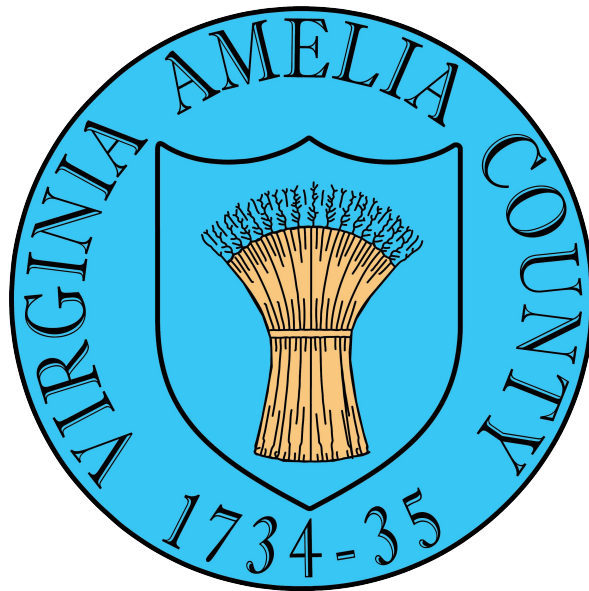




**Amelia County
Planning Commission
Meeting**

Monday, March 23, 2026

7:30PM



AMELIA COUNTY PLANNING COMMISSION

Regular Meeting

County Administration Conference Room

16360 Dunn Street

Amelia, Virginia 23002

Monday, March 23, 2026

7:30 P.M.

AGENDA

Action Needed

- | | | |
|--|---|---------------|
| 1. Call to Order and Welcome of Guests: | Larkin Moyer, Chairman | Call to Order |
| 2. Determination of Quorum | | Quorum |
| 3. Approval of Minutes | | |
| a. | Regular Meeting February 23, 2026 | Motion |
| 4. Old Business | | |
| a. | Ordinance Text Amendment – Tow Lots and Junkyards | Motion |
| 5. New Business | | |
| a. | Public Hearing – Conditional Rezoning Request RZN26-02 –
Windswept Development LLC (RR-3 to R-1) | Motion |
| b. | Public Hearing – Comprehensive Plan | Motion |
| 6. Chairman Comments | | |
| 7. Informational | | |
| 8. Adjournment | | |

SPEAKER RULES OF PROCEDURE

Please respect all speakers and allow all opinions to be expressed in a tolerant atmosphere.

- a) Speakers may speak only once during a specific comment time and all comments should be directed to the Planning Commission.
- b) Speakers should approach the podium so they may be visible and audible to the Commission.
- c) Each speaker should clearly state his/her name and address.
- d) All questions should be directed to the Chairman. Speakers are encouraged to contact staff regarding unresolved concerns or to receive additional information.
- e) Speakers should be brief and avoid repetition of previously presented comments.

VIRGINIA: AT A REGULAR MEETING OF THE AMELIA COUNTY PLANNING COMMISSION HELD IN THE CONFERENCE ROOM OF THE COUNTY ADMINISTRATION BUILDING ON MONDAY, FEBRUARY 23, 2026, AT 7:30 P.M.

PRESENT: LARKIN MOYER – Chairman
ROY EASTER – Vice-Chairman
JERRY “WHIT” MORRIS
JOHN AARON
RICHARD CUMBIE, JR
MICHAEL BATES
DAVID RAMSEY
PARKER HARDING
JENNIFER HARRIS
DAVID FELTS, JR – Board of Supervisors Representative

AUSTIN MITCHELL, Director of Community Development

ABSENT: JUAN WHITTINGTON

Amelia County Planning Commission

I. CALL TO ORDER

- Chairman Moyer called the meeting of the Amelia County Planning Commission to order at 7:30 p.m.

II. DETERMINATION OF QUORUM

- Chairman Moyer declared there was a quorum with 10 of 11 members present at 7:30 p.m.

III. ORGANIZATIONAL MEETING

a. Elections: Chairman & Vice-Chairman

- Chairman Moyer turned the meeting over to Mr. Mitchell. Mr. Mitchell asked for nominations for the position of Chairman.
- ❖ **Vice-Chairman Easter nominated, seconded by Commissioner Ramsey, Commissioner Moyer for Chairman. The motion carried 10-0 recorded as follows:** John Aaron – AYE, Parker Harding – AYE, Michael Bates – AYE, Roy Easter – AYE, Larkin Moyer – AYE, Whit Morris – AYE, Richard Cumbie – AYE, David Ramsey – AYE, David Felts, Jr – AYE, Jennifer Harris – AYE.
- Mr. Mitchell turned the meeting over to Chairman Moyer. Mr. Moyer asked for nominations for the position of Vice Chairman.

- ❖ **Commissioner Aaron nominated, seconded by Commissioner Morris, Commissioner Easter for Vice-Chairman. The motion carried 10-0 recorded as follows:** John Aaron – AYE, Parker Harding – AYE, Michael Bates – AYE, Roy Easter – AYE, Larkin Moyer – AYE, Whit Morris – AYE, Richard Cumbie – AYE, David Ramsey – AYE, David Felts, Jr – AYE, Jennifer Harris – AYE.

b. Establishment of Dates, Times, and Places for Regular Planning Commission Meetings

- Chairman Moyer explained that Planning Commission meeting for the year would be the fourth Monday of each month at 7:30 p.m. except for May which would be the next Tuesday.

c. Planning Commission Subcommittees/Terms of Commissioners

- Chairman Moyer told Commissioners to let the Commission know if they would like to change subcommittees.
- Chairman Moyer welcomed Commissioner Harding to the Planning Commission and thanked former Commissioner Barnard for his work on the Commission.

- ❖ **Supervisor Felts motioned, seconded by Commissioner Morris, to accept the meeting dates, times, and places. The motion carried 10-0 recorded as follows:** John Aaron – AYE, Parker Harding – AYE, Michael Bates – AYE, Roy Easter – AYE, Larkin Moyer – AYE, Whit Morris – AYE, Richard Cumbie – AYE, David Ramsey – AYE, David Felts, Jr – AYE, Jennifer Harris – AYE.

IV. APPROVAL OF MINUTES

- ❖ **Vice-Chairman Easter motioned, seconded by Commissioner Morris, to approve the minutes for the October 27, 2025 Regular Meeting. The motion carried 10-0 recorded as follows:** Larkin Moyer – AYE, John Aaron – AYE, Parker Harding – AYE, Michael Bates – AYE, Whit Morris – AYE, Roy Easter – AYE, Richard Cumbie – AYE, David Ramsey – AYE, David Felts, Jr – AYE, Jennifer Harris – AYE.

V. OLD BUSINESS

- Vice-Chairman Easter asked the status of the Comprehensive Plan update.
- Mr. Mitchell stated that VDOT has requested one additional map to be added that was sent to Commissioners for comment. He stated that if there are no concerns that the full Comprehensive Plan should come before the Planning Commission for a public hearing in March.

VI. NEW BUSINESS

a. Public Hearing – Rezoning Request RZN26-01 – Copeland (RR-3 to R-3)

- Mr. Mitchell provided the Planning Commission with the staff report. He explained that the applicant is seeking the rezoning to create three new parcels for single-family dwellings for family rather than waiting five years for a family division. He stated that staff recommends approval of the request noting that the proposed lots meet the requirements of the R-3 zoning district and are similar in size to existing adjacent parcels.
 - Chairman Moyer asked if the parent tract could be split later.
 - Mr. Mitchell answered that there are no proffers so the remainder of the parcel could be subdivided.
 - Commissioner Harding asked the timing of the development of the houses.
 - Mr. Mitchell answered that the applicant could speak more to the question but that it will likely be relatively soon.
 - Vice-Chairman Easter asked if the applicant would go through the subdivision ordinance.
 - Mr. Mitchell answered that the rezoning would allow the applicant to go through the subdivision ordinance to divide the property rather than waiting five years for a family division.
 - Chairman Moyer opened the public hearing at 7:40 p.m.
 - Todd Copeland, 15000 Featherchase Drive, Chesterfield, VA, spoke as the applicant. He stated that he does not want to wait five years to be able to allow his daughters to build additional houses on the property.
 - Chairman Moyer closed the public hearing at 7:42 p.m.
 - Commissioner Harding spoke of the concern for allowing development away from the village area.
 - Vice-Chairman Easter asked if the applicant is aware that the property across Richardson Road is zoned industrial. The applicant stated that he is aware.
 - Commissioners discussed that the new Comprehensive Plan shows growth in this area and the implications of allowing a rezoning to allow for a subdivision on the property.
- ❖ **Vice-Chairman Easter motioned, seconded by Commissioner Ramsey, to recommend approval of the rezoning. The motion carried 9-1 recorded as follows:** John Aaron – AYE, Michael Bates – AYE, Roy Easter – AYE, Larkin Moyer – AYE, Whit Morris – AYE, Richard Cumbie – AYE, David Ramsey – AYE, David Felts, Jr – AYE, Jennifer Harris – AYE, Parker Harding - NAY.

b. Public Hearing – Ordinance Text Amendment – Tow Lots and Junkyards

- Mr. Mitchell provided the Planning Commission with the staff report. He explained that the definition of a tow lot has been reviewed by the Zoning Committee and County Attorney. He read the new proposed definition and explained the zoning districts where the use would be permitted by special exception or as a permitted use. He clarified that the ordinance would also add screening requirements for salvage and junkyards and add those uses as permitted uses in industrial districts.
- Commissioner Harding asked how the code change was drafted and requirements in adjoining localities.
- Mr. Mitchell answered that the Zoning Committee and County Attorney assisted in drafting the proposed language and that several localities do not address tow lots. He stated that this code change is a compromise between regulations found in other localities.
- Chairman Moyer opened the public hearing at 7:52 p.m.
- David Tolley, 22131 Jetersville Road, questioned the requirements for a time limit of one year if there is litigation. He also had concern for the continuing existing use of his property for demolishing, salvage, and repair.
- Chairman Moyer asked if those uses would be grandfathered.
- Mr. Mitchell stated that the uses that were previously approved would be grandfathered.
- Mr. Tolley stated concern for regulating the towing industry through zoning. He stated concern over the requirement for screening within two years.
- Travis Barnard, 12401 Little Patrick Road, questioned the requirement for non-conforming uses otherwise being in compliance with the zoning ordinance.
- Kelly Walker, 9200 S Amelia Avenue, questioned the logic of a tow yard not being able to dismantle vehicles.
- Commissioners explained that a tow lot would be a separate use from a salvage yard.
- Clyde Warden, 21430 Farmers Lane, stated that he has been in business since 1988 and has concern for the regulations.
- Chairman Moyer closed the public hearing at 8:05 p.m.
- Commissioner Harris asked how other localities handle tow lots if they are not in their ordinance.
- Mr. Mitchell explained that technically a use is not allowed if it is not in the zoning ordinance.

- Commissioners discussed locations for tow lots if screening is provided and the concern over litigation. There was also concern over the location of tow lots and salvage yards not being allowed in the same zoning districts.

❖ **Commissioner Harris motioned, seconded by Commissioner Harding, to send the ordinance to the Zoning Committee for further discussion. The motion carried 10-0 recorded as follows:** John Aaron – AYE, Parker Harding – AYE, Michael Bates – AYE, Roy Easter – NAY, Larkin Moyer – AYE, Whit Morris – AYE, Richard Cumbie – AYE, David Ramsey – AYE, David Felts, Jr – AYE, Jennifer Harris – AYE.

c. Public Hearing – Ordinance Text Amendment – Sign Controls

- Mr. Mitchell provided the Planning Commission with the staff report. He explained that the change ties the signage area for attached signs to the building façade rather than road frontage and be more similar to requirements in adjoining localities.
- Chairman Moyer opened the public hearing at 8:13 p.m.
- No one spoke during the public hearing period.
- Chairman Moyer closed the public hearing at 8:13 p.m.

❖ **Vice-Chairman Easter motioned, seconded by Commissioner Harding, to recommend the Board of Supervisors approve the amendment as proposed. The motion carried 10-0 recorded as follows:** John Aaron – AYE, Parker Harding – AYE, Michael Bates – AYE, Roy Easter – AYE, Larkin Moyer – AYE, Whit Morris – AYE, Richard Cumbie – AYE, David Ramsey – AYE, David Felts, Jr – AYE, Jennifer Harris – AYE.

d. Capital Improvement Plan

- Eric Pollitt, County Administrator, presented the recommended 2027 Capital Improvement Plan. He reviewed the process and the recommended projects for the School Board, Fleet Vehicles, Capital Reserve Maintenance, Emergency Management, Parks and Recreation, Sanitary District, and Public Works.
- Commissioners briefly discussed the HVAC project for the high school. Commissioners shared their appreciation for the new process of developing the plan.

❖ **Commissioner Bates motioned, seconded by Commissioner Morris, to recommend the Board of Supervisors approve the Capital Improvement Plan as proposed. The motion carried 10-0 recorded as follows:** John Aaron – AYE, Parker Harding – AYE, Michael Bates – AYE, Roy Easter – AYE, Larkin Moyer – AYE, Whit Morris – AYE, Richard Cumbie – AYE, David Ramsey – AYE, David Felts, Jr – AYE, Jennifer Harris – AYE.

-

e. Comprehensive Plan Update

- Chairman Moyer stated that the Comprehensive Plan should be before the Planning Commission in March for a public hearing. He also referenced desired road improvements highlighted by VDOT.

VII. CHAIRMAN'S COMMENTS

- Chairman Moyer stated that the digester should be operational by March 1.
- Chairman Moyer asked for a representative for towing businesses to be available for the Zoning Committee.

VIII. INFORMATIONAL

- Chairman Moyer reminded Commissioners to turn in their Disclosure of Real Estate Holdings form.
- Chairman Moyer referenced the 2025 Annual Report in the packet.

IX. ADJOURNMENT

- There being no further business to come before the Planning Commission, Chairman Moyer adjourned the Meeting at 8:40 p.m.

ATTEST:

Austin Mitchell
Director of Community Development

Larkin Moyer, Chairman
Amelia County Planning Commission



**AMELIA COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT
SUMMARY REPORT – ZTA26-01**

**Planning Commission
Meeting Date: March 23, 2026**

Subject: An ordinance to amend the Zoning Ordinance of Amelia County, Virginia, concerning the regulation of tow lots and junkyards.

Summary of Information: The Planning Commission discussed tow lots at their meeting on October 27, 2025. The Planning Commission referred the topic to the Zoning Committee for review and recommendation. The Zoning Committee discussed tow lots at their meeting on November 21, 2025. The Planning Commission held a public hearing on February 23, 2026. After discussion, the Planning Commission referred the ordinance back to the Zoning Committee for additional review and recommendation. Based on discussion at the Zoning Committee meeting and consultation with the County Attorney, the proposed definition for tow lots is now:

TOW LOT

A use that provides vehicle towing services and storage for towed vehicles provided that:

- A. Screening shall be provided to wholly shield the vehicles from view from adjacent properties and public rights-of-way.*
- B. Tow lots in existence at the time of adoption of the ordinance establishing this use are to be considered valid nonconforming uses per Article V of this chapter. Further, in order to maintain nonconforming use status screening shall be provided to wholly shield the vehicles from view from adjacent properties and public rights-of-way by no later than two years after the adoption of such ordinance.*

The proposed ordinance would now allow tow lots as a permitted use by special exception permit in the A-5, RP-5, B-1, M-1, and M-2 zoning districts.

