLY)	360	Richmond	Primary	Amelia County	\$4,108	\$4,494	\$0	\$0	(\$386)	4/30/2036
110424	#SGR18VB - RT 360 EBL - REPLACE BRIDGE (FED 1226)	360	Richmond	Primary	Amelia County	\$5,866	\$5,866	\$0	\$0	\$0	6/20/2022
122816	DIRECTIONAL MEDIANS - AMELIA COUNTY	360	Richmond	Primary	Amelia County	\$3,412	\$0	\$0	\$3,412	\$0	-
121418	ROUTE 621 - FOWLKES BRIDGE ROAD - RURAL RUSTIC	621	Richmond	Secondary	Amelia County	\$298	\$244	\$54	\$0	\$0	4/16/2027
100045	COUNTYWIDE RURAL ADDITIONS	4003	Richmond	Secondary	Amelia County	\$16	\$20	\$2	\$2	(\$9)	4/30/2036
100088	COUNTYWIDE ENGINEERING & SURVEY	4005	Richmond	Secondary	Amelia County	\$26	\$155	\$101	\$477	(\$706)	-

Source: VDOT

VDOT Six Year Improvement Projects for Amelia County



Source: VDOT, Map Created by: Commonwealth Regional Council, Jan. 2024

## Purpose

SMART SCALE is a statewide program that distributes funding based on a transparent and objective evaluation of projects that will determine how effectively they help the state achieve its transportation goals.

## Funding

There are two main pathways to funding within the SMART SCALE process—the Construction District Grant Program (DGP) and the High Priority Projects Program (HPPP). A project applying for funds from the DGP is evaluated against other projects within the same construction district. A project applying for funds from the HPPP is evaluated against projects statewide. The Commonwealth Transportation Board (CTB) then makes a final decision on which projects to fund.

## Eligible Projects

Projects must address improvements to a Corridor of Statewide Significance, Regional Network, Safety or Urban Development Area (UDA) that meet a need identified in the statewide long-range transportation plan known as VTrans. Project types can include highway improvements such as widening, operational improvements, access management, intelligent transportation systems, technology operational improvements, transit and rail capacity expansion, bicycle and pedestrian improvements, and transportation demand management, including park and ride facilities

## Eligible Applicants

Applications may be submitted through the SMART Portal by regional entities including Metropolitan Planning Organizations (MPOS) and Planning District Commissions (PDCs), along with public transit agencies, and counties, cities, and towns that maintain their own infrastructure.

## Evaluation Criteria

There are six factors evaluated for all projects: Safety, Congestion Mitigation, Accessibility, Environmental Quality, Economic Development, and Land Use.

## Funding Cycle

Eligible Applicants are invited to submit project applications according to the SMART SCALE Biennial Schedule. For each SMART SCALE cycle, basic project information submitted via as a pre-application must be submitted by April 1 of the calendar year, and final applications must be submitted by August 1.

## **Virginia Highway Safety Improvements Program (VHSIP)**

### Purpose

The Virginia Highway Safety Improvement Program (VHSIP) provides funding using a data-driven strategic approach to reduce the motorized and non-motorized fatalities and serious injuries on all public roads (state or locally maintained) in the Commonwealth of Virginia.

### Funding

Beginning in Fiscal Year 2024 after program administration costs, funding will be allocated in accordance with the Commonwealth Transportation Board's (CTB) adopted investment strategy as follows:

- At least 54 percent for infrastructure projects that address a hazardous road location or feature and address an identified highway safety problem;
- At least 29 percent for strategies and activities to address behavioral causes of crashes that result in fatalities and severe injuries; and
- The remaining amount for eligible purposes identified in the CTB approved investment strategy.

The VHSIP funds will be available to localities based on the proportion of fatalities on local versus VDOT maintained roads. Local roads account for approximately 20 percent of all fatal and serious injury crashes on Virginia highways, therefore local safety projects are targeted to receive up to 20 percent of VHSIP funds.

### Eligible Applicants

Both VDOT and localities can apply for VHSIP funding. All safety proposals submitted for consideration may use the SMART Portal and follow the VHSIP Implementation Guidelines. VDOT Traffic Operations Division is responsible for managing the process and conducting network screening, scoring and selection of VHSIP projects.

### Eligible Projects

The current VHSIP focus is on Spot and Systematic Safety Improvements including, but not be limited to:

<b>Systemic Safety Improvements</b>	
1. Edge-line Rumble Strips on the primary system	7. Un-signalized Intersection signage and marking
2. Center-line rumble strips on the primary system	8. Pedestrian Crossing Improvements
3. Pavement Shoulder Wedge	9. Pavement markings, traffic control devices and other enhancements on two-lane rural roads
4. Chevrons and Curve Visibility enhancement	10. Road Diets
5. High-visibility signal backplates	11. Other systemic/hybrid safety improvements
6. Flashing Yellow Arrow	

### Evaluation Criteria

VHSIP projects are selected based upon the pre-screening criteria and risk factors across an entire roadway network or all locations where investment of VHSIP funds may yield highest rate of return in terms of reducing deaths and serious injury.

### Funding Cycle

The funding cycle for the Highway Safety program will be every year. Applications are generally accepted August through October of each year. Funding includes both state and federal sources.

### Transportation Alternatives Program (TAP)

#### Purpose

This program is intended to fund community-based projects that expand non-motorized travel choices and multi-modal travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of transportation infrastructure. The Program does not fund traditional roadway facility or maintenance projects. Instead, it emphasizes constructing and expanding active transportation facilities that provide equitable accommodations

for all users. Outcomes of the supported projects lead to quality-of-life benefits for residents, alternative mode accessibility, safety, reductions in pollutants and emissions, and the expansion of recreational facilities.

## Funding

TAP funds are only available on a reimbursement basis. The program will reimburse up to a maximum 80% of the eligible project costs and requires a minimum 20% local match. The design of a TAP project must meet or exceed VDOT and/or American Association of State Highway and Transportation Officials (AASHTO) design standards, depending upon the project location. Urban localities responsible for street maintenance are required to comply with AASHTO standards while localities with VDOT-maintained roadways are required to comply with VDOT standards. Funding is allocated statewide and to specific population areas as set forth in federal regulation. Funds are awarded by the CTB and the MPOs in Virginia's Transportation Management Areas (TMAs).

## Eligible Projects

- On- and off-road trails for pedestrians, bicyclists, and other non-motorized forms of transportation;
- Construction, planning, and design of projects and systems that will provide safe routes for non-drivers to access daily needs;
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, and other nonmotorized transportation users (Rails-to-Trails);
- Construction of turnouts and viewing areas, which are comprised of a project that supports a qualifying logical terminus with independent utility;
- Community improvement activities, including:
  - Inventory, control, or removal of outdoor advertising,
  - Historic preservation and rehabilitation of historic transportation facilities, solely to preserve and protect the structure according to historic preservation standards,
  - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control, and
  - Archaeological activities relating to impacts from a transportation project
- Environmental mitigation activities, including pollution prevention and pollution abatement and mitigation to:
  - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, or
  - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats;
- Safe routes to school projects including:
  - Infrastructure-related projects
  - Noninfrastructure-related activities

- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways (Boulevards from Divided Highways).

## Eligible Applicants

Applications may be submitted through the SMART Portal by local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, metropolitan planning organization, and any other local/regional entity with responsibility for oversight of transportation or recreational trails.

## Evaluation Criteria

- Project funding/Resources
- Project concept.
- How the project effects the transportation network.
- Sponsor's experience administering federal-aid projects.
- Project's readiness to proceed

## Funding Cycle

VDOT solicits TAP applications every two years, in the spring of odd-numbered years, a two-year funding cycle. The application process includes a mandatory pre-application submitted in the summer, followed by a full application in the fall for eligible pre-applications.

A sample of funded projects in Amelia County in the past have been:

- Amelia County Schools Sidewalks Project - Phase I & II: This grant was submitted to construct a new sidewalk on Route 38 (Five Forks Road). This project would extend sidewalks from the elementary school further up Five Forks Road to connect with existing sidewalk that provides pedestrian access to the Amelia Court House Village.

## Revenue Sharing

### Purpose

This program provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory limitations on the amount of state funds authorized per locality.

### Funding

Application for program funding must be made by resolution of the governing body of the jurisdiction requesting funds. Project funding is allocated by resolution of the CTB. The Revenue

Sharing program will match, dollar for dollar, eligible project costs up to limitations specified in CTB Policy.

### Eligible Projects

- Supplemental funding for projects listed in the adopted Six-Year Program
- Construction, reconstruction, or improvement projects not including in the adopted Six-Year Program
- Improvements necessary for the specific streets otherwise eligible for acceptance into the secondary system for maintenance (rural additions).
- Maintenance projects consistent with the department's operating policies.
- New hard surfacing (paving).
- New Roads

### Eligible Applicants

Applications may be submitted through the SMART Portal by any county, city, or town in the Commonwealth. Evaluation Criteria:

- Priority 1: Construction projects that have previously received Revenue Sharing funding.
- Priority 2: Construction projects that meet a transportation need identified in the Statewide Transportation Plan (VTRANS) or projects that will be accelerated in a locality's capital improvement plan
- Priority 3: Projects that address deficient pavement resurfacing and bridge rehabilitation.
- Priority 4: All other eligible projects

### Funding Cycle

Applications for Revenue Sharing funding are accepted on a biennial basis in odd numbered years through VDOT's SMART Portal. The pre-application Preliminary project information must be provided with a pre-application also submitted through VDOT's SMART Portal. The application process includes a mandatory pre-application submitted in the spring, followed by a full application in the fall for eligible pre-applications.