The proposed ordinance would also add a requirement for screening to the existing definition of a junkyard and add “Salvage Yard” to the definition of a junkyard. Salvage and junkyards would be allowed as a permitted use by special exception permit in the A-5, RP-5, B-1, M-1, and M-2 zoning districts. Salvage and junkyards are currently only allowed as a permitted use by special exception in the M-2 zoning district.

The originally advertised ordinance would have allowed tow lots and salvage and junkyards as a permitted use in the M-1 and M-2 zoning districts and did not include the use for salvage and junkyards in the A-5, RP-5, and B-1 zoning districts.

PUBLIC HEARINGS

Planning Commission Public Hearing: February 23, 2026

Board of Supervisors Public Hearing: April 22, 2026

Recommendation:

Review and provide recommendation to the Board of Supervisors.

AN ORDINANCE TO AMEND THE ZONING ORDINANCE OF AMELIA COUNTY, VIRGINIA, CONCERNING THE REGULATION OF TOW LOTS AND JUNKYARDS

ARTICLE I. Purpose(s) and Authority.

WHEREAS, Section 15.2-2204 et.seq. of the Code of Virginia (1950, as amended) establishes that any locality may, by ordinance, establish regulations on zoning and planning; and

WHEREAS, the Amelia County Board of Supervisors have determined that it is in the best interest of public health, safety, and general welfare to amend and update regulations related to tow lots and junkyards; and

WHEREAS, the Amelia County Planning Commission held a public hearing and recommended passage of this Ordinance on insert date, 2026; and

WHEREAS, the Amelia County Board of Supervisors held a public hearing on this amendment on _____, 2026.

ARTICLE II. Construction.

For the purposes of this ordinance amendment, underlined words (underline) shall be considered as additions to the existing Zoning Ordinance language and strikethrough words (~~strikethrough~~) shall be considered deletions to existing language. Any portions of the adopted Zoning Ordinance which are not repeated herein but are instead replaced by an ellipses (“...”) shall remain as they currently exist with the Zoning Ordinance.

ARTICLE III. Amendment of the Zoning Ordinance.

NOW, THEREFORE, BE IT ORDAINED, by the Board of Supervisors of Amelia County, Virginia, after public notice, public hearing, and consideration of the best interests of the public health, safety, and welfare, that the Zoning Ordinance of the County of Amelia Virginia, shall be amended, as follows:

PART I. That Section 325-2.1, Definitions, of the Zoning Ordinance, be amended by amending or adding the following terms and definitions in customary alphabetical order to amend the definition for “Junkyard” and add a definition for “Tow Lot” as follows:

JUNKYARD/SALVAGE YARD

The use of more than 200 square feet of the open area of any lot or parcel of land for the depositing, keeping or storage of junk, including, but not limited to, scrap metals or other scrap material, discarded household appliances, furnishings and fixtures, dismantled or demolished motor vehicles or other machinery or parts thereof, or one or more motor vehicles that are inoperable and without a current

state inspection sticker, County sticker or state vehicle tags. Screening shall be provided to wholly shield the junkyard from view from adjacent properties and public rights-of-way. The term "junkyard" shall not include any of the items recited herein which are incidental and necessary to any agricultural or industrial use.

...

TOW LOT

A use that provides vehicle towing services and storage for towed vehicles provided that:

- A. Screening shall be provided to wholly shield the vehicles from view from adjacent properties and public rights-of-way.
- B. Tow lots in existence at the time of adoption of the ordinance establishing this use are to be considered nonconforming uses per Article V of this chapter. Further, in order to maintain nonconforming use status screening shall be provided to wholly shield the vehicles from view from adjacent properties and public rights-of-way by no later than two years after the adoption of such ordinance.

- PART II. That Sections 325-6.3, 325-7.3, 325-18.3, and 325-20.3 said sections being the "Permitted uses by special exception" for the A-5, RP-5, B-1, and M-1 zoning districts, respectively, be amended by adding "Salvage and junkyards." and "Tow lots." in customary alphabetical order.
- PART III. That Section 325-21.3, Permitted uses by special exception for the M-2 zoning district, be amended by adding "Tow lots." in customary alphabetical order.
- PART IV. This ordinance shall be effective immediately upon adoption. The Zoning Ordinance of Amelia County, Virginia shall be revised as set forth herein, subject to Article, Section, and Subsection titles and numbers amendment by the Editor as necessary for consistency. Should any section or provision of this ordinance be decided by a court of competent jurisdiction to be invalid or unconstitutional, such decision shall not affect the validity or constitutionality of any other section or provision of this ordinance or of the Zoning Ordinance of Amelia County.

I hereby certify that the foregoing is a true and correct copy of the Ordinance approved at the _____ meeting of the Amelia County Board of Supervisors, Amelia County, Virginia.

By: _____
David M. Felts, Chairman
Amelia County Board of Supervisors

Attest: _____
Eric Pollitt, Clerk to the Board of Supervisors

DRAFT



**AMELIA COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT
SUMMARY REPORT – RZN26-02**

**Planning Commission
Meeting Date: March 23, 2026**

SUBJECT

Windswept Development, LLC (the “Applicant”), requests a Conditional Rezoning from RR-3 Rural Residential to R-1 Residential for property located on US 360 (Patrick Henry Highway), identified as TM 33-22 on the Amelia County Real Property Identification Map. The Applicant intends to develop the property into a single-family subdivision of 20 residential parcels. According to the Amelia County Comprehensive Plan Future Land Use Map, the property is located in the Rural Residential and Corridor Crossroads Mixed-Use Development Areas.

SUMMARY OF INFORMATION:

The Applicant is requesting to rezone the property from RR-3 Rural Residential to R-1 Residential to allow for development of a single-family subdivision. The Applicant is the contract purchaser of the property and intends to develop the property into 20 residential parcels. There would also be two open space parcels along the frontage of US Route 360. The application includes a preliminary layout of the proposed subdivision elevations of dwellings. The proposed parcels meet the acreage and frontage requirements for the R-1 zoning district. The Applicant has also submitted the following voluntary proffers:

- All lots shall be a minimum of 2 acres.
- Property shall be developed in general conformance with the Exhibit A, the conceptual layout.
- Development of single-family detached dwelling shall be in general conformance with Exhibit B.
- Open space parcels abutting Rte. 360 shall not be developed for residential uses but may be rezoned for commercial development.

PUBLIC HEARINGS

Planning Commission Public Hearing: March 23, 2026
Board of Supervisors Public Hearing: *To be determined*

SUMMARY OF FACTS

Applicant: Windswept Development, LLC
Land Owner: Southern Land Company LLC

Proposed Use: Property will be rezoned to create a subdivision of twenty (20) residential parcels

Location: US Route 360 (Patrick Henry Highway), identified as TM 33-22 on the Amelia County Real Property Identification map.

Acreage: 59.29 acres

Existing Zoning: RR-3 Rural Residential

Proposed Zoning: R-1 Residential

Comprehensive Plan: This property is located in the Rural Residential and Corridor Crossroads Mixed-Use Development Areas

Surrounding Zoning: RR-3 Rural Residential & B-1 Commercial

Utilities: Private well and septic

Wetlands Impact: n/a

Zoning History: RR-3 Rural Residential

APPLICABLE ZONING ORDINANCE PROVISIONS

- Article IX, *R-1 Residential District*, Section 325-12.1, *Intent*, of the Zoning Ordinance indicated the intent of the R-1 zoning district is as follows:

This district is composed of residential uses plus certain open areas where similar residential development appears likely to occur. The regulations for this district are designed to stabilize and protect the essential characteristics of the district, to promote and encourage a suitable environment for family life and to prohibit activities of a low concentration, and permitted uses are limited basically to single-unit dwellings providing homes for the residents plus certain additional uses, such as schools, parks, churches and certain public facilities that serve the residents of the district.

- Per Section 325-12.2, the permitted by-right uses in the R-1 zoning district are as follows:
 - *Accessory structures and uses.*
 - *Day-care center and nursery.*
 - *Family division.*
 - *Home day care.*
 - *Home occupation.*
 - *Large lot division.*
 - *Off-street parking.*
 - *Playgrounds and parks.*

- *Public utilities (extension).*
 - *Schools, churches, library.*
 - *Single cut subdivision.*
 - *Single-family dwelling.*
 - *Subdivision, major.*
 - *Subdivision, minor.*
 - *Temporary family health care structure.*
 - *Two-family dwelling.*
 - *Wireless support structures up to 80 feet.*
- Per Section 325-12.3, the permitted uses by special exception are as follows:
 - *Adult-care facility.*
 - *Bed-and-breakfast.*
 - *Cemeteries.*
 - *Mobile home, double-wide.*
 - *Public utilities (new).*
- Per Section 325-12.4, the permitted accessory uses are as follows:
 - *Garages, carports, sheds.*
 - *Tennis courts.*
 - *Swimming pools, in-ground or aboveground.*
- Per Section 325-12.5, the required setbacks/are/frontage in the R-1 zoning district are as follows:
 - *Setbacks from property lines:*
 - *Front, (a) Primary: 65 feet, (b) Accessory :65 feet*
 - *Side, (a) Primary: 15 feet to 35 feet total for both sides. (b) Accessory: 10 feet*
 - *Rear, (a) Primary: 35 feet, (b) Accessory: 10 feet*
 - *Area:*
 - *Forty thousand square feet if no water or sewer available.*
 - *Twenty-five thousand square feet if either water or sewer available.*
 - *Fifteen thousand square feet if both water and sewer available.*
 - *Frontage:*
 - *One hundred fifty feet if no water and sewer available.*
 - *One hundred twenty-five feet if either water or sewer available.*
 - *One hundred feet if both water and sewer available.*
- Per Section 325-12.6, applicable building height limits in the R-1 zoning district are as follows:

Thirty-five feet, except:

- A. The height limit for dwellings may be increased up to 45 feet and up to three stories, provided there are two side yards for each permitted use, each of which is 20 feet or more, plus one foot or more of side yard for each additional foot of building height over 35 feet.*
- B. A public or semipublic building such as a school, church, or library may be erected to a height of 60 feet from grade, provided that required front, side and rear yards shall be increased one foot for each foot of building height over 35 feet.*
- C. Church spires, belfries, cupolas, monuments, silos, barns, water towers, chimneys, flues, flagpoles, and wireless support structures are exempt. Parapet wall may be up to four feet above the height of the building on which the walls rest.*
- D. No accessory building which is less than 20 feet from any lot line shall be more than one story high. All accessory buildings shall be less than the main building in height.*

COMPREHENSIVE PLAN

The *Future Land Use Plan* in the *Amelia County Comprehensive Plan 2017* identifies the property as being located in the *Corridor Crossroads Mixed-Use Development and Rural Residential Development* planning areas.

The policies/strategies for the *Corridor Crossroads Mixed-Use Development Area* are as follows:

- Identify key corridor crossroad development areas along Rt. 360.
- Promote well-planned, mixed-density land uses at each crossroads location.
- Discourage scattered commercial and residential development.
- Plan for a mix of residential uses at different sizes and prices.
- Emphasize suburban residential development with community/neighborhood commercial.
- Respect existing commercial and industrial land uses; encourage quality expansion.
- Establish access plans and transportation criteria for new developments.
- Plan for a sewer and water service district to provide utilities to the development area.
- Establish Entrance Corridor overlay zoning for the Rt. 360 corridor.
- Revise proffer strategies to encourage development in the planning area.

The policies/strategies for the *Rural Residential Development Area* are as follows:

- Re-evaluate the current Primary Rural Residential Community Area boundaries.
- Respect existing agricultural uses and encourage expansion.
- Reclassify productive farms and selected rural portions to Agriculture Preservation.
- Encourage inter-parcel connectivity to decrease impacts on existing roads.
- Discourage further residential road frontage development..
- Establish stronger residential design standards; e.g. access, landscape and buffer plans.

- Require combined entrances for residential lots that qualify for road frontage location.
- Establish a long-range transportation plan for the planning area.
- Determine the true cost of providing county services at full build-out.

In addition, the following goals, objectives, and strategies are relevant to the proposed use:

- 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.
 - 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.
 - 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.

REZONING REQUEST CRITERIA AND STANDARDS

Section 325-30.1., *Amendments*, G., of the Zoning Ordinance indicates that “Among the factors to be taken into account in consideration of any rezoning request are the location, nature and extent of the proposed activity or use and the possible adverse effects of the said rezoning.”

RECOMMENDATION:

Planning Commission Recommendation: Pending

Staff Recommendation: The Applicant’s intent with the rezoning request is to allow for a single-family subdivision of 20 residential parcels. The application includes several voluntary proffers including a minimum lot size of two (2) acres and keeping open space parcels along US Route 360. These proffers would result in a development similar to existing residential subdivisions in the vicinity. The proposed new subdivision street entrance is at an existing crossover on US Route 360. Based on the nature of the surrounding area, the proposed subdivision being similar in scale to existing subdivisions in the area, and the parcel being located primarily within the Corridor Crossroads Mixed-Use Development Area which emphasizes suburban residential development with community/neighborhood commercial, staff would recommend approval of the request.

DRAFT PLANNING COMMISSION ACTIONS

Option 1 – Recommend Approval

Based upon the location of the property, nature, and extent of the proposed activity or use, and consideration of the possible adverse effects of the conditional rezoning, I move to recommend approval of the conditional rezoning request from RR-3 to R-1 with the submitted proffers.

Option 2 - Deferral of the application

I move to defer action on a recommendation on the conditional rezoning until the Planning Commission's meeting to be held on MONTH DAY, 2026.

Option 3 – Denial

Based upon the location of the property, nature and extent of the proposed activity or use, and consideration of the possible adverse effects of the rezoning, I move to recommend denial of the conditional rezoning request from RR-3 to R-1.

FEB 18 2026

AMELIA COUNTY

APPLICATION FOR REZONING
COUNTY OF AMELIA
P.O. BOX A
AMELIA, VA 23002
(804)561-3039

FOR OFFICE USE ONLY **TREASURER**
Application No. RZN26-02
Date Application Filed 2/18/26
Date and Time of Hearing P.C.: 3/23/26

Applicant: Windswept Development, LLC
Address: PO Box 461, Midlothian, VA 23113

Phone No.: 5409053415

PROPERTY DESCRIPTION

Location: North of Route 360 / West of Redfield Drive
Owner/Lessee: Southern Land Company LLC
Tax Map No: Section 33 Lot No. 22 Subdivision N/A
Magisterial District ☐ Leigh ☐ Jackson ☒ Giles Public Road Access: Route 360
No. of Parcels: 1 Acreage: 59.29 Deed Book/Page: _____ Plat Book: _____
Date Acquired: 2/12/2026 Zoning District: RR-3
Are there any deed restrictions? [] Yes ☒ No, if yes, attach copy of deed restrictions.
Date restrictions expire: _____

NECESSITY OF REQUEST

The applicant requests a change of zoning classification for the above-described property from RR-3 zone to R-1 zone. Describe the proposed use and the reason for the proposed zoning request.

Applicant requests to rezone to R-1 with proffered conditions to allow for the subdivision of the 59.22 acre parcel in to 20 lots that are a minimum of 2 acres in size.

PROFFERS

List proffer(s), if the rezoning request is a conditional rezoning.
See statement of proffer page.

REQUIREMENTS AND INSTRUCTIONS FOR FILING APPLICATION FOR REZONING

The following must be filled out completely and submitted by the applicant.

1. The application form must be filled out completely with full answers to every statement and question. The application may be signed by an agent or attorney or by the lessee, owner, or owners in front of a Notary Public in the space provided on Page 4. Additional sheets may be attached, as necessary.
2. Furnish a site plan for any cases involving expansion of an existing structure or construction of a new building. The plan shall consist of the following:
 - a. Plot plan or survey plat showing the dimensions of the property drawn to an appropriate scale.
 - b. Location and dimensions of existing structures, right-of-ways, easements, boundaries, water courses, and bodies of water.
 - c. Location and dimensions of proposed development including structures, types of uses, access drives, setbacks, easements, etc.
 - d. In the case of commercial and industrial developments, sketches and plans for proposed off-street parking and loading areas, signage, outdoor lighting, buffers and screening.

APPLICATION FEE

The application fee required by Section 1-6 of the Amelia County Zoning Ordinance is \$1,500.00. This fee must be paid at the time of the filing of the application. This fee only partially covers the County's costs for advertising and processing the application through the various stages. Make checks payable to "Treasurer of Amelia County."

PHOTOGRAPHS

Photographs of the property involved (not over 8½ X 11 inches) to illustrate the conditions of the property under consideration are always helpful and are suggested as exhibits to accompany this application.

LEGAL DESCRIPTION

Legal description of the area to be rezoned shall be submitted with the application.

IMPROVEMENTS PROPOSED

Describe briefly the improvements proposed. State whether new buildings are to be constructed, existing buildings are to be used and/or renovated or additions are to be made to existing buildings.

A new community similar to Redfield & Redfield South will be development with 20 new single-family detached houses.

PROTECTION TO ADJOINING PROPERTY

Describe the effects of the proposed use on adjacent property and the surrounding neighborhood. What protection will be offered adjoining property owners?

House locations will be surrounded by exisitng trees/vegetation that preserve the viewshed for surrounding properties. Parcels to the east and west are vacant/unoccupied.

ENHANCEMENT OF COUNTY

Why does the applicant believe that this requested change will be advantageous to the County?
(Please substantiate with facts)

Estimated Tax Revenue - \$100,700/annually

Real Property - \$55,200/annually (\$600,000 average RP value)

Personal Property - \$42,500/annually (\$50,000 average PP value)

Local Sales Tax - \$3,000 annually (\$15,000 average LS value)

PLAN

Furnish a plot plan showing boundaries and dimensions of property, width of abutting right-of-ways, location and size of buildings on the site, roadways, walks, off street parking and loading space, landscaping, etc. Architect's sketches showing elevations of proposed buildings and complete plans are desirable.

STATE OF VIRGINIA
COUNTY OF ~~AMELIA~~ Chesterfield

)
)
to wit

I, Brady Dean, being duly sworn, depose and say that I am the Lessee/Owner of the property involved in the application. If I am not the Lessee/Owner, I will produce a copy of a contract to purchase the property or right to submit this application. I further declare that I have familiarized myself with respect to preparing and filing the application and that the foregoing statements and answers herein contained and the information on the attached sheets thoroughly and to the best of my ability present the argument on behalf of the applicant herewith requested and that the statements and information above referred to are in all respects true and correct to the best of my knowledge and belief.

Signed Daniel S. [Signature]

Phone Number _____

Subscribed and sworn to before me this 18th Day of February 2026

Kristen D. Keatley
Notary Public

KRISTEN D KEATLEY
NOTARY PUBLIC
REGISTRATION # 7550683
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES
12-31-29

My Commission Expires

ADJACENT PROPERTY OWNER'S LIST

<u>Section/Lot</u>	<u>Owner</u>	<u>Address</u>
33-22A	DR1 Properties, LLC	1117 Red Gate Road South Hill VA 23970
33-18	Rebecca M Blankenship ETA	412 Timberline Loop Yorktown VA 23692
33-19B	Taylor Paige Baker	11201 Whippoorwill Lane Amelia Court House VA 23002
33-20A	Milton D Staples	12904 Mount Olive Lane Amelia Court House VA 23002
33A-1-24	Larry Davis ETAL	12201 Spring Run Drive Amelia Court House VA 23002
33A-1-23	Ronald F Wahls ETUX	12132 Spring Run Drive Amelia Court House VA 23002
33A-1-22	Dylan G Pulley ETAL	12123 Spring Run Drive Amelia Court House VA 23002
33A-1-21	Travis Maynard Worrell ET	12111 Spring Run Drive Amelia Court House VA 23002
<u>33A-1-20</u>	<u>Barry R. Jarck</u>	<u>12105 Spring Run Drive Amelia Court House VA 23002</u>
<u>33-19</u>	<u>GIS does not show owner</u>	

STATEMENT OF PROFFER

CASE # _____

Pursuant to Section 15.2-2296 of the Code of Virginia and Article _____ of the _____ County Zoning Ordinance. I do hereby voluntarily proffer, as the owner of record of the property which is the subject of this rezoning request, the following conditions:

- All lots shall be a minimum of 2 acres.
- Development of Single Family Detached Dwellings shall be in general conformance with Exhibit B.
- Property shall be developed in general conformance with the Exhibit A, the conceptual layout.
- Open space parcels abutting Rte. 360 shall not be developed for residential uses but may be rezoned for commercial development.

I hereby acknowledge that the Rezoning of the Subject Property gives rise to the need for these conditions.

M. J. Douberty
Owner of Record - Signature

2/20/26
Date

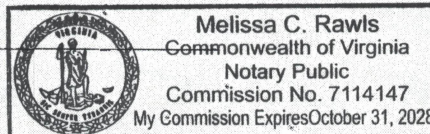
M. J. DOUBERTY
Type or print name

COMMONWEALTH OF VIRGINIA,
COUNTY OF Amelia; to wit:

Sworn and subscribed to before me a Notary Public in and for the jurisdiction aforesaid by M. J. Douberty, whose name is signed to the above, on this 20th day of February, 2026.

Melissa C. Rawls
Notary Public

My Commission expires: _____



STATEMENT FOR VALIDITY OF INFORMATION

Every applicant shall sign the following document to substantiate the validity of submitted information.

State of Virginia
County of Chesterfield to wit

I, Brady Dean, being duly sworn, depose and say that I am the Lessee/Owner of the property involved in the application. If I am not the Lessee/Owner, I will produce a copy of a contract to purchase the property or I will present written certification contract to purchase the property or I will present written certification from the owner granting me the right to submit this application.

I, declare that I have familiarized myself with the rules and regulation pertaining to preparing and filing this application. I further declare that the foregoing statements and answers provided throughout the various sections of this application are in all respects true and correct to the best of my knowledge and belief.

Signed

Daniel B. Dean

Print Name

Daniel B. Dean

Subscribed and sworn to before me this 18th day of February, 2006.

Kristen D. Keatley
Notary Public

KRISTEN D KEATLEY
NOTARY PUBLIC
REGISTRATION # 7550683
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES
12-31-29

My Commission Expires

OWNERSHIP DISCLOSURE

Please list below the names and addresses of all owners or parties in interest of the land subject to this request:

NOTE: If this request is in the name of a corporation, artificial person, joint venture, trust, or other form of ownership, all officers, directors, and any stock holders owning ten percent or more of such stock must be listed.

NAME

ADDRESS (Include Zip Code)

Southern Land Company LLC 6100 Moseley Road, Moseley VA 23120

I, Brady Deal, do hereby swear and affirm that to the best of my knowledge and belief, the above information is true and that I am the applicant for this request for parcel number(s) 33 of tax map number(s) 22 requesting Rezoning, Conditional Use Permit, and Variance/Appeal. (Please circle one)

If the above information changes at any time while this case is being considered, I will provide the County with an updated list.

[Signature]

Signature

STATE OF VIRGINIA
COUNTY OF Chesapeake to wit:

This day Brady Deal personally appeared before me, Kristen D. Keatley a Notary Public in and for the County and State aforesaid, and swore or affirmed that the matters stated in the foregoing Ownership Disclosure Affidavit are true to the best of his/her knowledge and belief.

Given under my hand this 18th day of February 2026.

[Signature]
Notary Public

My commission expires: _____

KRISTEN D KEATLEY
NOTARY PUBLIC
REGISTRATION # 7550683
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES
12-31-29

APPLICANT'S PERMISSION FOR INSPECTION OF PROPERTY

I, Brady Reel, hereby grant access to the Planning Director,
Zoning Administrator, or assigns thereof, to enter my property during reasonable hours without
prior notice to make inspections as deemed necessary for the evaluation of my application for
rezoning (Specify type of request – rezoning, special exception
permit, subdivision application, erosion and sediment control permit, variance, etc.).

[Signature]
Applicant's Signature

02-18-2026
Date

Subscribed and sworn to before me this 18th day of February, 2026.

[Signature]
Notary Public's Signature

7550683
Notary Registration Number

12-31-29
Commission Expiration Date

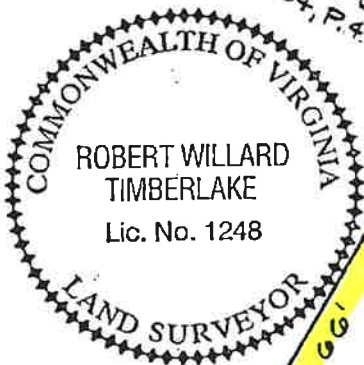
KRISTEN D KEATLEY
NOTARY PUBLIC
REGISTRATION # 7550683
COMMONWEALTH OF VIRGINIA
MY COMMISSION EXPIRES
12-31-29

R.S. = ROD SET
R.F. = ROD FOUND
□ = CONC. HWY.
MON. FOUND

J.W. ARCHER, et. ux.
P.B. 2, P. 233

LOUISE BIRCHAM
D.B. 141, P. 143
L-79-08

R.L. ARCHER
D.B. 126, P. 461
PORTION OF DISC.
IN D.B. 64, P. 422



IRVIN F. MORRIS
D.B. 94, P. 465

①
59.29
ACRES

②
59.29
ACRES

Robert W. Timberlake
TIMBERLAKE & CO.
8775 PATRICK
HENRY HIGHWAY
CREVE, VA. 22930
434-645-7628

I.P. CRAWFORD
P.B. 2, P. 233
558.11' 11' 47" E

P.E. BARNARD
P.B. 5, P. 48
PARCEL "C"

503°04'53"E 328.62'

S02°25'53"E 93.27'
S11°46'20"E 66.61'

STONE
9" MAPLE
12" S. GUM

S05°09'26"W 216.12'
S22°42'49"W 355.20'

S30°38'08"W 112.39'
S34°38'25"W 168.19'
S33°44'32"W 314.62'

ERNEST MENDEL
D.B. 155, P. 808 - PAR. #6
SEE OLD DISC. D.B. 55, P. 39

This plat meets the exemption requirements
of the Amelia County Subdivision Ordinance.

David R. H. Baker 10/31/19
Subdivision Agent/Designee Date

REVISED: 10/21/19
DIVISION LINE SURVEYED
TITLE BLOCK CHANGED

PLAT OF SURVEY SHOWING
PROPERTY BELONGING TO
CHARLES R. STONE, ESTATE

T.M. 33-22
INST # 201400475
GILES MAG. DIST.,
AMELIA COUNTY, VA.

SCALE: 1" = 400' 15 JUL, 1988



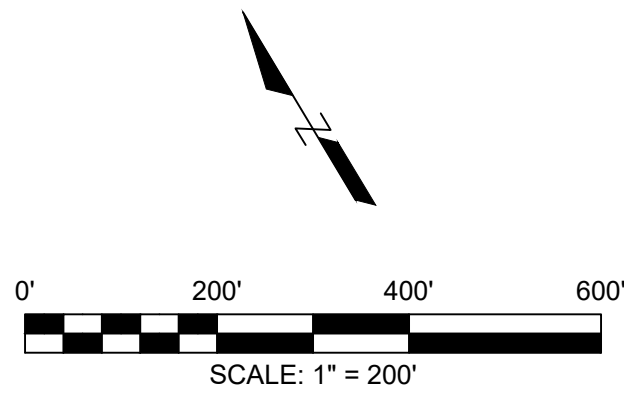
LOT REQUIREMENTS

R-1 WITH A PROFFERED 2 AC LOT MIN.

TOTAL PARCEL AREA	= 59.3 ACRES
MINIMUM LOT AREA	= 2.00 ACRES
MINIMUM FRONTAGE	= 150 FEET
MINIMUM FRONT SETBACK	= 65 FEET
MINIMUM SIDE SETBACK	= 15 FEET
MINIMUM REAR SETBACK	= 35 FEET
TYP. BUILDABLE AREA	= 70'X100'
RIGHT-OF-WAY WIDTH	= 50 FEET

NOTE: LAYOUT SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE WITH SITE PLAN DESIGN AND BUILDING PERMIT FOR EACH LOT.