### **State of Good Repair Program -Bridge**

#### Purpose

The State of Good Repair (SGR) – Bridge program provides funding for National Bridge Inventory (NBI) bridges that are structurally deficient and owned by VDOT and/or localities.

#### Funding

Funding is allocated to each District based on needs for VDOT and locality owned bridges. Allocation of the funding is based on a prioritization methodology as approved by the Commonwealth Transportation Board (CTB). Funding includes both state and federal sources.

### Eligible Projects

Bridges eligible for SGR-Bridge funding are identified as Structurally Deficient Structures in the NBI. A list of eligible structures is posted online in January of each year.

### Eligible Applicants

Applications for SGR Local Bridge funding may be submitted through the SMART Portal by jurisdictions that maintain their own infrastructure. Requests for SGR VDOT Bridge funds are managed by VDOT's Structure and Bridge Division.

### Evaluation Criteria

The SGR-Bridge program requires prioritization of eligible bridges based on five factors:

1.	Importance	Measures the relative importance of each bridge to the overall highway network
2.	Condition	Measures the overall physical condition of each bridge based on the condition of each individual element
3.	Design Redundancy	Measures four important risk factors: Fracture Critical (redundancy), Scour Susceptibility, Fatigue, and Earthquake vulnerability
4.	Structural Capacity	Measures the capacity of the structure to convey traffic, including the effects of weight restrictions, vertical clearance, and deck width
5.	Cost Effectiveness	Measures the cost-effectiveness of the required work. Each factor is further weighted. Bridges are scored based on a scale of 0.0 (lowest priority) to 1.0 (highest priority).

### Funding Cycle

The application period typically opens the first week of October and closes by mid-December each year. A notification of the application period is sent to eligible localities each year.

## **State of Good Repair Program -Pavement**

### Purpose

The State of Good Repair (SGR) – Pavement program provides funding for the reconstruction and rehabilitation of deteriorated pavements on the interstate and primary systems, including primary extensions.

### Funding

Funding is allocated to each District based on needs for VDOT and locality owned pavements. Allocation of the funding is based on a needs prioritization methodology as approved by the Commonwealth Transportation Board (CTB). Funding includes both state and federal sources.

### Eligible Projects

Routes eligible for SGR VDOT Paving funds are on the interstate and primary systems with a Critical Condition Index (CCI) less than 60. Routes eligible for SGR Local paving funds are municipality maintained primary extensions with a CCI less than 60. A list of eligible routes is posted online in January of each year.

### Eligible Applicants

Applications for SGR Local Paving funds may be submitted through the SMART Portal by municipalities that maintain primary extensions. Localities may select from a list of eligible segments added to the SMART Portal each year. Segments funded in previous years are removed from the list of eligible segments.

### Evaluation Criteria

SGR Local Paving projects are prioritized within each district based on the following criteria: Pavement Condition, Traffic Volume, National Highway System Designation, and Past Expenditures on Pavement by Locality.

SGR VDOT Paving projects are prioritized within each district based on the following criteria: Road System, Traffic Count, Condition, and Potential for Immediate or Near-term Further Degradation.

### Funding Cycle

The SGR-Pavement application cycle occurs annually. Applications for local paving open in October. Funding includes both state and federal sources. There is a cap of \$1.5 million per locality per cycle for SGR local pavement allocations.



AMELIA COUNTY, VA

# Natural Resources

2025 - 2030 Draft Comprehensive Plan

## Introduction

The Natural Resources chapter of the Amelia County Comprehensive Plan highlights the essential environmental features that shape land use, community development, and long-term sustainability within the county. Understanding these natural systems is vital for protecting Amelia's rural character, supporting agriculture and forestry, and guiding responsible growth.

This chapter examines key components of the local environment, including climate patterns, watersheds, streamflow, soil characteristics, geology, mineral resources, groundwater, and wetlands. Each section presents current data, identifies opportunities and constraints for land use, and offers guidance for conservation and infrastructure planning.

Collectively, these natural resources form the foundation of Amelia County's environmental health and economic resilience. Recognizing and managing these assets is critical to ensuring that future development is both compatible with the landscape and supportive of the county's long-term goals.

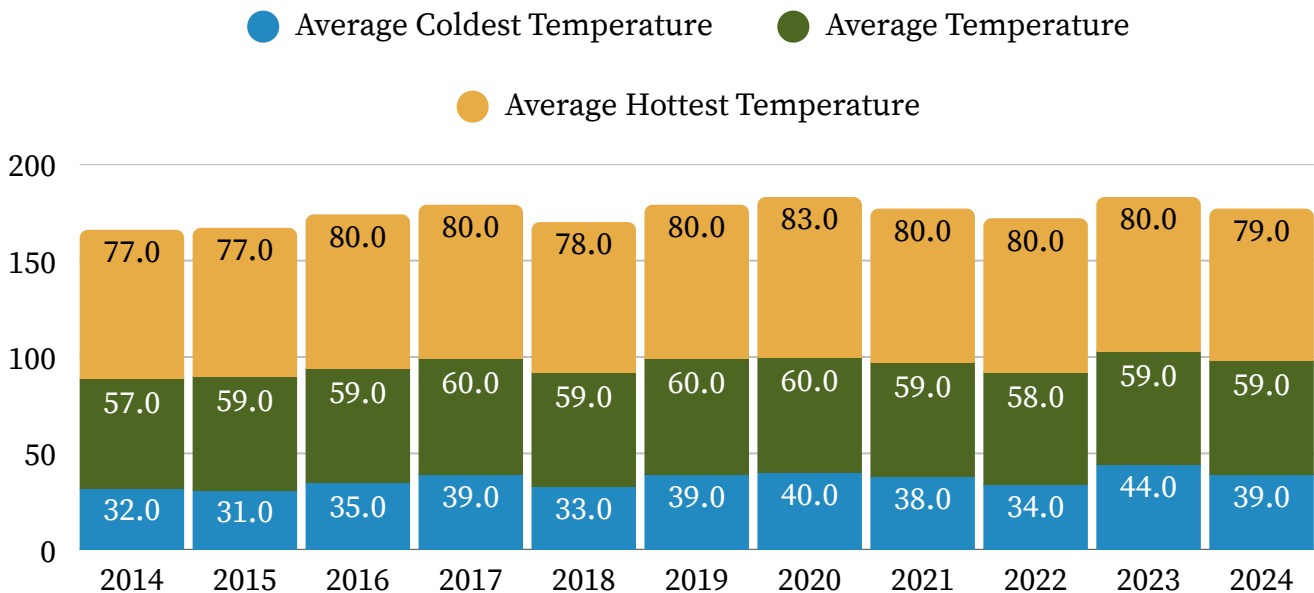
# Climate

Amelia County experiences a temperate climate typical of Virginia's Piedmont region, marked by four distinct seasons and a relatively long growing season. Summers are warm and humid, while winters are generally cool with occasional snowfall. These climatic conditions help sustain a range of agricultural and forestry activities, which in turn contribute to the county's rural character, land use patterns, and economy.

With the installation of a National Weather Service (NWS) Cooperative Observer Station within Amelia County (Station ID: AMLV2 / 44-0187-02), climate records for the 2014–2024 period are now derived from a local, highly accurate source. This site, located in Amelia Courthouse, replaces earlier reliance on the automated reporting station at the Petersburg-Dinwiddie Airport. Unlike the automated hourly readings collected at the airport, the Amelia station provides daily observations manually recorded by a trained human observer. These data are quality-controlled daily and monthly by meteorological staff at the National Weather Service in Wakefield, Virginia, offering a more locally grounded and meticulously verified dataset.

Between 2014 and 2024, Amelia County's average annual temperature ranged from approximately 56.7°F to 60.1°F, with notable consistency across the decade. July remained the hottest month in nearly all years (averaging 78–83°F), while the coldest months were typically December or January, with average lows ranging from 32°F to 42°F.

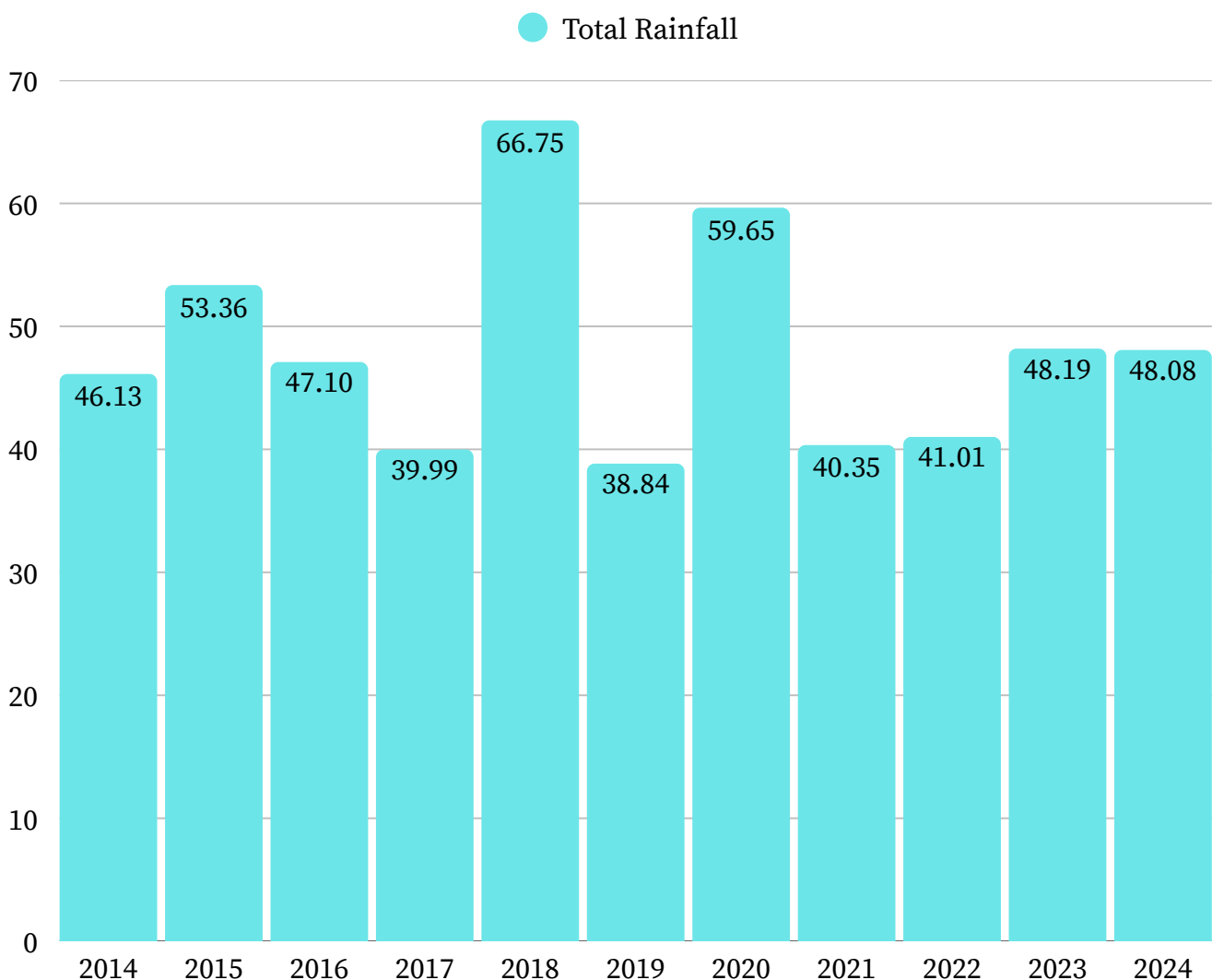
Table 1: Temperature Data Displayed in Degrees Fahrenheit 2014- 2024



The hottest months remained steady around July and August, where average highs approached or exceeded 80°F, indicating a warm but relatively stable summer climate. The coldest months varied slightly by year, most often falling in January or December, with occasional lows dipping near or just below freezing.

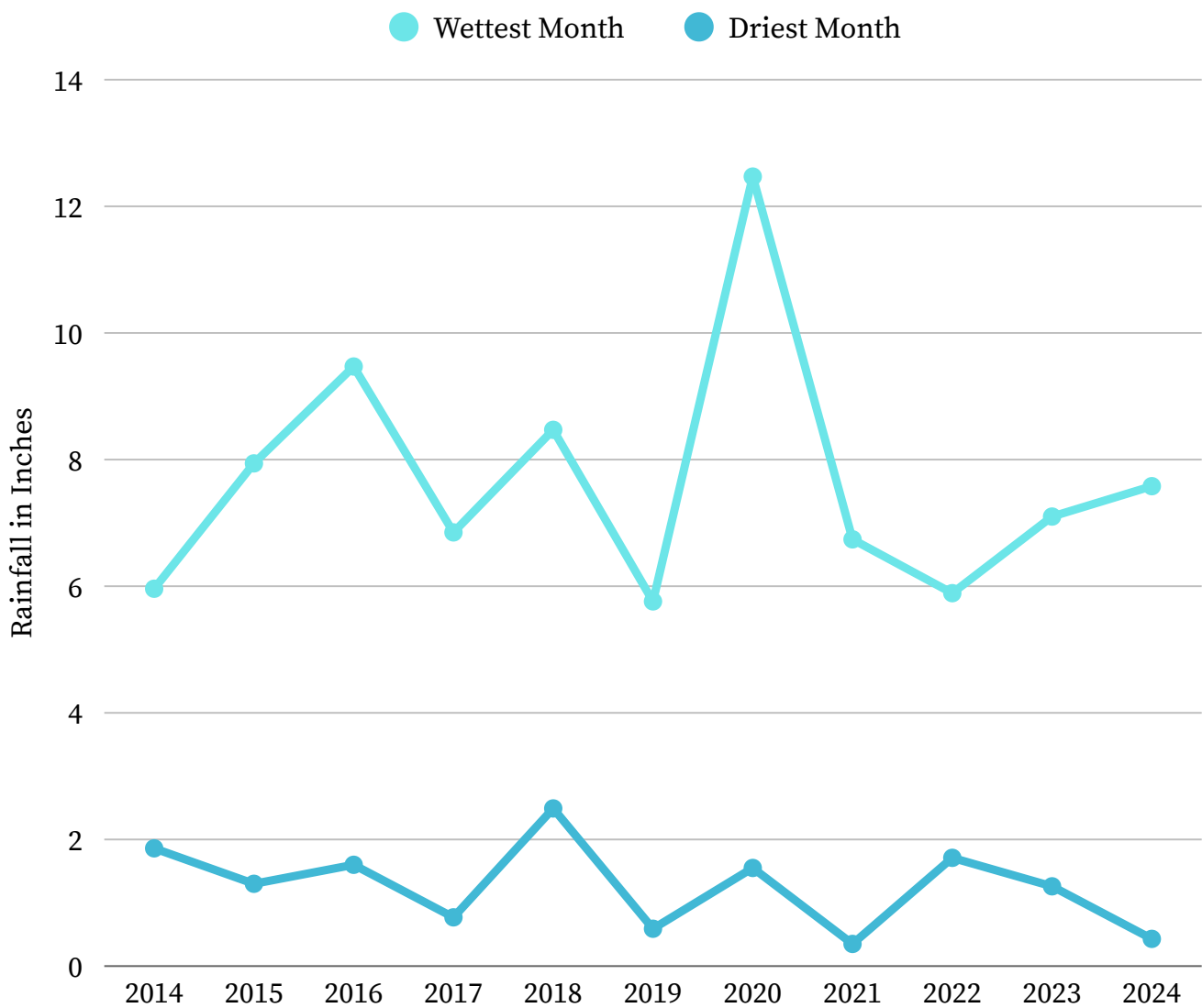
Annual precipitation totals during this same timeframe show more variability, ranging from a low of approximately 38.8 inches in 2019 to a high of 66.75 inches in 2018. Most years fell within the 40 to 50-inch range. The years 2018 and 2020 were the wettest of the period, each exceeding 60 inches of precipitation. August 2020, in particular, stands out as one of the wettest single months on record for the station due to the remnants of a tropical system.

Table 2: Rainfall Totals for 2014 - 2024



Rainfall extremes within individual years further highlight the county's dynamic precipitation patterns. The driest months generally occurred in late winter or early spring, while the wettest months fell in late spring through summer. Years with active tropical systems occasionally brought heavy rainfall in late summer to early fall, dramatically increasing monthly totals.

Table 3: Wettest and Driest Month Totals Between 2014 - 2024



These monthly extremes are summarized in further detail in the following table, which presents both the wettest and driest months each year alongside their corresponding rainfall totals.

Table 4: Wettest and Driest Months by Year with Rainfall Amounts

<b>Year</b>	<b>Wettest Month</b>	<b>Rainfall</b>	<b>Driest Month</b>	<b>Rainfall</b>
2014	April	5.96	July	1.86
2015	Dec	7.94	May	1.3
2016	May	9.47	Nov	1.6
2017	May	6.85	Feb	0.77
2018	Oct	8.47	Feb	2.49
2019	Feb	5.76	Sept	0.59
2020	Aug	12.47	Mar	1.55
2021	Jul	6.74	Nov	0.35
2022	Jun	5.89	Jan	1.71
2023	Aug	7.1	Oct	1.26
2024	Jul	7.58	Jun	0.43

Overall, the data affirm that Amelia County's climate remains favorable for agriculture, forestry, and rural development. However, the irregularity in annual rainfall and monthly extremes suggests a need for forward-looking water management strategies, stormwater infrastructure planning, and consideration of drought-tolerant crop varieties to maintain productivity and resilience. The local NWS-verified dataset now provides planners and decision-makers with a refined tool for better assessing climate-based risks and opportunities within the county.

# Rivers and Watersheds

Amelia County lies entirely within the Appomattox River Basin, a major tributary of the James River watershed. All surface water within the county ultimately drains into the Appomattox River, which plays a critical role in regional hydrology and water quality.

The county's topography gives rise to several distinct sub-watersheds, including Flat Creek, Deep Creek, Nibbs Creek, and Namozine Creek. Each of these systems channels runoff and precipitation from upland areas into the broader Appomattox River system. Collectively, these watersheds support natural habitats, agricultural lands, and rural development across Amelia.

Maintaining the health of these watersheds is vital not only for local ecosystems but also for long-term water supply planning and environmental sustainability. As development occurs, careful management of watershed impacts will be important to ensure water quality, reduce erosion, and support aquatic life.