PREPARED FOR
WINDSWEPT DEVELOPMENT
PROJECT NUMBER
031-010
DATE
02/12/2026
DOCUMENT
ORIGINAL SIZE: 24"x36"



REDFIELD WEST

PRELIMINARY LAYOUT EXHIBIT

AMELIA COUNTY, VIRGINIA



14321 WINTER BREEZE DR - MIDLOTHIAN, VA 23113
WWW.HEWITTSOL.COM

Residential Elevation Concept: Exhibit B



Residential Elevation Concept: Exhibit B



Residential Elevation Concept: Exhibit B



Residential Elevation Concept: Exhibit B



RZN26-02 - Windswept Development LLC						
PARCEL ID	LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP CODE
33-19B	BAKER	TAYLOR PAIGE	11201 WHIPPOORWILL LN	AMELIA COURT HOUSE	VA	23002
33-17	ARCHER SR REVOCABLE TRUST AGREEMENT C/O RUDY ARCHER	ALVIN R	12737 EFFIE ROSE PLACE	WOODBIDGE	VA	22192
33-20A	STAPLES	MILTON D	12904 MOUNT OLIVE LN	AMELIA COURT HOUSE	VA	23002
33-18	BLANKENSHIP ETALS	REBECCA M	412 TIMBERLINE LOOP	YORKTOWN	VA	23692
33A-1-19	JENKINS ETUX	HOWARD G	12101 SPRING RUN DR	AMELIA COURT HOUSE	VA	23002
33A-1-20	JARCK	R BARRY	12105 SPRING RUN DR	AMELIA COURT HOUSE	VA	23002
33A-1-21	WORRELL ETUX	TRAVIS MAYNARD	12111 SPRING RUN DR	AMELIA COURT HOUSE	VA	23002
33A-1-22	PULLEY & ELEANOR K. M. WEBER	DYLAN G.	12123 SPRING RUN DR	AMELIA COURT HOUSE	VA	23002
33A-1-23	WAHLS ETUX	RONALD F	12132 SPRING RUN DR	AMELIA COURT HOUSE	VA	23002
33A-1-24	DAVIS ETAL	LARRY	12201 SPRING RUN DR	AMELIA COURT HOUSE	VA	23002
33-22A	DR1 PROPERTIES LLC		PO BOX 220	BOYDTON	VA	23917
33-54E	MARTIN MARIETTA MATERIALS REAL ESTATE INVESTMENTS LLC		22710 WYCLIFF RD	RALEIGH	NC	27607
33-24B	MARTIN MARIETTA MATERIALS REAL C/O BADEN TAX MANAGEMENT		PO BOX 8040	FORT WAYNE	IN	46898
33-23 & 23A	TRUSTEES OF MOORES CHURCH CEMETERY ASSOC		PO BOX 263	AMELIA COURT HOUSE	VA	23002
33-24	VICKI JOHNS TRUST C/O DON ANDERSON & ASSOC LTD		PO BOX 517	COLONIAL HEIGHTS	VA	23834

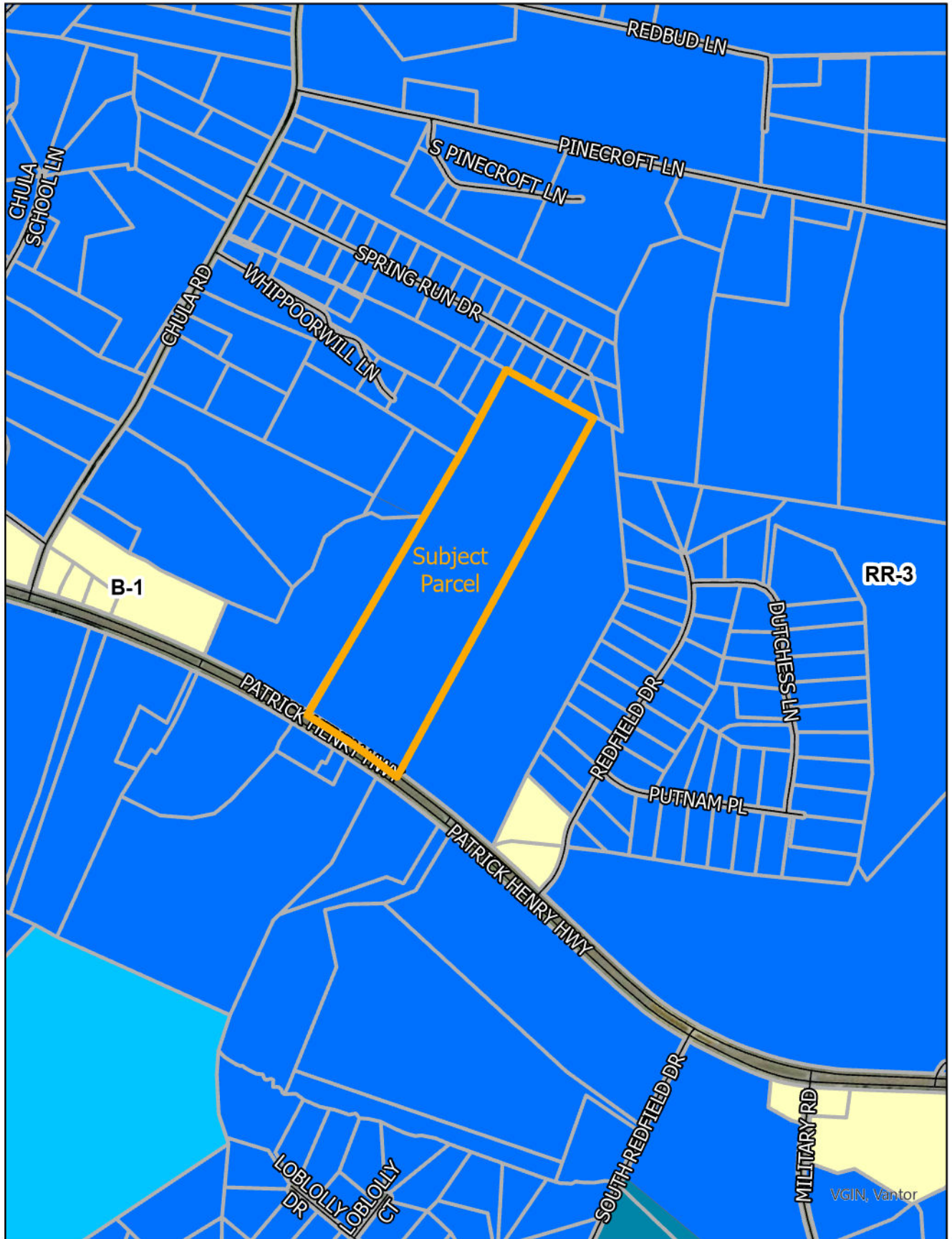
Zoning Map

Legend

- +— Railroads
- Streets
- ▭ Parcels

Zoning

- A-5
- B-1
- ER-1
- M-1
- M-2
- MHS
- PCD
- PCRD
- R-1
- R-10
- R-2
- R-3
- R-5
- RP-5
- RR-3
- ▨



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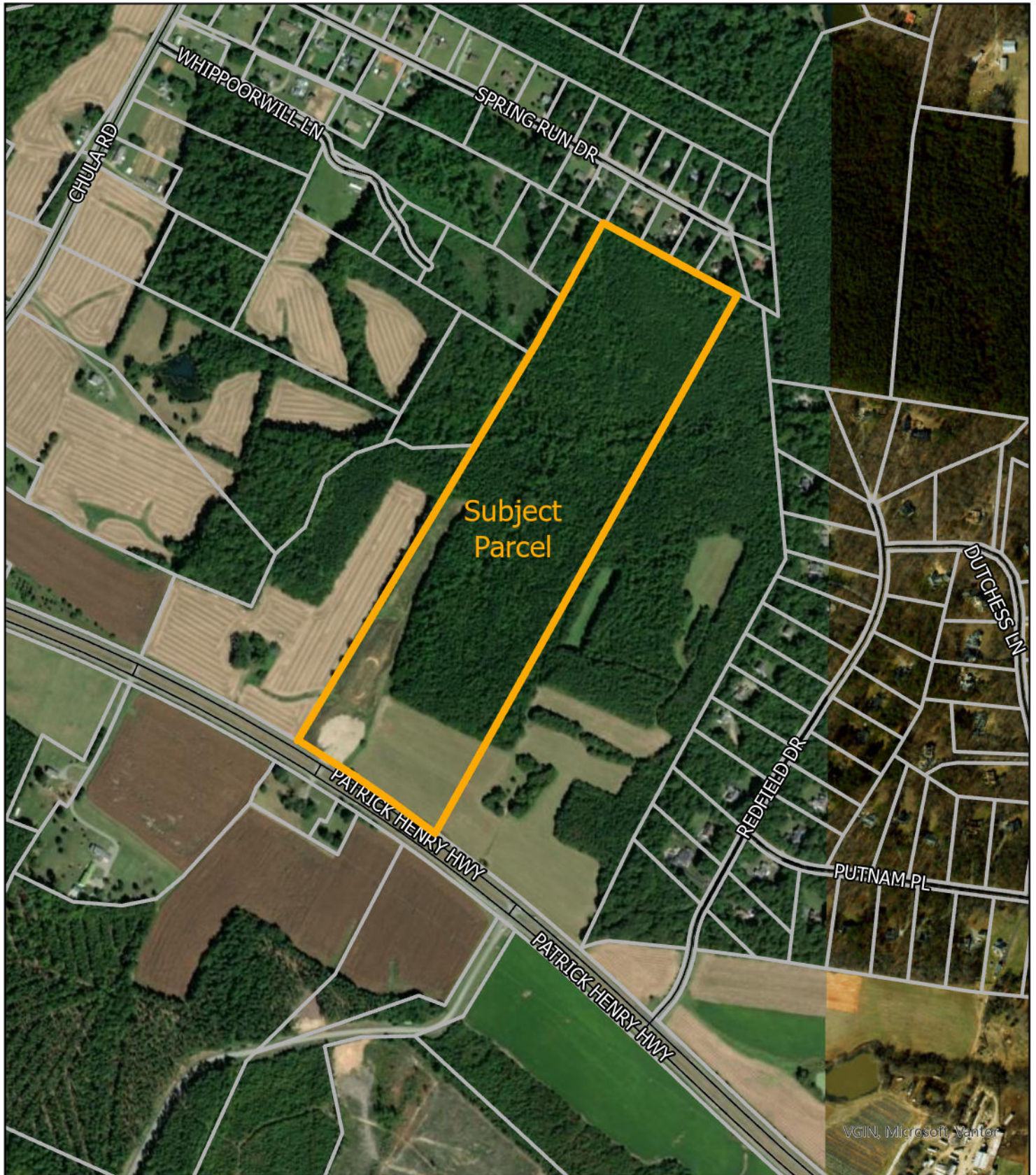
0 0.13 0.25 0.5 Miles

Scale: 1:16,248



VGIN, Vantor

Aerial Map



Legend

- Railroads
- Streets
- ▭ Parcels

0 0.07 0.15 0.3 Miles

Scale: 1:10,399



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**AMELIA COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT
SUMMARY REPORT –
COMPREHENSIVE PLAN UPDATE**

**Planning Commission
Meeting Date: March 23, 2026**

Subject: Amelia County Comprehensive Plan Update

Summary of Information: Per Section 15.2-2230, a comprehensive plan must be reviewed at least once every five (5) years to determine whether it is advisable to amend the plan. The County determined that it was advisable to update the current Amelia County Comprehensive Plan. The Commonwealth Regional Council (CRC) has worked with Amelia County since September 2024 to review and revise sections of the Amelia County Comprehensive Plan.

This update represents a focused review of key chapters rather than a complete rewrite. This update effort was led by the CRC, with oversight and input from the Planning Commission and County staff, in accordance with Virginia's planning statutes. The update focuses on updates to the following chapters: Demographics; Future Land Use; Natural Resources; Transportation; and Goals, Policies, and Objectives.

As part of the planning process the CRC held three (3) public community meetings throughout the county. Citizen input surveys were also distributed and in the community to assist in the development of the updates. The CRC met with the Comprehensive Plan Committee, a subcommittee of the Planning Commission, many times throughout the process to review the draft of the various chapters of the plan.

A public hearing is now being held to solicit comments on the proposed draft of the Comprehensive Plan. Following the public hearing and any subsequent discussion, a motion may be made to recommend approval of the Comprehensive Plan to the Board of Supervisors. A full resolution digital version of the Comprehensive Plan is available on the County's website by going to the following link:

[Full Resolution Comprehensive Plan](#)

PUBLIC HEARINGS

Planning Commission Public Hearing: March 23, 2026

Board of Supervisors Public Hearing: *To be determined.*

Recommendation:

Review and provide recommendation to the Board of Supervisors.

Option 1 – Recommend Approval

I move to recommend approval of the 2025-2045 Amelia County Comprehensive Plan.

Option 2 – Deferral

I move to defer action on a recommendation on the 2025-2045 Amelia County Comprehensive Plan until the Planning Commission's meeting to be held on MONTH DAY, 2026.



AMELIA COUNTY

COMPREHENSIVE PLAN



2 0 4 5

Acknowledgements Page

BOARD OF SUPERVISORS

District 1 - David Felts, Chairman

District 2 - Dexter Jones

District 3 - Benjamin 'Benjy' Morris

District 4 - H. Joseph Easter, IV

District 5 - Todd Robinson, Vice Chairman

COUNTY ATTORNEY

Jeff Gore

PLANNING COMMISSION

Larkin Moyer, Chairman

John Aaron

Jerry 'Whit' Morris

Dennis Ramsey

Juan Whittington

Roy Easter

Jennifer Harris

Michael Bates

Travis Barnard

Richard Cumbie, Jr.

David Felts, Jr. (Board of Supervisors Representative)

COUNTY ADMINISTRATION STAFF

Eric Pollitt, County Administrator

Austin Mitchell, Director of Community Development

COMMONWEALTH REGIONAL COUNCIL STAFF

Christin Jackson, Executive Director

Wendy Newton, Finance Director

Lauren Pugh, Planning Director

Matt Swartout, Regional Planner

Ethan Bowman, Regional Planner



Introduction

2045 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.

The Comprehensive Plan Process

Amelia County's Comprehensive Plan is a dynamic document, designed to adapt over time to reflect the changing needs, priorities, and conditions of the community. The 2025 update represents a focused review of key chapters rather than a complete rewrite. This update effort was led by the Commonwealth Regional Council, with oversight and input from the Planning Commission and County staff, in accordance with Virginia's planning statutes.

The 2025 plan update concentrates on five core areas:

- **Demographics**

- The demographic section has been updated to incorporate the latest data from the U.S. Census Bureau, including the 2020 Decennial Census and more recent American Community Survey (ACS) estimates. These updates provide a clearer picture of population trends, age distributions, housing characteristics, and workforce dynamics within the County.

- **Land Use Section**

- Amelia County continues to experience gradual but noticeable development pressure, particularly along the U.S. Route 360 corridor. This update reassesses the County's future land use map and land use policies to ensure that growth is aligned with available infrastructure, rural preservation goals, and long-term community objectives.

- **Natural Resources**

- The Natural Resources chapter has been significantly revised to include more detailed data on soils, water resources, mineral and forest assets, and environmental constraints. New maps and data tables enhance understanding of how natural systems influence land use suitability and conservation planning.

- **Transportation**

- The Transportation chapter has been revised to align with current Virginia Department of Transportation (VDOT) standards and requirements. Updates include the incorporation of new maps, updated traffic counts, roadway classifications, and safety data, as well as an evaluation of existing infrastructure conditions and planned improvements. These revisions provide a more accurate and comprehensive picture of the transportation system, ensuring that the chapter serves as a useful tool for future planning, funding eligibility, and coordination with state and regional transportation initiatives.

- **Goals, Policies, and Objectives**

- The Goals, Policies, and Objectives chapter has been revised to reflect the long-range, visionary direction of the Comprehensive Plan, ensuring that the County's strategies and priorities align with the evolving needs and aspirations of its current and future residents.

As part of the planning process, Amelia County conducted three (3) public community meeting at three different locations throughout the community. Meetings took place in Painesville on July 15, in Mannboro on July 17, and in Amelia Court House on July 22. There were a total of 58 people in attendance. The purpose of these meetings was to gather public input to help shape goals and strategies that reflect the community's shared vision for the future. CRC staff conducted two exercises, the PARK and mapping exercises, to gather input. The input gathered from attendees was invaluable in shaping the survey instrument and updating the Comprehensive Plan. The community meeting responses are included in the Appendix.

In October 2024, CRC staff and the County distributed citizen input questionnaires at various locations throughout the County. Surveys were distributed on October 28 2024, with a submission deadline of January 15, 2025. A total of 529 complete surveys were returned. The Commonwealth Regional Council staff tallied the responses, and the survey results were incorporated into the Comprehensive Plan. The community input survey responses are included in Appendix.