Watershed Name	% of County	Major Tributaries
Appomattox River	40%	Multiple small tributaries
Flat Creek	25%	Flat Creek
Deep Creek	20%	Smacks Creek, Beaverpond Creek, Deep Creek
Nibbs Creek	10%	Nibbs Creek
Namozine Creek	5%	Namozine Creek, Winticomack Creek

Source: Virginia Department of Conservation and Recreation (DCR)

\*\* Note: All Tributaries flow into the Appomattox River

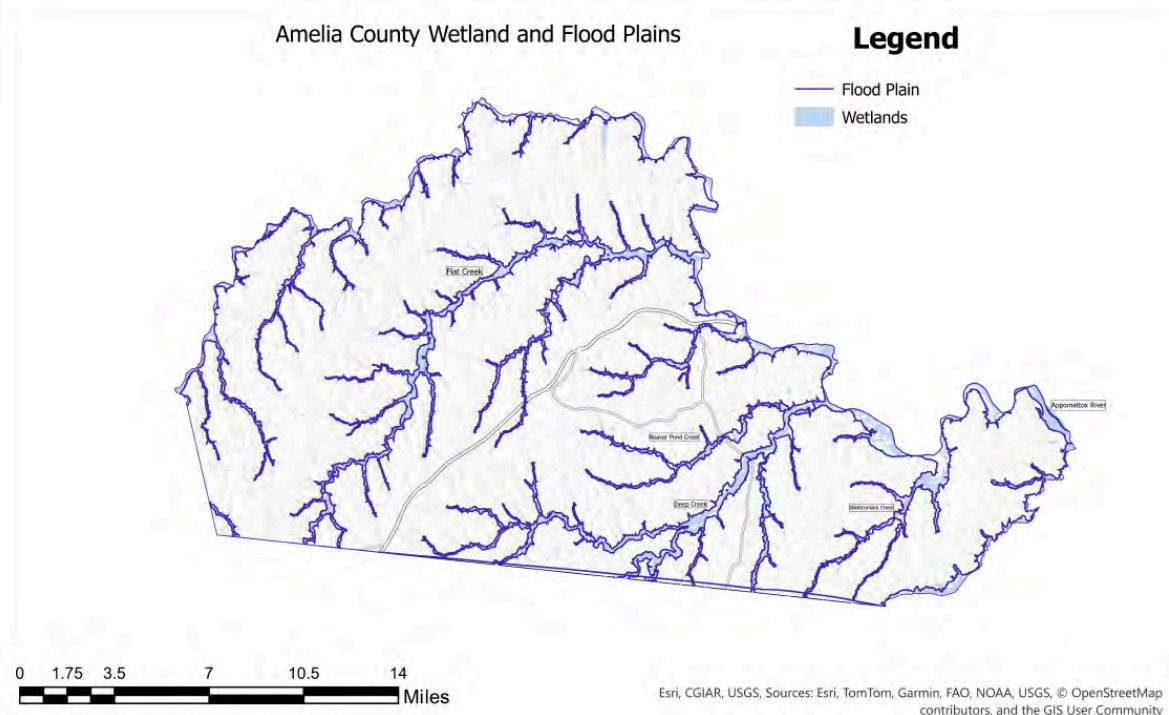
## Floodplains and Wetlands

Floodplains and wetlands are essential components of Amelia County's natural infrastructure. These areas provide critical ecosystem services such as water filtration, flood mitigation, and wildlife habitat. They also serve as buffers that reduce the impact of heavy rainfall and surface runoff, helping to prevent erosion and downstream flooding.

The Federal Emergency Management Agency (FEMA) designates floodplain boundaries based on historical flood data and hydrologic modeling. These flood zones identify areas at increased risk during 100-year flood events and are used to guide development standards and insurance requirements. In Amelia County, floodplains are primarily concentrated along the Appomattox River and Deep Creek corridors, as well as other smaller tributaries. Development in these areas is subject to specific permitting and design standards to reduce flood damage risks and maintain natural flow regimes.

Wetlands, identified by hydric soils and water-tolerant vegetation, are scattered throughout the county and often co-located with floodplains. These wetlands play a critical role in water quality by trapping sediments and nutrients, and they support a diverse range of plant and animal species. The map included in this section illustrates the general distribution of floodplain zones (outlined in blue) and wetlands (shaded in light blue) across Amelia County.

Any land development, infrastructure construction, or agricultural activity within mapped floodplain or wetland areas may require coordination with the U.S. Army Corps of Engineers, the Virginia Department of Environmental Quality (DEQ), or the FEMA National Flood Insurance Program (NFIP) to ensure compliance with federal and state regulations.



Map Created by: Commonwealth Regional Council, March 2025

## Stream Flow Rates

Stream flow rates are a critical indicator of a watershed’s health, functionality, and resilience. In Amelia County, understanding river and stream discharge patterns supports planning for flood mitigation, water resource management, ecological conservation, and infrastructure development. Streamflow data reflects both seasonal variation and long-term trends influenced by rainfall, snowmelt, land use, and climate.

The Appomattox River — the county's primary surface water body — shows substantial variation throughout the year. Peak flow rates typically occur in late winter and early spring, driven by regional rainfall and seasonal runoff. For instance, the average flow in January 2024 reached over 1,980 CFS, while March 2024 followed closely behind, highlighting the spring flood potential. Conversely, flow levels in June dropped to around 200 CFS, marking the region’s lowest flow period and reflecting drier summer conditions.

Deep Creek, a key tributary of the Appomattox, displays similar seasonal trends but at a smaller scale. The creek’s highest average flow of 444 CFS occurred in March, while its lowest, just 33 CFS, was observed in June. This steep seasonal decline underscores Deep Creek’s sensitivity to drought and local watershed conditions.

These patterns help identify periods of heightened flood risk, drought sensitivity, and ecological stress — making them essential inputs in future land use decisions, emergency preparedness, and environmental protection strategies.

Stream/River	Station Location	Avg. Flow (CFS)	Month	Notes
Appomattox	Mattoax, VA (02040000)	1988	Jan-24	<b>Annual high flow</b> (winter runoff)
Appomattox	Mattoax, VA (02040000)	202	Jun-24	<b>Annual low flow</b> (dry summer base)
Appomattox	Mattoax, VA (02040000)	1957	Mar-24	<b>Spring peak</b> (flood-prone month)

Source: USGS Water Data

<b>Stream/River</b>	<b>Station Location</b>	<b>Avg. Flow (CFS)</b>	<b>Month</b>	<b>Notes</b>
Deep Creek	Mannboro, VA (02041000)	444	Mar-24	<b>Annual high flow</b> (spring snow/rain)
Deep Creek	Mannboro, VA (02041000)	33	Jun-24	<b>Annual low flow</b> (drought-sensitive)
Deep Creek	Mannboro, VA (02041000)	60	Dec-24	<b>Winter baseflow</b> (stable)

Source: USGS Water Data

## Groundwater and Wells

In the Piedmont region, precipitation is the only source of groundwater recharge, unlike some other regions of Virginia where deeper regional groundwater flow systems may provide additional recharge capability. It is estimated that approximately 20 to 30 percent of precipitation in the region effectively reaches the groundwater system and serves to recharge the groundwater supply.

Wells are the sole water source for residents of Amelia. Most homeowners have private wells within their own properties, while others participate in a public water system that is also drawn from wells. Most wells in the County are in the range of 50 to 150 feet in depth, although most new wells are drilled and tend to be in the range of 150 to 500 feet. The water table above bedrock is dropping in some areas, causing some older, shallower wells to fail.

Natural factors such as mineral composition of the water-bearing rock, seasonal variation in the amount of water recharge, duration of contact between rock and water and the mean annual air temperature affect water quality. Manmade contaminants may also affect the quality of groundwater. Potential sources of such contaminants include septic systems, sanitary landfills, sewage lagoons, leaking pipelines, leaking fuel storage tanks, improperly constructed wells, agricultural activities such as animal wastes and fertilizer and pesticide applications, highway de-icing salts and infiltration of poor-quality surface water from lakes and streams.

Wellhead protection will be necessary as areas of the County grow and develop. Especially vulnerable are the public water wells located near Amelia Courthouse. As the area most likely to experience growth, the County must monitor the quality of its wells and take reasonable measures to prevent construction or industrial activities from disturbing these wells. One method would be to require the location of nearby wells to be noted on any site plan or other development documents. Within the rural area septic fields also pose a danger to private wells. Contaminants from septic fields, including nitrate, sulfate and chloride, can move down to the water table even when a septic drain field is placed in appropriate soils. Thus, the placement and design of septic fields is critically important to long term groundwater quality in rapidly developing areas of the County.

## Soils

Amelia County's landscape is underlain by a diverse range of soil types that influence land use, agricultural productivity, development potential, and ecological character. The most prominent soil series found throughout the county include Appling, Cecil, Wedowee-Poindexter, and Winnsboro, among others. These soils vary in composition, slope, drainage characteristics, and suitability for various uses.

According to the USDA's Natural Resources Conservation Service (NRCS) Web Soil Survey, Appling fine sandy loam is the most dominant soil type, covering nearly 24% of the county's land area. It is closely followed by Cecil fine sandy loam at just over 20%. Together with Wedowee-Poindexter complex and Wedowee sandy loam, these four soil types account for over two-thirds of the county's total acreage.

These soil units are mapped and categorized based on slope ranges and parent material characteristics. The presence of steeply sloped or erodible soils, as well as areas with hydric or floodplain soils such as Chewacla silt loam and Chastain silty clay loam, is particularly important for planning, agriculture, and environmental management.

Mapping and soil analysis were conducted using the USDA NRCS Web Soil Survey and reflect current delineations of soil series, slope classes, and extent. This foundational information supports subsequent evaluations of soil properties and septic suitability in the next section. For more information please visit the USDA NRCS Web soil tool:

<https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

<b>Main Soil Types</b>	<b>Acres in County</b>	<b>Percentage of County</b>
Appling Fine Sandy Loam	54438.6	23.80%
Cecil Fine Sandy Loam	46495.1	20.30%
Wedowee-Poindexer Complex	36295.4	15.90%
Wedowee Sandy Loam	20551.8	9.00%
Winnsboro Sandy Loam	13362.5	5.80%
Chewacla Silt Loam	11579.1	5.10%
Helena Fine Sandy Loam	6972.3	3.10%
Chastain Silty Clay Loam	5380.5	2.30%
Georgeville Silt Loam	4694.0	2.00%
Partlow Fine Sandy Loam	3847.7	1.70%
Mayodan Gravelly Fine Sandy Loam	3430.5	1.50%
Subtotal	207047.5	90.5%

## Soil Properties and Septic Suitability

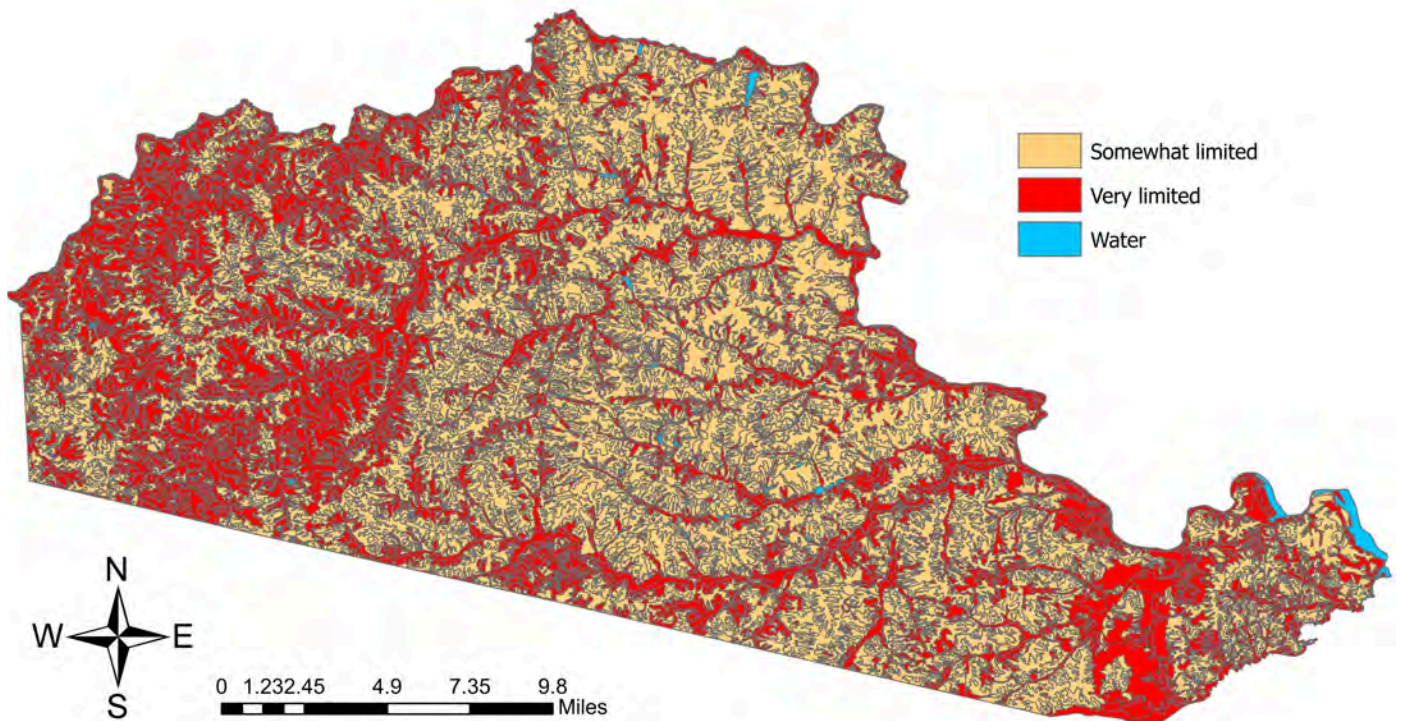
Soil properties in Amelia County play a critical role in determining the suitability of land for agriculture, forestry, and residential development, particularly where septic systems are used. The physical characteristics of local soil series—such as slope, depth to bedrock, shrink-swell potential, and permeability—can significantly impact water infiltration, structural stability, and drainage.

Most of the county's soils exhibit gentle to moderate slopes ranging from 2–15%, with a few steeper areas exceeding 25%. The majority of soils have a depth to bedrock greater than 200 cm, providing favorable conditions for rooting depth and septic drain fields. However, a few series, such as the Cid and Winnsboro loams, have shallower depths and may require more site-specific evaluation.

Shrink-swell potential is generally low across the county (1.5%–1.8%), minimizing risks of soil expansion that could damage foundations or infrastructure. Soils with higher shrink-swell rates—like Chastain or Creedmoor—may require special consideration for construction and long-term stability.

Permeability (measured as saturated hydraulic conductivity, or Ksat) varies considerably, with most soils falling in a moderate range (9–11  $\mu\text{m/s}$ ). Extremely high or low Ksat values—such as in Buncombe Loamy Sand (61.4  $\mu\text{m/s}$ ) or Toccoa Fine Sandy Loam (28.0  $\mu\text{m/s}$ )—can pose challenges for wastewater treatment, either through excessive infiltration or limited drainage capacity.

Amelia County Soil Properties and Septic Suitability



Source: NCRS, Map Created by: Commonwealth Regional Council, March 2025

Note: Fault Line in West End of the County, which may limit septic suitability

## Soil Properties and Septic Suitability

Soil Series	Slope (%)	Depth to Bedrock (cm)	Shrink-Swell Potential	Permeability (µm/s)	Septic Suitability
Appling Fine Sandy Loam	2-7%	>200	1.70%	11.5000	Somewhat Limited
Appling Fine Sandy Loam	7-15%	>200	1.80%	11.3750	Somewhat Limited
Buncombe Loamy Sand	2-5%	>200	1.50%	61.3939	Very Limited
Cecil Fine Sandy Loam	2-7%	>200	1.50%	10.6546	Somewhat Limited
Cecil Fine Sandy Loam	7-15%	>200	1.50%	10.6546	Somewhat Limited
Chastain Silty Clay Loam	0-1%	>200	4.50%	1.0933	Very Limited
Chewada Silt Loam	0-2%	>200	1.50%	9.8364	Very Limited
Cid Loam	2-7%	89	3.20%	3.1863	Very Limited
Cid Loam	7-10%	89	3.20%	3.1863	Very Limited
Colfax Sandy Loam	2-7%	>200	1.50%	6.8667	Very Limited
Creedmoor Fine Sandy Loam	2-7%	>200	5.80%	2.8015	Very Limited
Dogue Fine Sandy Loam	0-2%	>200	3.60%	9.4242	Very Limited
Dogue Fine Sandy Loam	2-7%	>200	3.60%	9.4242	Very Limited
Georgeville Silt Loam	2-7%	>200	1.80%	9.0000	Somewhat Limited
Georgeville Silt Loam	7-15%	>200	1.80%	9.0000	Somewhat Limited
Helena Fine Sandy Loam	2-7%	>200	5.60%	4.9636	Very Limited
Helena Fine Sandy Loam	7-15%	>200	5.60%	4.9636	Very Limited
Herndon Loam	2-7%	>200	1.50%	9.0000	Somewhat Limited
Herndon Loam	7-15%	>200	1.50%	9.0000	Somewhat Limited
Mayodan gravelly Fine Sandy Loam	2-7%	>200	4.10%	11.3030	Somewhat Limited
Mayodan gravelly Fine Sandy Loam	7-15%	>200	4.10%	11.3030	Somewhat Limited
Pacolet Fine Sandy Loam	15-25%	>200	1.50%	9.9212	Very Limited
Pacolet Fine Sandy Loam	25-40%	>200	1.50%	9.9212	Very Limited
Pacolet Clay Loam	7-15%	>200	1.50%	9.0000	Somewhat Limited
Pacolet Clay Loam	15-25%	>200	1.50%	9.0000	Very Limited
Partlow Fine Sandy Loam	0-2%	>200	1.50%	17.9818	Very Limited
Roanoke Fine Sandy Loam	0-2%	>200	4.20%	21.6970	Very Limited
State Fine Sandy Loam	2-6%	>200	1.50%	17.4727	Very Limited
Toccoa Fine Sandy Loam	0-2%	>200	1.50%	28.0000	Very Limited
Wedowee Sandy Loam	7-15%	>200	1.50%	11.0727	Somewhat Limited
Wedowee Sandy Loam	15-25%	>200	1.50%	11.0727	Very Limited
Wedowee Sandy Loam	25-40%	>200	1.50%	11.0727	Very Limited
Wedowee-Poindexter Complex	2-7%	>200	1.50%	11.0727	Somewhat Limited
Wedowee-Poindexter Complex	7-15%	>200	1.50%	11.0727	Somewhat Limited
Wedowee-Poindexter Complex	15-25%	>200	1.50%	11.0727	Very Limited
Wedowee-Poindexter Complex	25-40%	>200	1.50%	11.0727	Very Limited
Winnsboro Sandy Loam	2-7%	114	4.80%	4.8588	Very Limited
Winnsboro Sandy Loam	7-15%	114	4.80%	4.8588	Very Limited

Source: NCRS

## Geology, Rocks, and Minerals

Amelia County is located within the Piedmont physiographic province, a region characterized by a complex geologic history and a foundation of metamorphic and igneous bedrock. The county’s bedrock geology includes a variety of rock types such as granite, gneiss, schist, amphibolite, and metavolcanic formations—each shaped by tectonic processes over hundreds of millions of years.