The Planning Commission remains central to the Comprehensive Plan process, ensuring that updates are consistent with the County's long-term vision and responsive to emerging challenges. Additional plan chapters may be reviewed and updated in the future as conditions evolve and as further community input is gathered.



Demographics

2045 Draft Comprehensive Plan

Population

During the early- to mid-20th century, the County experienced a marginal decline in population until the 1980s. During the 1980s, Amelia County experienced an 11% increase in the population. Growth has been modest at some times, and rapid at others, including a surge of growth during the 1990s that neared 30% for the decade. Growth in recent years has slowed, likely due to nationwide economic effects and the overall slowing of suburban growth.

Amelia County Population Trends 1920- 2020

Year	Population	Percentage (%) Change
1920	9,800	-
1930	8,799	-8%
1940	8,495	-5%
1950	7,908	-7%
1960	7,815	-1%
1970	7,592	-3%
1980	8,405	11%
1990	8,787	5%
2000	11,400	30%
2010	12,690	11%
2020	13,265	4%

Source: United States Census Bureau

It is very important to note Amelia County's regional context when considering population growth. As an outlying part of growing Richmond region, the County's future growth will be heavily influenced by the growth of neighboring jurisdictions. In particular, Chesterfield County has seen rapid growth in the decades of the 1980s, 1990s, and 2000s. Given this strong neighboring growth, its proximity to the Amelia County line, and the convenient transportation links between the two counties along U.S. 360, it is very likely that future Chesterfield growth will spur growth in Amelia as well.

Population Growth of Neighboring Counties 1990 - 2020

Jurisdiction	1990	2000	% Change	2010	% Change	2020	% Change
Amelia	8,787	11,400	30%	12,690	11%	13,265	4%
Chesterfield	209,000	259,903	24%	316,236	22%	364,548	13%
Powhatan	16,000	22,377	40%	28,046	25%	30,333	8%
Cumberland	7,800	9,017	16%	10,052	11%	9,675	-4%
Prince Edward	17,300	19,720	14%	23,368	18%	21,849	-7%
Nottoway	15,000	15,725	5%	15,853	1%	15,642	-1%
Dinwiddie	21,000	24,533	17%	28,001	14%	27,947	-0.20%

Source: United States Census Bureau

Population Forecasting

The growth of Amelia County, its neighboring jurisdictions, the Richmond region, or the Commonwealth of Virginia is in a constant state of change, influenced by factors as diverse as national economic trends, the decisions of major employers, and generational housing trends. For this reason, accurate forecasting of future population growth is difficult to achieve, if not impossible. The University of Virginia's Weldon Cooper Center attempts to predict future population growth using a proprietary model, and at this time predicts modest growth in Amelia County over the coming 27 years, averaging roughly 5% for each 10-year period following the United States Decennial Census studies.

Population Projections for Amelia County

Year	Population	Percentage (%) Change
2020	13,265	-
2030	13,642	3%
2040	14,359	5%
2050	15,292	6%

Source: University of Virginia Weldon Cooper Center

While the rates of growth predicted by the UVA Weldon Cooper Center would be easy enough for the County to absorb and manage, it should be acknowledged that much higher rates of growth are possible, and have been experienced in Amelia County and neighboring areas in the past. Amelia experienced growth of over 30% for the decade of the 1990s, while Powhatan grew over 40% during the same decade and Chesterfield County growth touched 48% growth during the 1980s. Given its small base population, Amelia County has the potential to experience a high percentage of population change very quickly. A single large subdivision or development project, of the type often seen in nearby areas of Chesterfield County, could result in a sudden population surge during a brisk real estate market. For this reason, Amelia must plan for future growth at a variety of scales, planning for realistic scenarios, as well as those scenarios that, while they may be unlikely, are possible and would result in huge impacts on county services, finances, and culture.

This Comprehensive Plan uses three population growth scenarios to analyze a broad range of future growth possibilities, from slow to explosive. As with many things, it is better to plan for the worst than to be caught unprepared.

2025 Comprehensive Plan Population Scenarios

Growth Scenario	Ten Year Growth	2030	2040
Slow - Moderate	5%	13,928	14,624
Moderate - Rapid	12%	14,857	16,640
Rapid - Explosive	25%	16,581	20,726

Median Household Income

A household is defined by the United States American Community Census as all persons who occupy a housing unit. For Amelia County households, the estimated median household income per the 2021 ACS was \$57,420. This was lower than the surrounding counties and the state, which had an estimated median household income of \$80,963 for the same time.

Jurisdiction	Number of Households	Median Household Income
Amelia	5,190	\$57,420
Chesterfield	140,498	\$100,702
Powhatan	10,722	\$101,395
Cumberland	3,990	\$57,568
Prince Edward	7,113	\$49,019
Nottoway	5,309	\$54,614
Dinwiddie	10,268	\$68,918

Source: United States Census 2021 American Community Survey

Housing Growth (Building Permits Issued)

According to data provided by the Amelia County Building Inspector's Office, based on available records, the County issued a total of 837 building permits from 2013 to July 2023. Of those 60 were residential and 9 were commercial.

BUILDING PERMITS ISSUED FROM 2013 THROUGH 6/30/2025

	COMMERCIAL	DWELLING FRAME	MODULAR	DOUBLE WIDE	SINGLE WIDE	TOTAL RESIDENTIAL
2013	16	37	8	5	11	61
2014	7	40	6	5	9	60
2015	10	34	6	9	2	51
2016	13	43	10	11	4	68
2017	15	55	10	9	3	77
2018	11	48	7	17	5	77
2019	14	54	7	12	6	79
2020	6	53	6	10	10	79
2021	11	59	11	12	10	92
2022	19	64	8	14	5	91
2023	11	44	6	15	5	70
2024	13	57	3	9	1	70
2025 (PART)	0	24	1	4	1	30

Source: Amelia County Building Inspector's Office

Employment

As with many rural counties, Amelia has a strong agricultural economy, including crop operations, nursery stock growing, and livestock farming, but is limited in other commercial, industrial, and service employment categories. According to the 2022 data that is collected by the Virginia Employment Commission, Amelia has a relatively low unemployment rate at 2.9% - which is in line with state averages, slightly better than regional and national rates of around 3.4% and 3.6% respectively. The table below shows the top 50 employers in the County.

Top 50 Amelia County Employers

1. Amelia County School Board	26. C & L Machine and Welding
2. County of Amelia	27. Dolgencorp LLC
3. Wellsprings At Amelia Rehabilitation and Nursing Center	28. Amelia County Department of Social Services
4. Food Lion	29. Hardee's
5. Star Children's Dress Company	30. Postal Service
6. Amelia Overhead Door	31. Lunenburg Medical Center
7. Swift Creek Forest Products	32. Virginia Department of Alcoholic Beverage Control
8. Waste Management of Virginia	33. Capital Business Solutions
9. McDonald's	34. Healing Hands Home Health Llc
10. Amelia Academy	35. Virginia Department of Veterans' Services
11. Easter Design Inc	36. Weaver Logging
12. Masons Touch Inc	37. Compass Two LLC
13. Catapult Learning LLC	38. Williams Logging Inc.
14. Amelia Signs	39. Land Vue Farm
15. Goodman Truck and Tractor Company	40. R E Langford LLC
16. Superior Walls of Central VA	41. Pizza Hut
17. Rock River Inc	42. Crossroads Services Board
18. Beneficial Electrical Systems	43. Glenwood Farms
19. 7-Eleven	44. Rocky Creek Tree Service
20. Borum Electrical Plumbing & Ht	45. Carr Contracting Company
21. Oak Ridge Services Inc	46. Virginia Department of State Police
22. Southern States Co-operative, Inc.	47. Am Chandler
23. Village Veterinary Services	48. Vaughans Car Care
24. VDOT	49. W.F. Wright, Inc.
25. Anderson Brothers Lumber	50. JKA Concrete LLC

Source: Virginia Employment Commission, Economic Information & Analytics, Quarterly Census of Employment and Wages (QCEW), 1st Quarter (January, February, March) 2025

While data shows that Amelia County residents are employed at similar rates to state averages, many find employment outside of the County by commuting to Chesterfield, among other regional employment destinations. Unfortunately, when many citizens are commuting out of the county for work, there can be resulting impacts on the local economy. When Amelia residents work in neighboring jurisdictions, the taxes paid by their employers goes to fund the locality in which the employer is located, meaning that the work of many Amelia residents ultimately helps to fund schools, services, and improvements in Chesterfield and other nearby areas rather than in their home county. Also, when residents commute daily to neighboring jurisdictions, they are more likely to combine their work trip with shopping, dining out, and other spending rather than contributing to Amelia County businesses. The tables that follow show the top destinations for workers commuting to Amelia County and top destinations for workers commuting out of the County.

Top 10 Amelia County Commuter In-flow				
Residence		Workplace		Commuting Flow
State Name	Locality Name	State Name	County Name	Workers in Commuting Flow
Virginia	Amelia County	Virginia	Amelia County	677
Virginia	Chesterfield County	Virginia	Amelia County	248
Virginia	Nottoway County	Virginia	Amelia County	153
Virginia	Prince Edward County	Virginia	Amelia County	93
Virginia	Powhatan County	Virginia	Amelia County	70
Virginia	Henrico County	Virginia	Amelia County	63
Virginia	Richmond City	Virginia	Amelia County	43
Virginia	Cumberland County	Virginia	Amelia County	38
Virginia	Lunenburg County	Virginia	Amelia County	29
Virginia	Hanover County	Virginia	Amelia County	24
Virginia	Mecklenburg County	Virginia	Amelia County	18
Total				1,456
Source: U.S. Census Longitudinal Employer-Households Dynamics (LEHD)				

Top 10 Amelia County Commuter Out-flow				
Residence		Workplace		Commuting Flow
State Name	County Name	State Name	Locality Name	Workers out Commuting Flow
Virginia	Amelia County	Virginia	Amelia County	677
Virginia	Amelia County	Virginia	Chesterfield County	1,093
Virginia	Amelia County	Virginia	Henrico County	569
Virginia	Amelia County	Virginia	Richmond City	508
Virginia	Amelia County	Virginia	Powhatan County	204
Virginia	Amelia County	Virginia	Hanover County	145
Virginia	Amelia County	Virginia	Nottoway County	96
Virginia	Amelia County	Virginia	Prince Edward County	90
Virginia	Amelia County	Virginia	Goochland County	87
Virginia	Amelia County	Virginia	Fairfax County	79
Virginia	Amelia County	Virginia	Lynchburg City	60
Total				3,608
Source: U.S. Census Longitudinal Employer-Households Dynamics (LEHD)				

Affordability

As is typical of many rural communities, Amelia is a relatively affordable place to live, and more specifically, to buy or rent a home. With fewer services, longer travel distances to employment and commerce centers, and lower taxes, the County has generally lower housing costs as compared to the Richmond region. According to the United States Census 2021 American Community Survey, 29.9% of Amelia residents spend greater than 30% of their household income on housing expenses, compared to approximately 33% of Richmond City residents. However, this relative affordability could potentially have the effect of attracting higher levels of residential growth to the County, bringing Richmond area commuters while making housing less affordable for local workers. The affordability of housing should remain an area of focus as the County grows, and a key measure of the suitability of new development proposals.

Spending and Leakage

Amelia County has a limited retail and service sector economy, along with a resident population that commutes extensively within a larger region for work and shopping. Because of these structural factors, a significant share of consumer spending generated by Amelia residents occurs outside the County.

Using Esri's Retail Goods & Services Expenditures (2025) for Amelia County, Chesterfield County, and the Commonwealth of Virginia, total estimated household expenditures in Amelia equal approximately \$247.2 million annually, compared to nearly \$10.0 billion in Chesterfield County. On a per-capita basis, Amelia residents spend an average of \$18,617 annually, compared to \$25,580 in Chesterfield and \$26,292 statewide. The Spending Potential Index (SPI) — where 100 equals the national average — averages in the 70s to low-80s in Amelia versus approximately 110–115 in Chesterfield and Virginia.

This indicates that Amelia households spend roughly 20–30% less than the U.S. average across many categories. The gap between Amelia's per-capita spending levels and those of nearby markets represents a substantial volume of discretionary dollars that are more likely captured by regional retail centers than by businesses within the County, directly influencing local sales tax generation and long-term commercial viability.

As shown in Table 1, Amelia’s total household spending is lowest in the categories most affected by proximity to major retail centers, including apparel, dining, and entertainment. Conversely, expenditures in home-related and transportation categories show relatively strong per-capita figures, consistent with rural household patterns and higher commuting distances.

Table 1. Retail & Service Expenditures by Major Category (2025)

Category	SPI Amelia	Total Amelia	SPI Chesterfield	Total Chesterfield	SPI Virginia	Total Virginia
Apparel & Services	71	9,510,642	104	404,159,313	108	9,342,867,587
Entertainment & Recreation	74	16,587,129	105	624,028,448	110	14,414,579,580
Food (Total)	76	47,609,655	103	1,872,676,916	107	41,902,741,277
Food at Home	77	31,114,875	104	1,200,177,525	107	26,694,536,381
Food Away from Home	73	16,494,780	101	672,499,391	107	15,208,204,896
Alcoholic Beverages	75	2,733,620	101	100,273,324	109	2,245,261,788
Household Furnishings & Equipment	79	11,092,871	101	405,567,121	106	8,967,327,944
Health & Personal Care	87	8,319,902	106	320,002,742	107	6,961,502,160
Insurance & Financial Services	80	25,600,000	107	991,200,000	108	21,833,000,000
Travel (Total)**	77	4,123,000	103	149,800,000	105	3,350,000,000
Total Consumer Expenditures	78	247,203,000	106	9,963,600,000	109	220,250,000,000

** Includes lodging, transportation, and meals while traveling.

Source: Esri Retail Goods & Services Expenditures, 2025 (Amelia County, Chesterfield County, and Virginia Statewide).

Table 2. Per Capita Expenditures by Major Category (2025)

Category	Amelia \$	Chesterfield \$	Virginia \$
Apparel & Services	701	1,026	1,070
Entertainment & Recreation	1,223	1,725	1,799
Food (Total)	3,511	4,762	5,072
Health & Personal Care	614	813	828
Home Maintenance & Utilities *	2,647	3,318	3,435
Transportation (Total)	2,610	3,476	3,544
Insurance & Financial Services	1,888	2,821	2,840
Total Consumer Expenditures	18,617	25,580	26,292

* Includes mortgage, maintenance, utilities, and basic housing expenses.

Source: Esri Retail Goods & Services Expenditures (2025); populations used: Amelia 13,561; Chesterfield 393,173; Virginia 8,879,002.

The comparison in Table 2 summarizes per-capita household spending across major categories for Amelia County, Chesterfield County, and the Commonwealth of Virginia. Per-capita figures represent the average annual amount spent per resident, calculated by dividing total estimated household expenditures by total population. Overall, Amelia residents spend an average of \$18,617 per person annually, compared to \$25,580 in Chesterfield and \$26,292 statewide.

Amelia's per-capita spending is consistently lower across most discretionary categories, particularly in food, apparel, and recreation, where local spending averages roughly 70% of Chesterfield's and 68% of Virginia's levels. The largest gaps are seen in dining, entertainment, and apparel, indicating continued retail outflow to regional markets such as Chesterfield and Farmville.