A notable feature of Amelia County’s geology is the presence of pegmatite zones, especially in the central and eastern portions of the county. These coarse-grained igneous intrusions are particularly significant due to their concentration of economically important minerals. Historical mining records and geologic mapping highlight areas where pegmatites contain minerals such as feldspar, mica, quartz, and kaolin, as well as occasional occurrences of beryl and other gem-quality specimens. Several sites within the county, including the Morefield Mine, have been actively worked for such resources in the past.

In total, over 40 historical mine sites and mineral prospects are scattered across Amelia County, with some regions notably rich in mica and pegmatite minerals. These mineral zones reflect Amelia's role in Virginia's broader geologic economy, especially during the mid-20th century. While active mining is limited today, the underlying geologic conditions continue to define the mineral potential of the region.

Geologic mapping—such as the accompanying map created by CRC GIS—visually captures the diversity of Amelia's rock formations and the location of historical mineral activity. This geologic context contributes not only to local history and identity but also to ongoing educational and conservation initiatives.

## **Mining**

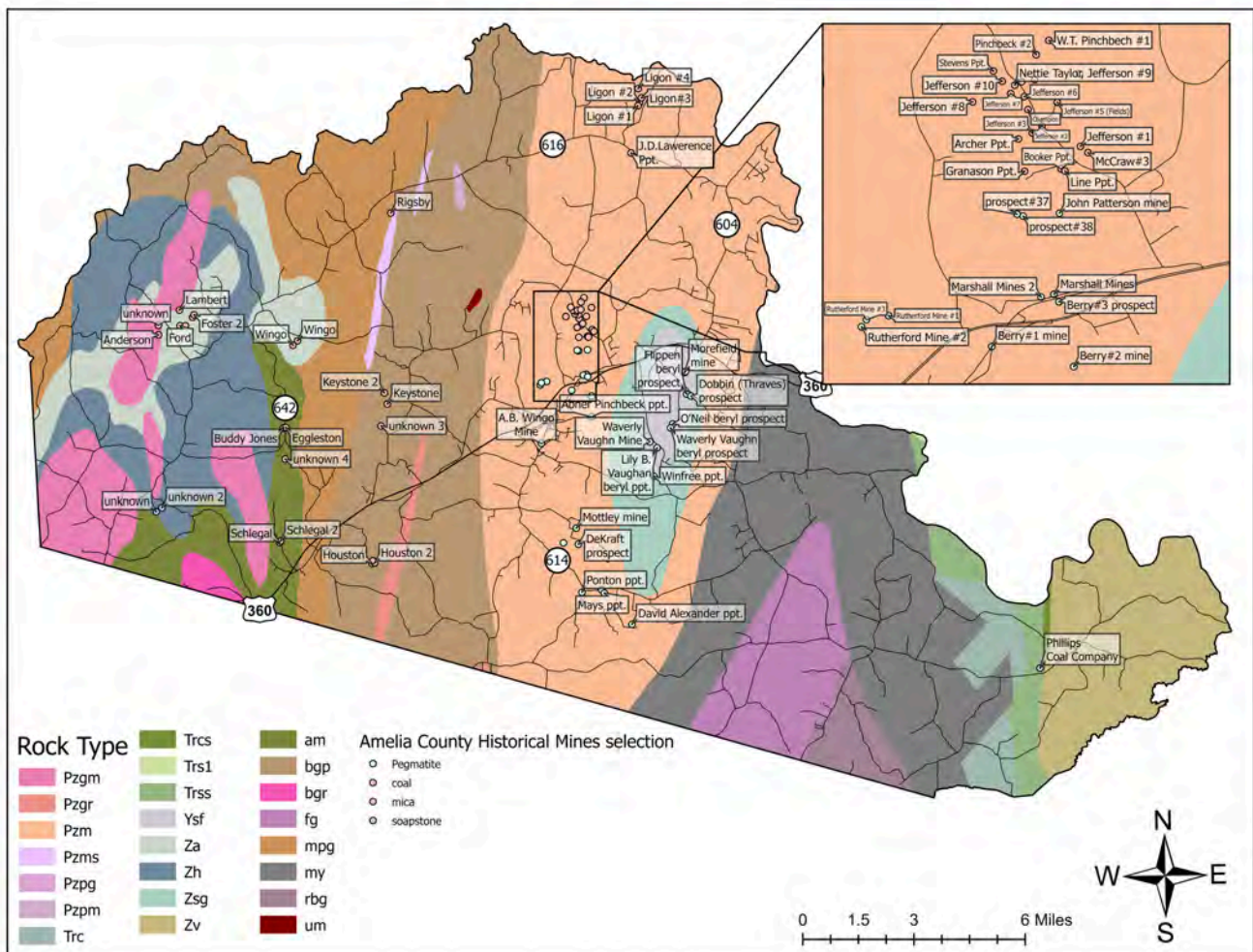
Amelia County has a rich mining history rooted in its diverse geologic formations. While mining activity today is minimal, the county was historically significant for the extraction of minerals such as mica, feldspar, beryl, and amazonite. These minerals were primarily sourced from pegmatite zones found throughout the central portion of the county.

One of the most notable mining sites is the Morefield Mine, which operated intermittently from 1929 through the 20th century. It was especially active during World War II due to its strategic reserves of mica and beryl. As of 2025, the mine has been permanently closed and plans are underway to allow it to naturally flood with groundwater.

Other historically productive or exploratory sites include the Rutherford Mines, which focused on feldspar and mica; and multiple prospects such as the Flippen and Vaughn Prospects, which were identified for their beryl potential. These sites are currently inactive but remain points of geologic and historic interest.

Although there are no known large-scale active mining operations in the county today, Amelia's geologic potential continues to support low-impact exploration efforts and educational interest in its mineralogical legacy.

## Amelia County Rock Types and Historical Mines



Source: Virginia Energy and Amelia County Historical Society  
 Map Created by: Commonwealth Regional Council, March 2025  
 Note: Fault Line in West End of the County, which may limit septic suitability



# Introduction

2025 - 2030 Draft Comprehensive Plan

## What is a Comprehensive Plan?

A Comprehensive Plan is a long-range policy document that guides the future growth and development of a locality over a 20-year horizon or more. It outlines the community's shared vision and sets the direction for physical development, land use, public infrastructure, and economic opportunity. While the plan itself is not a regulatory document, it informs decisions related to zoning, subdivisions, and capital improvements. In Virginia, local governments are required by law to adopt a Comprehensive Plan and to review and update it at least once every five years. The purpose of the plan is to protect and enhance the quality of life for all residents by promoting public health, safety, convenience, and general welfare.

Amelia County's Comprehensive Plan reflects the collective aspirations of its citizens and leaders. It recommends appropriate areas for future growth, suggests types of land uses, and identifies strategies for infrastructure, transportation, housing, and community services. These recommendations are based on existing conditions, projected demographic and economic trends, and extensive public input gathered through surveys, meetings, and the work of the Planning Commission and Board of Supervisors.

A Comprehensive Plan balances the public interest with private property rights. It is not a catalog of private development preferences—it is a strategic framework for managing growth responsibly. As growth from the Richmond metropolitan area continues to influence the region, Amelia County faces important choices about how to maintain its rural character while embracing new opportunities. This plan seeks to address those choices through thoughtful, proactive planning.

# Legal Basis and Use of the Plan

The Comprehensive Plan is grounded in the legal framework established by the Commonwealth of Virginia. The Virginia General Assembly has recognized the critical role of local planning by requiring every locality to adopt a comprehensive plan that addresses the physical development of its jurisdiction.

The legal authority for comprehensive planning is found in Section 15.2-2223 of the Code of Virginia, which states:

"The comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants, including the elderly and persons with disabilities."

"The comprehensive plan shall be general in nature, in that it shall designate the general or approximate location, character, and extent of each feature, including any road improvement and any transportation improvement, shown on the plan and shall indicate where existing lands or facilities are proposed to be extended, widened, removed, relocated, vacated, narrowed, abandoned, or changed in use as the case may be."

By enacting this requirement, the General Assembly affirmed that localities are best positioned to manage growth and land use decisions. The Comprehensive Plan serves as a primary tool for addressing development at the local level, integrating land use with transportation, housing, utilities, and public services in a coordinated manner.

While the plan must remain flexible enough to adapt to new challenges and opportunities, it should also establish clear policies and standards to guide decision-making. A well-crafted plan provides a strong foundation for consistent, informed decisions by elected and appointed officials. As land use issues grow more complex, the Comprehensive Plan increasingly serves as a legal and policy reference point for rezoning cases, development proposals, and infrastructure investments.

# Regional Context

Amelia County spans 361 square miles (approximately 231,000 acres) of scenic and productive countryside in Central Virginia. Located in the Piedmont physiographic region, Amelia's landscape is characterized by rolling hills, fertile farmland, and large areas of forest. The county is predominantly rural, with a mix of agricultural uses, residential areas, and scattered commercial activity.

Geographically, Amelia is bordered by Chesterfield County to the east, Powhatan County to the north, Cumberland and Prince Edward Counties to the west, and Nottoway and Dinwiddie Counties to the south.

Though rural in character, Amelia County is strongly influenced by its position on the outer edge of the Richmond Metropolitan Area, a region with a population of over 1.2 million. The Richmond area is a hub for state government, legal and financial services, healthcare, retail, and other major employment sectors. Many Amelia residents commute to jobs in the region, particularly in Chesterfield County, the City of Richmond, and other eastern localities. In fact, over 60% of working residents commute outside the County for employment—illustrating Amelia's deep connection to the broader regional economy.

Amelia's physical connectivity is anchored by U.S. Route 360, a major east-west highway corridor that crosses the county and links it to metropolitan destinations. The Appomattox River, which forms the County's entire northern boundary, offers natural resources and recreational value. In addition, the County is served by both rail lines and rural highway networks that support regional commerce and mobility.

The Amelia Court House village is the county seat and primary population center. It houses most local government offices, public schools, retail businesses, and community institutions. Located roughly 37 miles southwest of Richmond and 25 miles east of Farmville, the village sits strategically along U.S. Route 360 and functions as the County's civic and service hub.

Chapter IV:  
*Goals, Policies, & Objectives*

The Comprehensive Plan is intended to guide the growth and development of the County for the next ten to twenty years and beyond. It is viewed as a visionary long-range plan that is founded upon goals that best reflect the values, ethos, and needs of its current and future citizens. For consistency with the enabling statutes of Virginia, the plan is a dynamic document, to be updated every five years, that is intended to promote, preserve and protect the health, safety and general welfare of the community.

In the broadest sense, the Goals of the Comprehensive Plan are general, but bold and venturesome, statements concerning an aspect of the County's desired ultimate physical, social, demographic, and economic environment. Goals must be anticipatory in nature: They are structured based on the reality that Amelia County will not remain stagnant, but that it will experience natural growth (and sometimes exponential growth) that will impact its environment, governmental resources, and existing land uses.

For Amelia, nine major goals categories are employed to organize the individual components of the County's vision for 2016 Comprehensive Plan Update. The major goals categories set the tone for County planning decisions in terms of the values that Amelia and its leaders embrace as well as the desired quality of life for its citizens over the next decade and beyond.

*1. Community Character and Vision*

**Protect the rural character, cultural heritage and scenic beauty of the County.  
Recognize that these are valuable and irreplaceable resources.**

*2. Agriculture, Forestry and Natural Resources*

Agriculture and forestry industries represent the foundation of the County's economy and its most significant natural resource. Their stewardship, support, protection and continuation should guide Amelia's future land use and zoning decisions.

*3. Development Areas*

Concentrate future County growth in the County's Development Areas; these include the Courthouse Village, Corridor Crossroads Mixed-Use, and Corridor Crossroads Economic Development planning areas.

*4. Economic Development*

Work to attract new businesses that employ Amelia citizens and contribute to the local tax base, through business-friendly regulatory practices and other incentives in growth areas.

## 5. Transportation

Maintain the capacity and quality the Route 360 corridor throughout the County; ensure that future development patterns do not further diminish the levels of service and safety of the County's rural road system.

## 6. Education

Invest in a quality public school system that prepares students to be productive and successful members of the community.

## 7. Culture, History and Recreation

Preserve, expand and promote Amelia's historic sites, landmarks, parks, community attractions, recreational opportunities, and open space areas in ways that bring tourism revenue to County businesses.

## 8. Government Infrastructure, Services and Public Facilities

Ensure adequate water supply, utilities and infrastructure essential to serve the projected County growth. Continually improve County services and facilities, including fire, rescue, law enforcement, utilities, and related infrastructure.

## 9. Fiscal Planning

Ensure the County's responsibility to undertake fiscally responsible, disciplined decisions that adequately serve both our current citizens and the County's future growth.

## *Amelia's Planning Pathways: Strategies and Objectives*

Statements related to Strategies and Implementation Objectives represent a sub-category of each major goal. They can be viewed as a pathway towards implementing the Plan. These statements express the kinds of interrelated policies and actions that are necessary to achieve the stated goals. The objectives provide direct guidance for County leaders but do not assign specific operational or fiscal responsibility to any given policy or action. The latter will be the subject of a subsequent chapter of this plan. On the following pages, policies and action plans are suggested for each of the above nine goals. These statements serve as the lynchpins for advancing the recommendations for the Comprehensive Plan and the Future Land Use Plan:

### *1. Community Character and Vision*

**Protect the rural character, cultural heritage and scenic beauty of the County. Recognize that these are valuable and irreplaceable resources.**

#### Strategies and Implementation Objectives

- A. Establish regulations that work together to protect the scenic, cultural, economic, and ecological character of the County's rural and agricultural areas.
- B. Establish clearly defined geographical Planning Areas that recognize the areas for (1) established clearly defined geographical planning areas that recognize areas for residential, commercial, and industrial development and (2) agricultural and conservation area preservation.
- C. Designate rural area secondary road corridors that are susceptible to continued frontage development; revise zoning regulations for rural lot development to limit frontage development opportunities.
- D. Protect views and scenic assets of the Route 360 corridor; prepare a corridor master plan, update and enhance corridor overlay zoning district, and site design guidelines for Route 360.
- E. Revise zoning and subdivision development regulations may allow for more creative cluster provisions.
- F. Create policies and plans for the Courthouse Village that recognize and respect the scale and ambience of its existing community character.
- G. Encourage residential development to locate within the sanitary district that are served by public water, sewer and other infrastructure.

### **2. Agriculture, Forestry and Natural Resources**

**Agriculture and forestry industries represent the foundation of the County's economy and its most significant natural resource. Their stewardship, support, protection and continuation should guide Amelia's future land use and zoning decisions.**

## Strategies and Implementation Objectives

- A. Land use decisions should respect the goals and policies of the Comprehensive Plan's revised rural and agricultural planning areas.
- B. Residential lot size, density and subdivision requirements in rural and agricultural planning areas should be consistent with and upgraded to fulfill the policies and guidelines of the Comprehensive Plan.
- C. Take steps to discourage leap-frog subdivision development in the rural areas.
- D. The "Right to Farm" should be a governing policy with respect to potential land use conflicts in the rural and agricultural areas; establish policies to allow working farms to have the same agri-business opportunities for tourism and commercial events as farm wineries.
- E. Woodlands and open spaces along the County's rural road corridors should be preserved to the extent feasible by providing adequate screening, buffering and other planning practices consistent with rural land use policies.
- F. Family subdivision rights should be preserved, while promoting a policy of locating family division residences to ensure maximization of residual farming land.
- G. Family division lots should have access onto public roads from existing farm entrances where feasible, eliminating the need for multiple access points to individual properties.
- H. When permitted in the rural and agricultural areas, residential cluster subdivisions should be the preferred form of residential development over conventional lots that front on existing rural roads.
- I. Zoning regulations and design guidelines for rural residential cluster subdivisions should be amended to incentivize the cluster form of development; regulations should reflect and make adjustments to ensure the appropriate scale, density, land area, quality, location, and jurisdictional impacts of any new development.
- J. Educate landowners about voluntary methods and incentives for preservation and conservation, including use value taxation, the establishment of conservation easements, and other available preservation methods.
- K. Establish plans for and protect the County's watersheds and stream systems where drinking water reservoirs may eventually be located.
- L. Critical slopes, stream valleys, wetlands, floodplains, unbuildable soils and other environmentally sensitive natural resources should be not be developed; these areas should be designated by the Comprehensive Plan as Environmental Planning Areas.
- M. Appropriate levels of environmental standards and watershed protection measures should be applied to all rural area land uses, particularly on properties that are located near streams as well as within potential future water reservoir watersheds.
- N. To support the preservation of the most viable and productive farmland, which is essential to the County's economy, maintain the County's rural character, protecting its natural resources, and enhancing the quality of life of the County's citizens, locating utility scale solar and related battery storage facilities on agricultural lands that has been an active agricultural operation within the five (5) year period preceding application for such use should be discouraged. Zoning regulations should be adopted to help mitigate any negative impacts of such facilities on the surrounding community and the rural character of the Count, and to help guide prospective applicants to the most suitable locations for these uses, consistent with the community's goals established in the County's Comprehensive plan. Applicants and landowners should be encouraged to maintain agricultural uses and operations on project sites where the land is suitable and not necessary or usable for placing solar energy facilities. For the purposes of this paragraph, "agricultural operation" means any operation devoted to the bona fide production of crops.

### *3. Development Areas*

**Concentrate future County growth in the County's "Development Areas"; these include the Courthouse Village, Corridor Crossroads Mixed-Use, and Corridor Crossroads Economic Development planning areas.**

#### **Strategies and Implementation Objectives**

- A. Designate appropriate land area in the three Development Areas that will be sufficient to accommodate the County's long-range (>20 years) population and employment growth.
- B. Encourage projects in the residential portions of the Development Areas to respect traditional neighborhood development principles, including higher density, village-scaled streets, attractive architecture, mixed uses, and flexible design standards.
- C. Work with developers and property owners to create well-planned projects that respond to the range of Development Area densities recommended by the Future Land Use Plan; discourage premature development projects that may dilute the development capacity of these areas.
- D. Establish a phased capital improvements plan consistent with the Future Land Use Map that ensures public water and sewer service in the Development Areas.
- E. Establish transportation master plans for each Development Area project that address intra- and inter-parcel connectivity that fits within an overall scheme that reduces pressure on existing roads.
- F. Adopt enhanced zoning and subdivision standards and guidelines that afford developer's flexibility that cannot be otherwise achieved via conventional zoning practices.
- G. Continue to recognize Jetersville as a development Area while emphasizing modest growth and density within geographical boundaries for the village.
- H. Conduct planning and feasibility studies that address the phased implementation of public water and sewer improvements to serve the Development Areas.
- I. Update the County's proffer system to address the equitable distribution of fiscal responsibility for public infrastructure, including transportation improvements that are consistent with the long-range build-out requirements of the Development Areas.