Conversely, spending on home maintenance, utilities, insurance, and transportation remains relatively stronger. These higher proportions reflect Amelia's rural cost structure; larger homeownership rates, longer commute distances, and a reliance on regional shopping centers for nonessential goods and services. Together, these patterns highlight the county's ongoing retail leakage but also underscore opportunities for local business growth in daily service and convenience sectors.

Estimated Retail Spending Gap

Based on 2025 Esri data, Amelia's per-capita household spending (\$18,617) is approximately \$6,963 lower than Chesterfield County's per-capita spending (\$25,580).

When applied to Amelia's population (13,561 residents), this difference represents an estimated annual spending gap of approximately:
\$94–95 million.

Similarly, compared to the Virginia statewide average (\$26,292 per capita), the difference represents approximately:
\$104 million annually.

This figure does not indicate that all of this spending occurs specifically in Chesterfield County. Rather, it reflects the scale of discretionary consumer spending that is currently more likely captured by regional retail markets outside Amelia County.

Implications for Planning and Economic Development

The 2025 data confirm a continued structural retail leakage from Amelia County to nearby regional markets, particularly in dining, apparel, and entertainment. Strategic actions should therefore emphasize:

- Incremental village-scale retail and service development to capture everyday spending.
- Expansion of local dining and leisure offerings to retain more discretionary spending.
- Entrepreneurial and small business initiatives (e.g., incubators, markets, shared spaces) that test and fill retail/service gaps.

Methodology

- Data Source: Esri Retail Goods & Services Expenditures (2025) for Amelia County, Chesterfield County, and the Commonwealth of Virginia.
- Populations used: Amelia (13,561); Chesterfield (393,173); Virginia (8,879,002).
- SPI and dollar values represent 2025 estimates. Per-capita figures were derived by dividing total expenditures by population, with results rounded to the nearest whole dollar.

Together, these findings provide an updated, data-driven picture of Amelia's consumer economy, highlighting the key retail sectors with opportunities for local capture and reinvestment.



Transportation

2045 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.

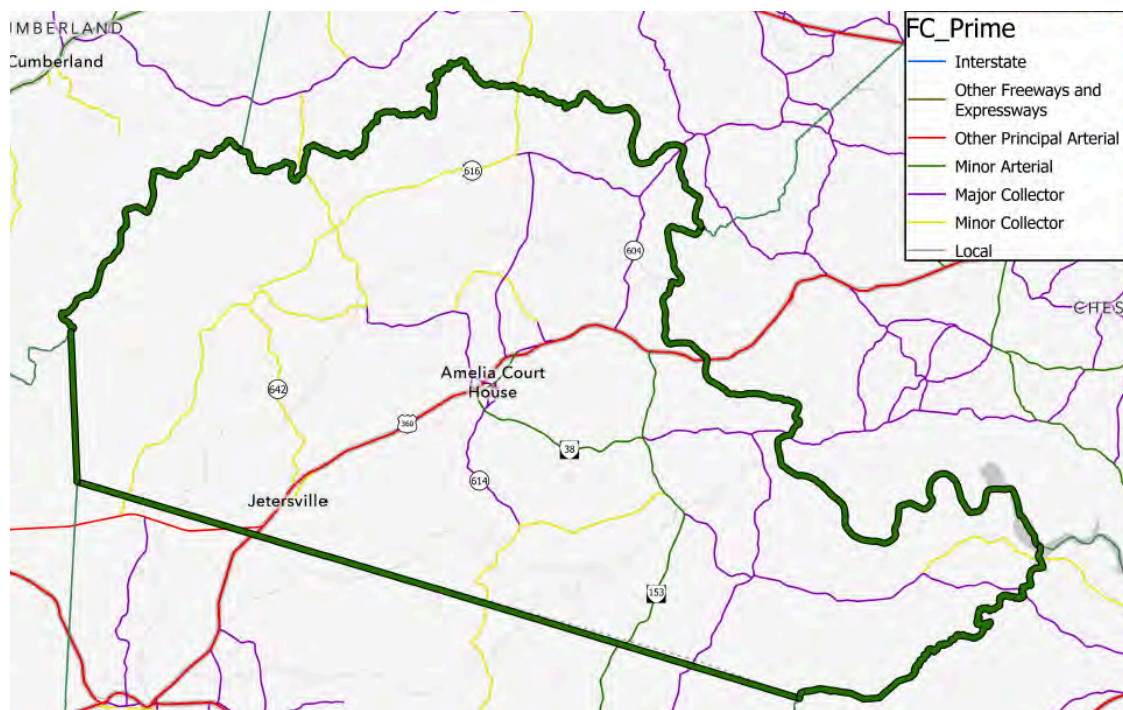
County Roads

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



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 by 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

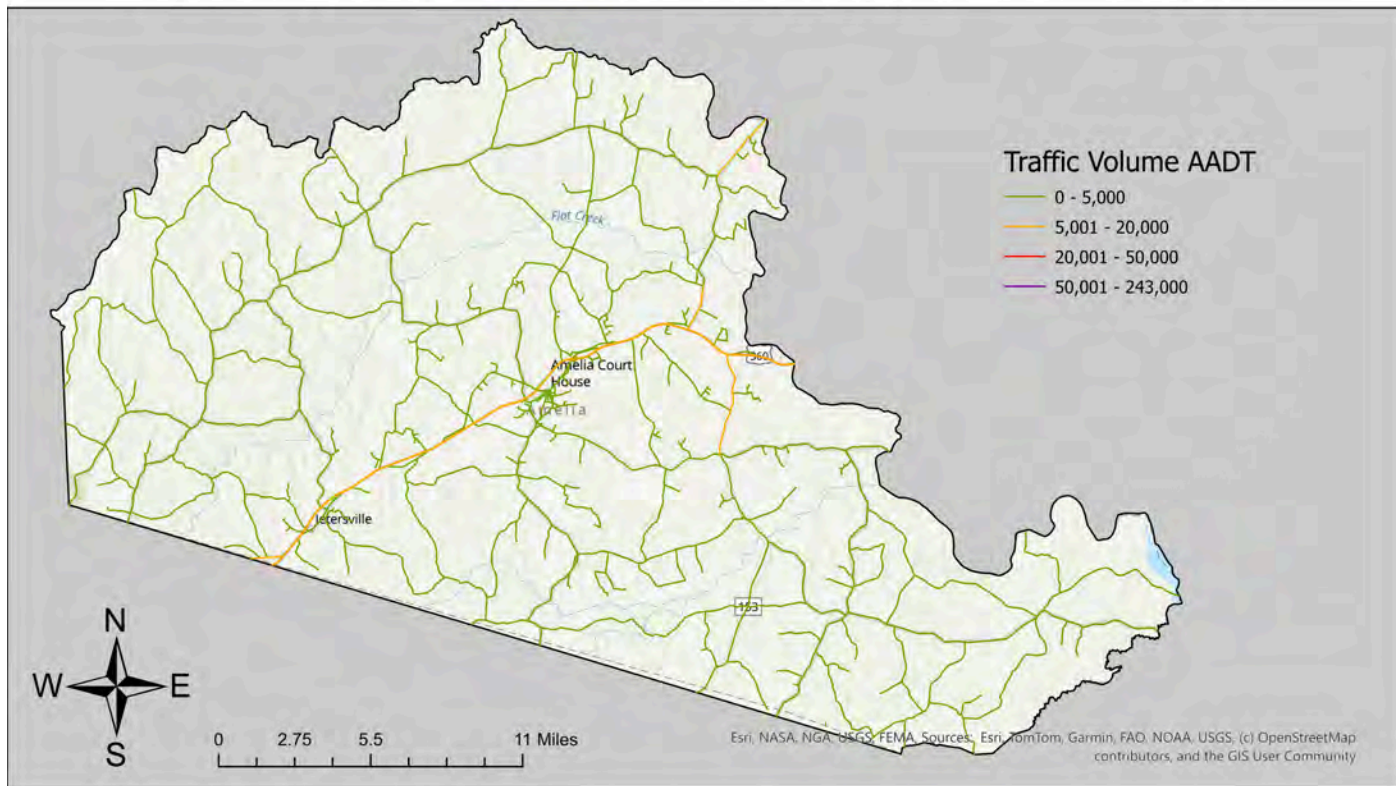
Local Roads and Streets comprise the largest percentage of Amelia's roadways in terms of mileage. In practice, Local Roads and Streets are not intended for use in long distance travel. In rural areas, local roads serve primarily to provide direct access to adjacent land and within existing and new subdivisions. 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

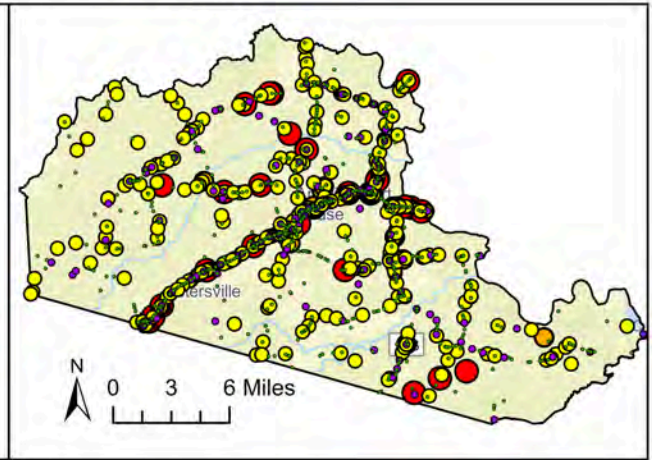
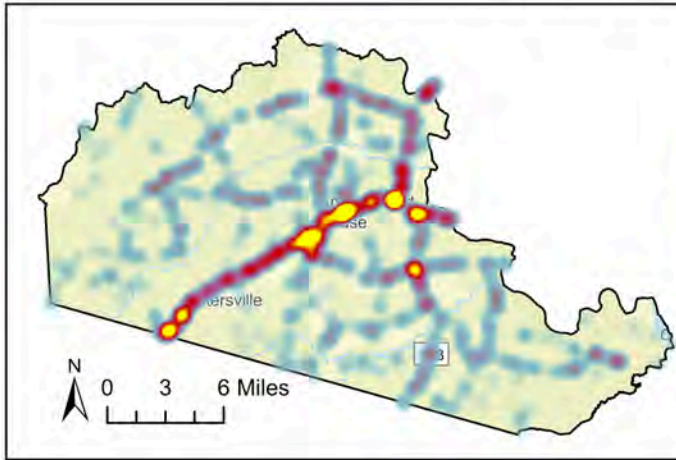


Source: VDOT, Map Created by: Commonwealth Regional Council, December 2024

Vehicular Crashes

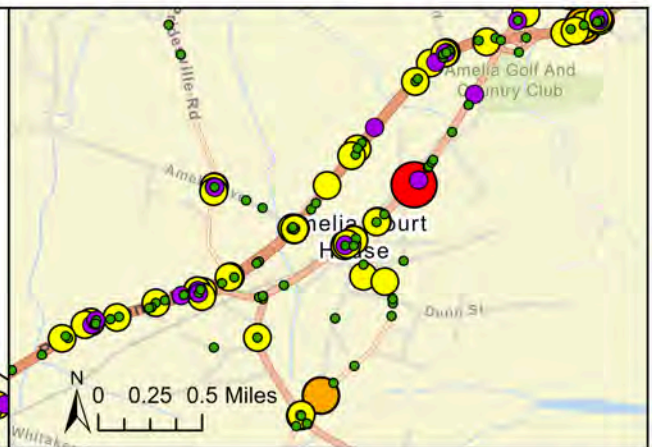
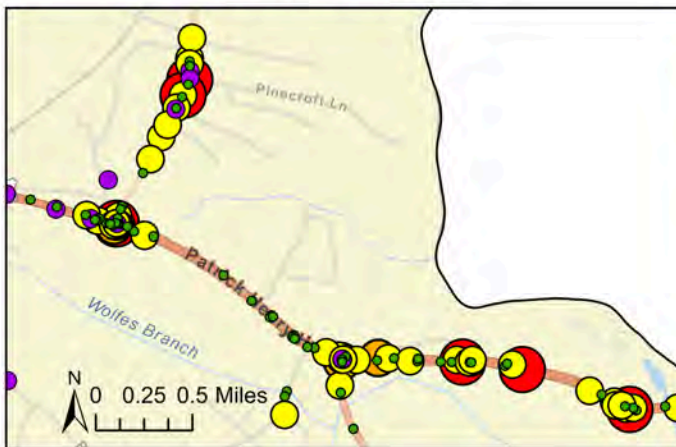
The figure below breaks out crash data for roads in Amelia County from 2015 through November 2024. This data is updated in VDOT TRANS portal monthly and is based on data provided by the Department of Motor Vehicle (DMV). There were 1,553 total crashes during this span. A large majority of crashes, around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

Crash Severity



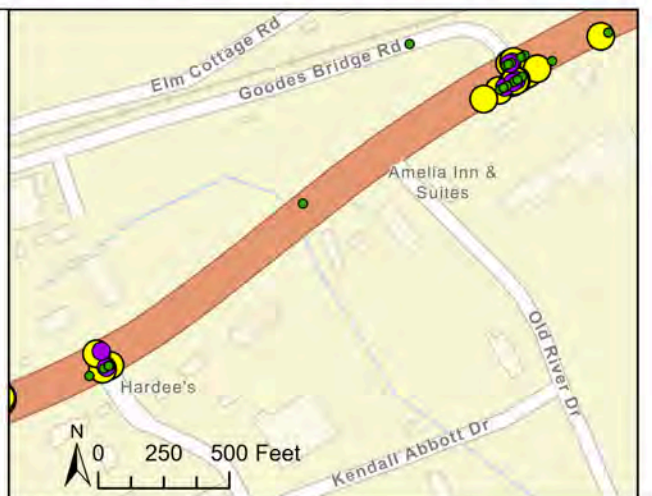
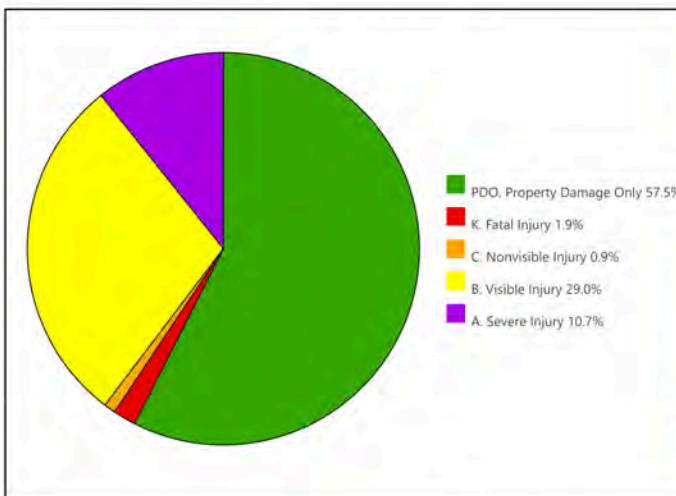
Chula