### *4. Economic Development*

**Work to attract new businesses that employ Amelia citizens and contribute to the local tax base, through business-friendly regulatory practices and other incentives in growth areas.**

#### **Strategies and Implementation Objectives**

- A. Encourage a diversified economic base that respects existing businesses as well as the goals and policies for the rural and agricultural planning areas.
- B. Promote tourism and agri-business in the rural and agricultural areas.

- C. Promote a balance between jobs and housing that emphasizes in-County employment opportunities over out-commuting.
- D. Designate sufficient land area of suitable size, terrain features, access conditions and location for future economic development and associated growth.
- E. Encourage future non-agricultural economic development to locate within Route 360 Corridor
- F. Work with property owners within the designated development areas to market and attract appropriate industry and businesses to the County.
- G. Consider pro-actively initiating commercial and industrial zoning map amendments in the Route 360 Corridor
- H. Encourage appropriately-scaled infill business and service development within the Courthouse Village Development Area.
- I. Prioritize the development of new sewer treatment facilities and water supply sources to serve the Route 360 Corridor
- J. Work with the public school system to inform students of local job opportunities; develop and promote job recruitment and job training programs to retain Amelia's high school graduates.

## 5. *Transportation*

**Maintain the capacity and quality the Route 360 corridor throughout the County; ensure that future development patterns do not further diminish the levels of service and safety of the County's rural road system.**

### **Strategies and Implementation Objectives**

- A. Preserve the level of service, functional characteristics, and aesthetics of the Route 360 corridor in recognition of its major inter-regional arterial function.
- B. Prepare a Route 360 corridor access plan that is consistent with the Future Land Use Plan for the Courthouse Village and the Crossroads Mixed-Use and Economic Development planning areas.
- C. Adopt a corridor overlay district and design guidelines for the Route 360 corridor.
- D. Employ the Comprehensive Plan's transportation concepts and policies to guide the location, designation and preservation of future public rights of way needed to provide intra- and inter-parcel access within the Development Areas.
- E. Prepare adopt an Official Transportation Map to be employed in reserving rights-of-way for a system of minor and major collectors within the Development Areas.
- F. Evaluate the capacity and condition of the County's rural road network and determine physical and fiscal impact of continued residential growth in the rural and agricultural areas.

- G. Create a stronger identity for the Courthouse *Village*; develop an entrance gateway plan to better identify and provide improved access to the village.
- H. Ensure coordination between transportation and land use decisions and development; assess the traffic impacts and right of way requirements for all development projects.
- I. Ensure that new development projects minimize traffic impacts on existing roads while ensuring that inter- and intra-parcel connectivity is maximized via the creation of new streets.
- J. Develop road and street regulations and design standards that are compatible with system requires for the range of land uses anticipated by the Future Land Use Plan.
- K. Expand and establish new site parking standards that reflect the contemporary range of land uses anticipated by the Future Land Use Plan.
- L. Improve the monitoring and communications process with *VDOT*; work with *VDOT* on a regular basis to ensure the compatibility of County transportation priorities and initiatives and the *VDOT* planning process.
- M. Monitor traffic accidents, citizen input, traffic violations and traffic growth to identify and prioritize locations for safety and other related road improvements.
- N. Evaluate the feasibility of a County hiking and bikeway system than integrates with goals for agricultural, preservation, recreation and tourism.

## 6. Education

**Invest in a quality public school system that prepares students to be productive and successful members of the community.**

### Strategies and Implementation Objectives

- A. Plan for future County growth to be concentrated within the Development Areas where either existing school facilities are located or where new school locations could efficiently serve future growth.
- B. Focus on long-range school planning, with an emphasis on the quality of its existing facilities and opportunities to expand and enhance existing campuses.
- C. Work with the school board to assess the potential needs and location for additional school property in the Development Areas to serve future County growth; employ proffers to reserve or acquire future school sites.
- D. Support the County's elected School Board in developing appropriate long-range plans for school facilities, maintenance, technology, and curriculum in order to provide a quality public school system that is an asset to the County.

## 7. *Culture, History and Recreation*

**Preserve, expand and promote Amelia's historic sites, landmarks, parks, community attractions, recreational opportunities, and open space areas in ways that bring tourism revenue to County businesses.**

### Strategies and Implementation Objectives

- A. The County should initiate an open space and recreation master plan (integrating State and inter-jurisdictional planning objectives) that identifies the desired scope and location of expanded and future parks, recreation areas, "greenways" and common open space networks.
- 8. Create policies and regulations that diminish opportunities for incompatible development in areas surrounding historic places, landmarks, and buildings.
- C. Work with the private sector to establish a coordinated "Amelia Trails" marketing concept that capitalizes on its agricultural, historic, open space, and cultural resources.

## 8. *Government Infrastructure, Services and Public Facilities*

**Ensure adequate water supply, utilities and infrastructure essential to serve the projected County growth. Continually improve County services and facilities, including fire, rescue, law enforcement, utilities, and related infrastructure. Utilities should include compatible alternative or "green" energy systems. (amended 9/18/2019)**

### Strategies and Implementation Objectives

- A. Public Water Supply (Domestic and Fire Protection)
  - 1. Prioritize the essential need for focused planning for water supply and distribution facilities to serve future growth.
  - 2. Conduct a preliminary design and engineering study for a long-range water supply and distribution plan.
  - 3. Develop watershed management plans and strategies that ensure protection of the candidate surface water impoundment locations and their contributing streams and parent watersheds within the County.
  - 4. Continue to evaluate the availability other water supply sources from outside the County.
  - 5. Include the phased budgeting for water supply and distribution planning, engineering, permitting, land acquisition, and construction in future capital improvements plans.
  - 6. Protect the County's public groundwater wells by and instituting well-head protection measures within existing areas and locations planned for future development.
  - 7. Revise the existing proffer policy in anticipation of future capital expenditures for the development of a comprehensive water supply and distribution system compatible with the Future Land Use Plan.

B. Public Sewer (Treatment and Distribution)

1. Continue to monitor the existing sewerage treatment facility to ensure adequate capacity to serve near-term growth within the Sanitary District.
2. Prepare a facilities master plan for public sewer treatment and sewer main collectors that responds to the intermediate- to long-term growth demands in the Development Areas.
3. Assess the fiscal requirements to provide upgraded facilities and adequately plan for the implementation of these capital improvements.

C. Fire, Rescue and Law Enforcement

1. Continually assess fire, rescue and law enforcement system performance to ensure adequate levels of service.
2. Develop a long-range plan for fire, rescue and law enforcement that responds to projected population and employment growth.
3. Identify issues related to providing services to remote areas of the County.
4. Develop fire, rescue, and law enforcement policies for use in evaluation of rezoning and special use permit applications; play an active role in reviewing and commenting on land use applications.
5. Revise the proffer policy to determine a "fair" fiscal impact allocation between future residential growth in the County's Development Areas and the outlying rural areas.

D. Public Utilities and Other Service Providers

1. Maintain an effective working relationship with all service providers to ensure the best possible provision of services for the County's citizens and businesses.
2. Coordinate with service providers on an ongoing basis to develop long-range master plans that prioritize the areas of the Future Land Use Plan that are planned for intensive development.
3. Encourage service providers to establish and communicate internal service provider goals and policies that are consistent with the Comprehensive Plan and Future Land Use Plan.
4. Continue to pursue improvements in the availability of broadband internet communications within the County, through available grant resources and outreach to commercial suppliers.
5. Coordinate with all service providers in the development of land use policies and regulations to direct and manage future growth.
6. Develop land use regulations that establishment guidelines and coordinate the exchange of plans, plats and other land use application information by and between service providers.

## 9. *Fiscal Planning*

**Ensure the County's responsibility to undertake fiscally responsible, disciplined decisions that adequately serve both our current citizens and the County's future growth.**

### **Strategies and Implementation Objectives**

- A. Continually monitor the required balance between evolving growth-led demands for County services and conservative funding responsibilities; recognize the relationship between fiscal planning, comprehensive planning, and the phased implementation of capital improvements.
- B. Develop plans that anticipate the scope and costs of capital improvements well in advance of projected need.
- C. Determine and assess the fiscal impacts of all project-specific land use planning and zoning decisions.
- D. Ensure the participation of the Planning Commission and all County departments in the preparation of capital improvements plans and other decisions that are guided by the Comprehensive Plan.
- E. Develop policies that require future development to pay its "fair share" in providing for adequate public facilities.
- F. Prioritize new development to be located in the County's Development Areas and other areas where public services and infrastructure can be efficiently provided.
- G. Consider fiscal policies and government support that can benefit the recruitment of economic development and other revenue generating enterprise.
- H. Expenditures on services, utilities and facilities should be focused on achieving a demonstrated return on investment in locations consistent with the goals of the Comprehensive Plan and solid marketplace expectations.
- I. Update the County's proffer policy for compatibility with the objectives of the Comprehensive Plan and identified capital needs of the County; ensure that the new proffer policy is consistent with 2016 legislation that limits the extent to which proffers can be applied.