Amelia Court House



Crash Severity

Goodes Bridge Rd Intersection



Source: VDOT; Map Created by: Commonwealth Regional Council, May 2025

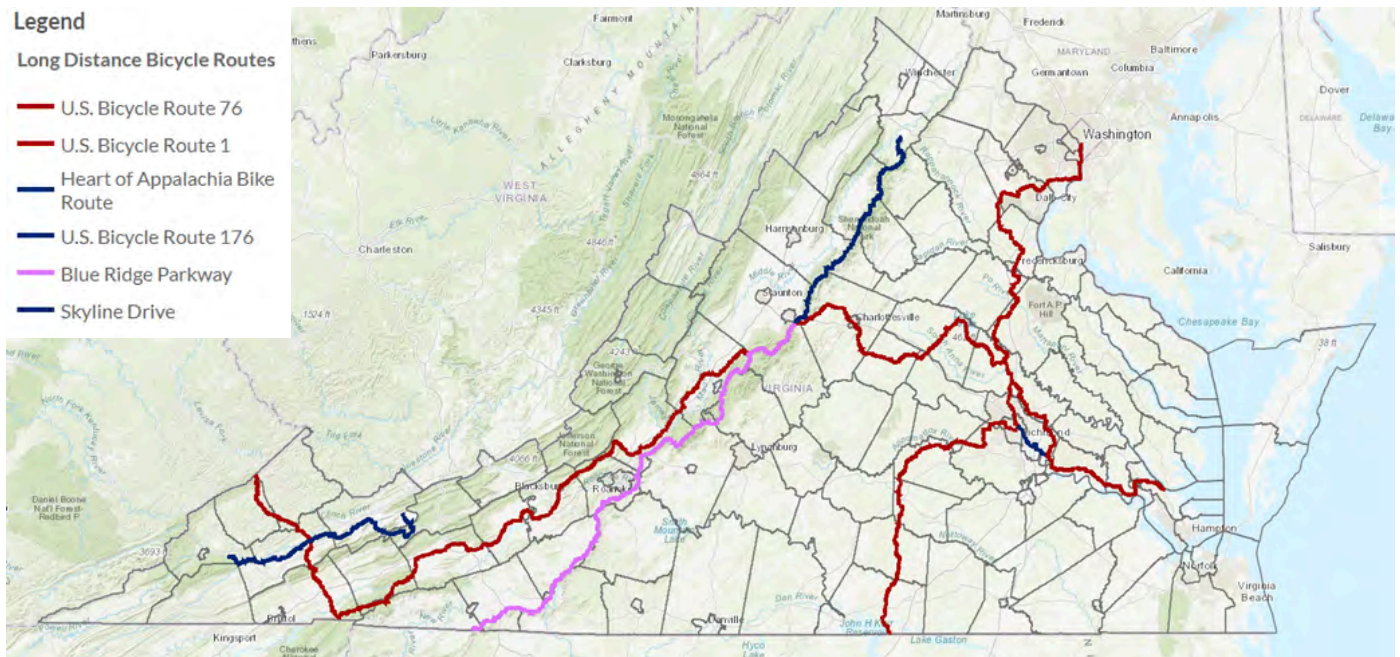
Alternative Forms of Transportation

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

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.

Bicycle Routes

- Single Jurisdiction
- Two Jurisdictions
- Three or more Jurisdictions

Map Labels: Buckingham, Cumberland, Amelia, Nottoway, Lunenburg, Charlotte, Prince Edward.

Scale: 0 5 10 15 20 Miles

Table:

Route	Jurisdiction(s)
1	Buckingham
2	Buckingham
3	Buckingham
4	Buckingham
5	Buckingham
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9	Buckingham
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Needs and Deficiencies

To identify needs and deficiencies, the Virginia Department of Transportation conducted two planning processes of the Amelia County transportation system. These processes were the 2023 VTRANS Mid-Term Needs and Priorities and the Amelia/Chesterfield - US 360 Arterial Preservation Plan.

VTRANS

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

The first VTrans plan was adopted nearly 20 years ago, and it has been updated several times since then. The Secretary of Transportation, Commonwealth Transportation Board (CTB), VDOT, and DRPT have worked closely and continuously with partner transportation agencies over the past 20 years to build the strong relationships and technical expertise needed to support and implement effective results-oriented updates to VTrans. By working together to establish, implement, and regularly update the VTrans vision, goals, and policies, Virginia's transportation agencies and decision makers have created a solid, dependable framework for continuous improvement.

The 2021 Update of VTrans marked a departure from product-based planning to more process-based planning. The plan is differentiated between mid-term (0-10 years) and long-term planning (20+ years). The 2021 Update included three significant policies:

Policy for the Identification and Prioritization of VTrans Mid-term Needs: The Commonwealth Transportation Board (CTB) established policies to identify and prioritize capacity and safety-related transportation needs using performance-based planning to provide transparency and clarity to local and regional partners.

Policy for the Development and Monitoring of VTrans Long-term Risk & Opportunity Register: The policy included five steps to identify, analyze, and monitor powerful and transformative trends that impact the transportation system. It marked a departure from the practice of forecasted traffic and acknowledged uncertainty associated with large societal factors, referred to as Megatrends, on Virginia's transportation system.

Strategic Actions: The Strategic Actions are intended to ensure that the Commonwealth achieves its transportation Vision, Goals, and Objectives by addressing mid-term (0-10 years) and long-term (20+ years) planning issues.

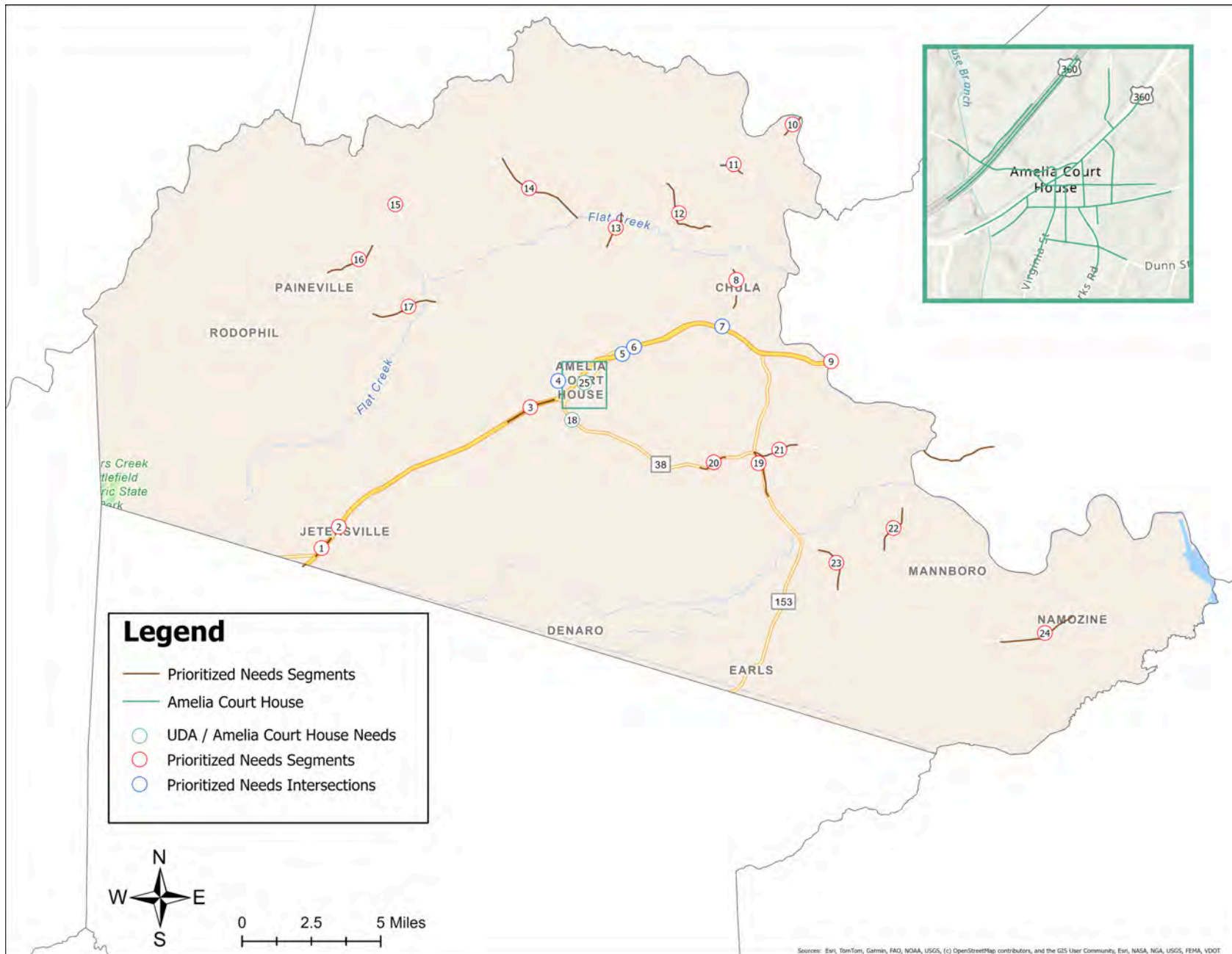
The plan also established InteractVTrans to deliver VTrans-related outputs in a digital and more accessible format.

The following safety deficiencies listed in the 2023 VTRANS Mid-Term Needs are as follows:

ID	Location	Deficiencies
1	US 360 Segment #1	Need Safety Improvement
2	US 360 and Drunkyard Road (SC-658) Intersection	Need Safety Improvement at Intersection
3	US 360 Segment #2	Need Safety Improvement
4	At the intersection of Amelia Ave (SC-656) and Pridesville Road (SC-681)	Need Safety Improvement at Intersection
5	At the intersection of US 360 and Superior Way (SC-726)	Need Safety Improvement at Intersection
6	At the intersection of US 360 and Goodes Bridge Road (Business US-360)	Need Safety Improvement at Intersection
7	At the intersection of US 360 and Chula Road (SC-604)	Need Safety Improvement at Intersection
8	Chula Road (SC-604) Segment #1	Need Safety Improvement
9	Chula Road (SC-604) Segment #2	Need Safety Improvement
10	Genito Road (SC-616) Segment #1	Need Safety Improvement
11	Genito Road (SC-616) Segment #2	Need Safety Improvement

ID	Location	Deficiencies
12	Dykeland Road (SC-632)	Need Safety Improvement
13	Grub Hill Church Road (SC-609)	Need Safety Improvement
14	N Lodore Road (SC-636)	Need Safety Improvement
15	Clementown Road (SC-681)	Need Safety Improvement
16	Genito Road (SC-616) Segment #3	Need Safety Improvement
17	Rocky Ford Road (SC-644)	Need Safety Improvement
18	Intersection of N Five Forks Road (VA-38), Otterburn Road (VA-38), and Dennisville Road (SC-614)	Need Safety Improvement at Intersection
19	Intersection of Five Forks Road (VA-38), Military Road (VA-153), and Bevils Bridge Road (SC-602)	Need Safety Improvement at Intersection
20	Bevils Bridge Road (SC-602) Segment #1	Need Safety Improvement
21	Bevils Bridge Road (SC-602) Segment #2	Need Safety Improvement
22	Richmond Road (SC-612)	Need Safety Improvement
23	Cralles Road (SC-708)	Need Safety Improvement
24	Namozine Road (SC-708)	Need Safety Improvement
25	Amelia Court House Village	UDA Area Needs

Amelia County 2023 VTRANS Needs and Deficiencies



US 360 Arterial Management Plan

The Virginia Department of Transportation (VDOT) launched the Arterial Preservation Program in 2017 to improve safety, capacity, and mobility along key state-maintained arterial roadways while supporting local economic development and prioritizing through traffic. The program focuses on preserving the Arterial Preservation Network through collaborative planning with localities, public engagement, improved access management, reduced signal proliferation, and the use of innovative intersection designs. These efforts are implemented through Arterial Management Plans (AMPs) tailored to individual corridors.

The US 360 corridor in Amelia and Chesterfield Counties serves a dual role, transitioning from a congested commercial corridor in eastern Chesterfield County to a predominantly rural, agricultural corridor in Amelia County. The eastern segment experiences significant operational and safety challenges due to high traffic volumes, while the western segment requires strategies that balance mobility with future development needs. This plan evaluates existing and future operational and safety conditions along US 360 and identifies targeted improvements that enhance corridor performance. The goal is to preserve mobility and safety while supporting future growth through effective access management, minimizing roadway widening, and limiting the addition of new traffic signals.

The following safety deficiencies listed in the Amelia/Chesterfield - US 360 Arterial Preservation Plan are as follows:

ID	Location	Deficiencies	Recommendations
1	US 360 at Chula Road	Need Safety and Access Improvements	Enhancing signing and pavement markings, closing the median west of the intersection, and consolidating adjacent driveways
2	US 360 West of Goodes Bridge Road	Need Safety and Access Improvements	Converting two full access median openings to directional medians and closing one median opening

Planning Level Cost Estimates

Improvement	PE	Right of Way Utilites	Construction	Total
Chula Road	\$735,000.00	\$20,000.00	\$320,000.00	\$1,075,000.00
West of Goodes Bridge Rd.	\$764,000.00	\$64,000.00	\$249,300.00	\$3,321,000.00



Source: Virginia Department of Transportation, US 360 Arterial Management Plan, 2021.

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 Area.

The following pages outline recommendations for transportation planning and infrastructure needs within the County. Proposed alignments for new major and minor collector roads are depicted, along with recommendations for upgrading existing designated collector routes. Subsequent sections of this report address strategies for preserving these alignments and implementing the recommended improvements.

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 useful to compare potential traffic volumes that could result from future development in Amelia County. The purpose of this analysis is to demonstrate that well-planned, concentrated, mixed-use development can significantly reduce overall traffic impacts on the County's existing road network. Studies of mixed-use communities indicate that traffic generation can be reduced by up to 40% when residential, employment, and commercial uses are located together in compact, walkable areas. This pattern allows residents to work, shop, and access services locally, often eliminating the need for longer commutes and limiting travel to short, internal trips—a phenomenon known as internal capture.

While this type of development would increase traffic along U.S. Route 360, that corridor is designed to accommodate substantial volumes and has capacity available for future growth. Comparable results have been observed in the Brandermill community of Chesterfield County, where approximately 35% of all trips were internally captured, meaning they occurred entirely within the development area.

This plan incorporates data from the Virginia Department of Transportation (VDOT) to assess current and projected traffic conditions. The Average Annual Daily Traffic (AADT)—the total number of vehicles using a roadway over a year divided by 365—shows that modest growth is expected for U.S. Route 360 in Amelia County between 2024 and 2045. Using the simple traffic projection method, AADT is forecasted to increase from 16,696 vehicles in 2024 to 18,866 vehicles by 2050, representing an overall growth of approximately 13%.

VDOT Forecasted Traffic: 2024 - 2045		
Year	AADT	Percentage difference
2024 (current)	16696	-
2030	17197	2.91%
2040	18032	4.63%
2050	18866	4.42%
AADT - Average Annual Daily Traffic		

After the Plan: Adopting an Official Map

To successfully direct future growth into the County's designated Development Service Areas, the County must ensure that adequate public infrastructure—particularly water, sewer, and transportation facilities—is available in advance of development pressure. With respect to transportation, it will be essential that new streets are interconnected within development areas rather than consisting of isolated dead-end streets that connect directly to Route 360. Establishing an interconnected street network will improve traffic flow, enhance emergency access, reduce congestion on major corridors, and support more efficient land development patterns. To accomplish this objective, the County should proactively identify preferred street alignments and adopt policies to guide their implementation as development occurs.

Given the current funding constraints faced by the Virginia Department of Transportation (VDOT), it is anticipated that most new local roads and streets will be initiated, funded, and constructed by the private sector as part of future development projects. Therefore, the County must take deliberate steps well in advance of growth to ensure that these privately constructed streets contribute to a coordinated and interconnected transportation network rather than a fragmented system.

While this Comprehensive Plan includes a conceptual map illustrating potential future transportation connections, the County has an additional statutory tool available to provide greater certainty and control: the Official Map.

Authority for the Official Map is established under Section 15.2-2233 of the Code of Virginia. Unlike conceptual planning maps, an Official Map allows the County to undertake detailed engineering analysis, establish realistic and defensible alignments for future roads and infrastructure, and formally adopt those alignments. Once adopted, these alignments must be respected during the review of future development proposals.

Under Virginia law, the Official Transportation Map is the only formal mechanism through which a locality can establish advance alignments for proposed public roads and infrastructure and reserve the associated rights-of-way for future acquisition or dedication. This process benefits both the public and private sectors by providing clarity and predictability. Landowners and developers gain certainty regarding the location of future transportation improvements, allowing them to design projects efficiently and avoid costly redesigns. At the same time, the County preserves the ability to implement a coordinated, long-term transportation system that supports planned growth patterns.

To move toward adoption of an Official Map, the County conducted an internal needs assessment to identify priority projects for road improvements throughout the County. The resulting analysis forms the foundation for proposed projects. The Map is included on the next page.

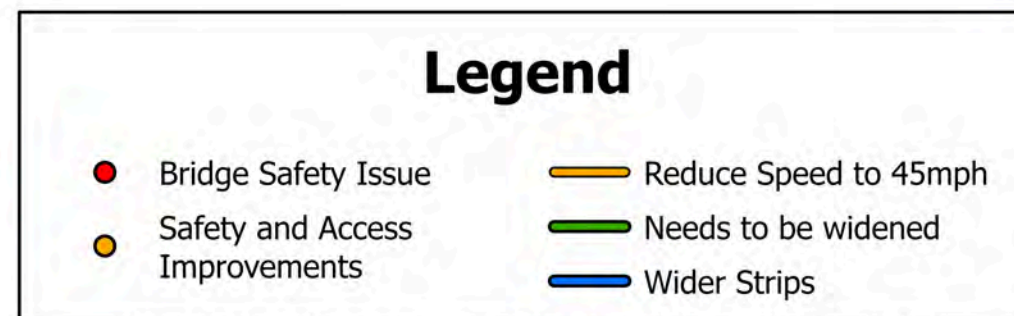
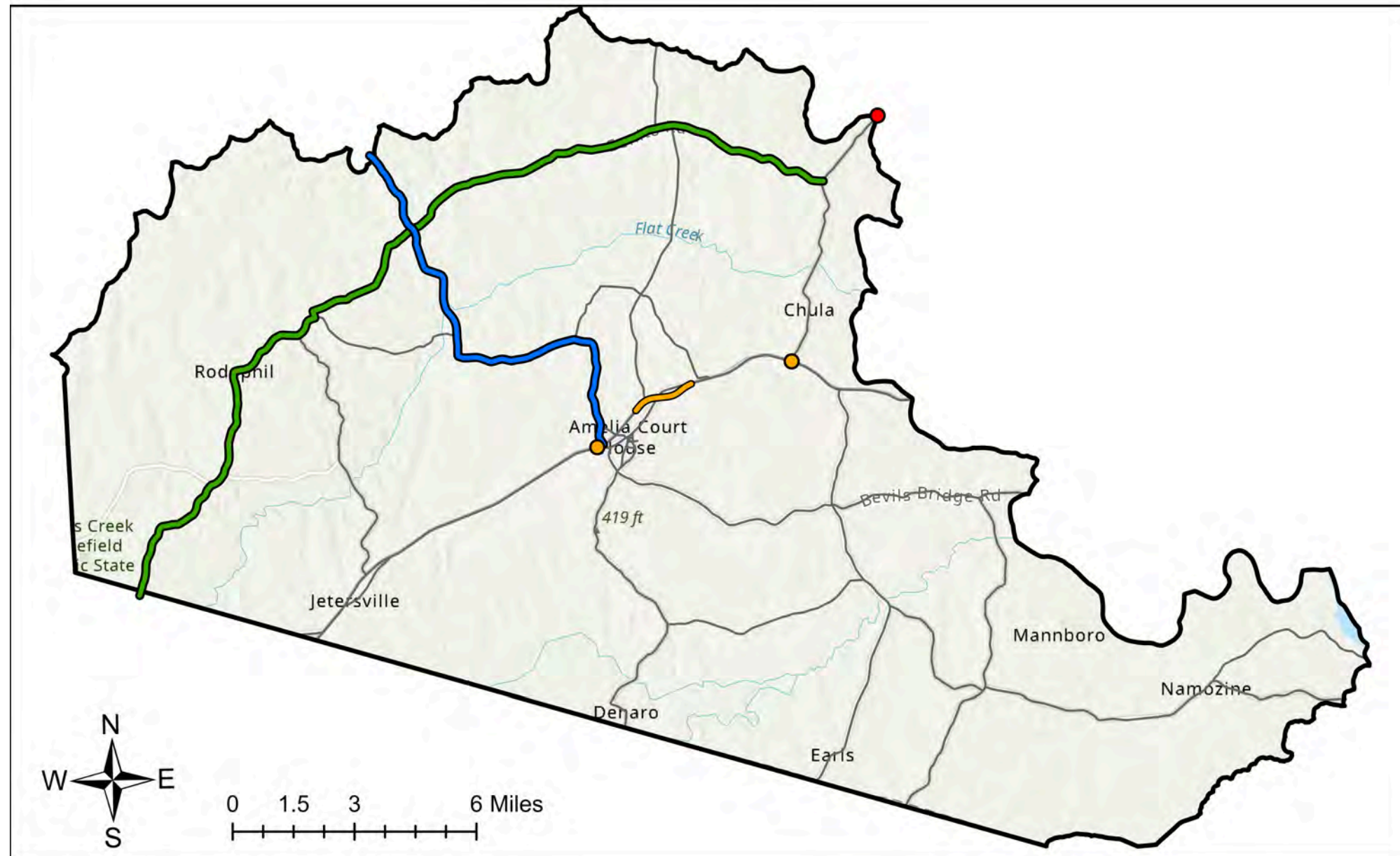
Planning Process for County Transportation Improvements

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.

Needs Assessment



Created by: Commonwealth Regional Council, Feb. 2026

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.

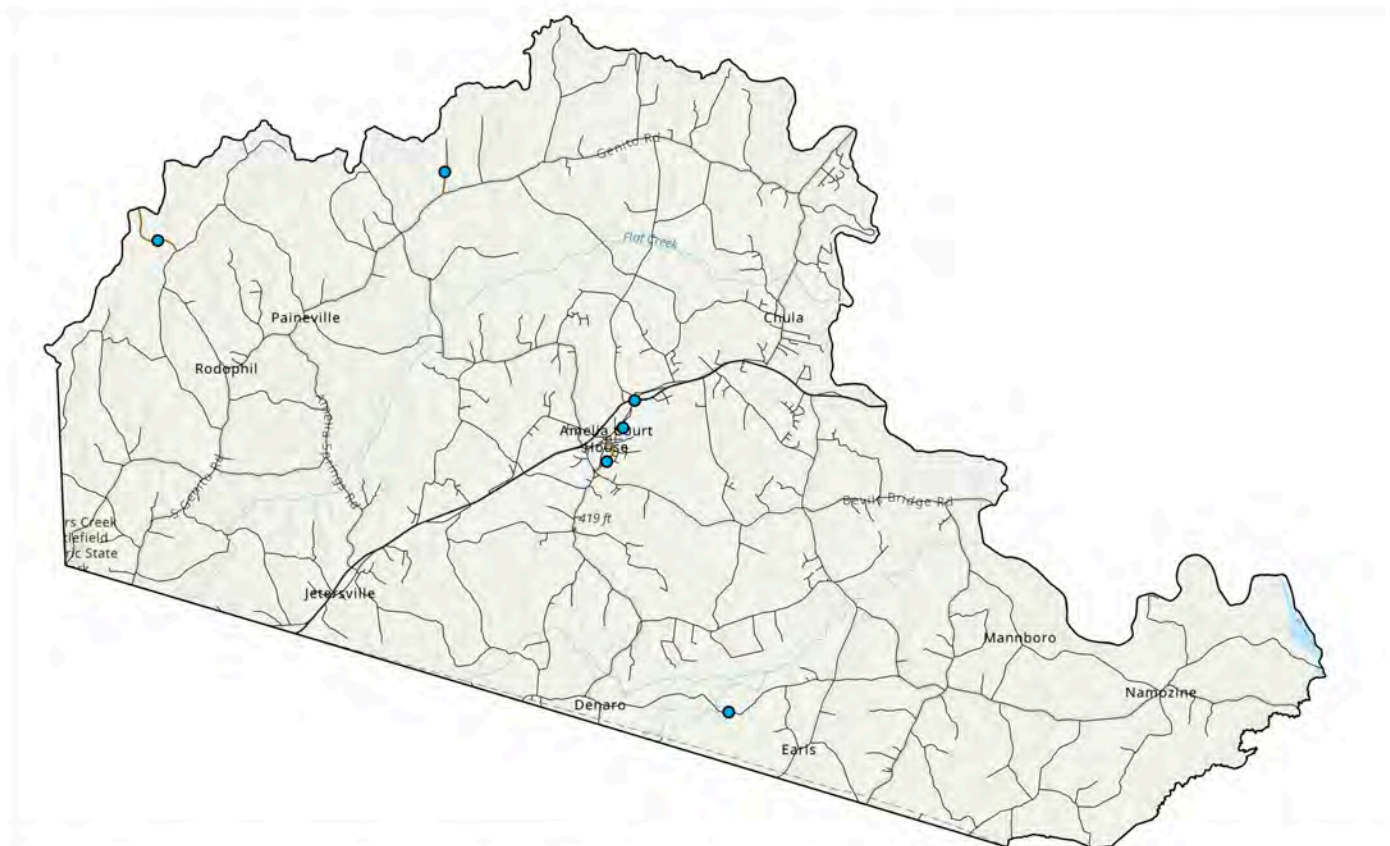
In general, it is the intent of the CTB that projects included in the SYIP are to be fully funded through construction and delivered according to the established budget and schedule. If a locality or metropolitan planning organization requests the termination of a project or fails to advance a project 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 2026											
Total Line Item Estimate: \$19,680 (K)											
UPC	Description	Route	District	Road System	Jurisdiction	Estimate	Previous	FY26	FY27-31	Balance	Estimated Completion Date
(Values in Thousands of Dollars)											
125357	AMELIA COURTHOUSE SIDEWALK PHASE II	38	Richmond	Enhancement	Amelia County	\$1,920	\$1,344	\$576	\$0	\$0	
121962	AMELIA COUNTY SCHOOLS SIDEWALK PROJECT	614	Richmond	Enhancement	Amelia County	\$931	\$1,111	\$0	\$0	(\$180)	8/4/2026
110424	#SGR18VB - RT 360 EBL - REPLACE BRIDGE (FED 1226)	360	Richmond	Primary	Amelia County	\$5,866	\$5,866	\$0	\$0	\$0	6/20/2022
121581	#SGR25VB - RTE 615 NAMOZINE RD (FED ID 1247) BR	615	Richmond	Secondary	Amelia County	\$10,292	\$1,810	\$1,923	\$6,560	\$0	6/28/2028
123763	STONY POINT ROAD - ROUTE 620 - RURAL RUSTIC	620	Richmond	Secondary	Amelia County	\$360	\$360	\$0	\$0	\$0	8/6/2024
126698	RTE 672, OBSLO LN RURAL RUSTIC	672	Richmond	Secondary	Amelia County	\$285	\$116	\$78	\$26	\$65	9/11/2026
100088	COUNTYWIDE ENGINEERING & SURVEY	4005	Richmond	Secondary	Amelia County	\$26	\$0	\$0	\$358	(\$331)	

Source: VDOT

VDOT Six Year Improvement Projects for Amelia County



Source: VDOT, Map Created by: Commonwealth Regional Council, Oct. 2025

SMART SCALE

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 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:

Systemic Safety Improvements	
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.



Natural Resources

2045 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.

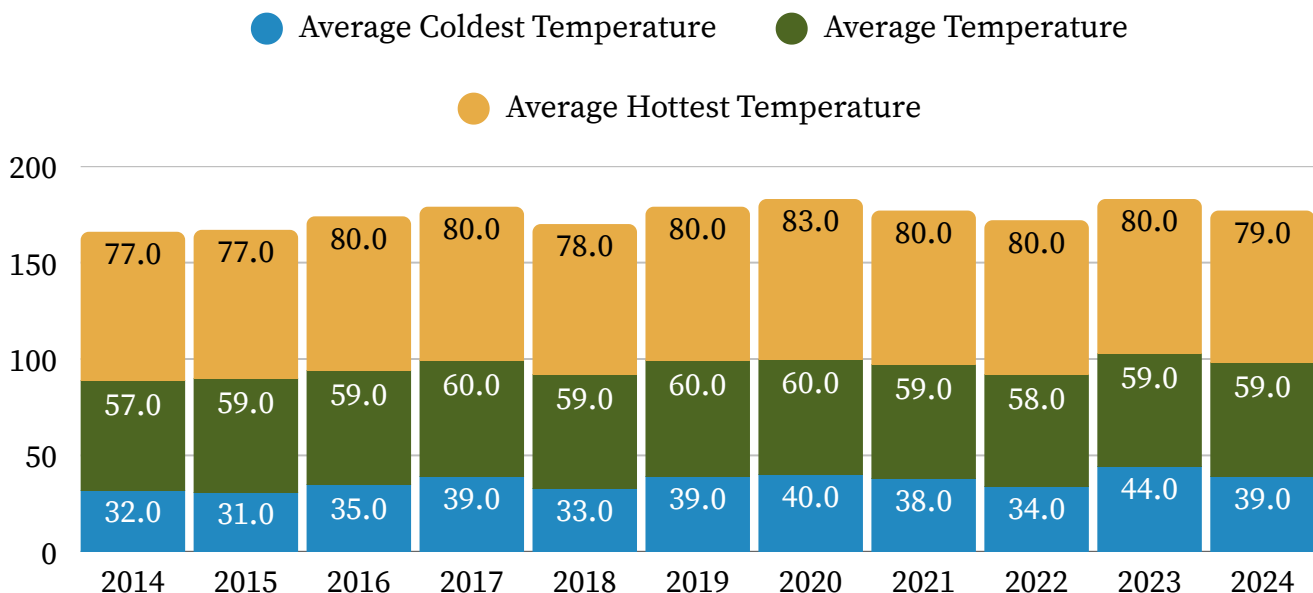
Climate

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.

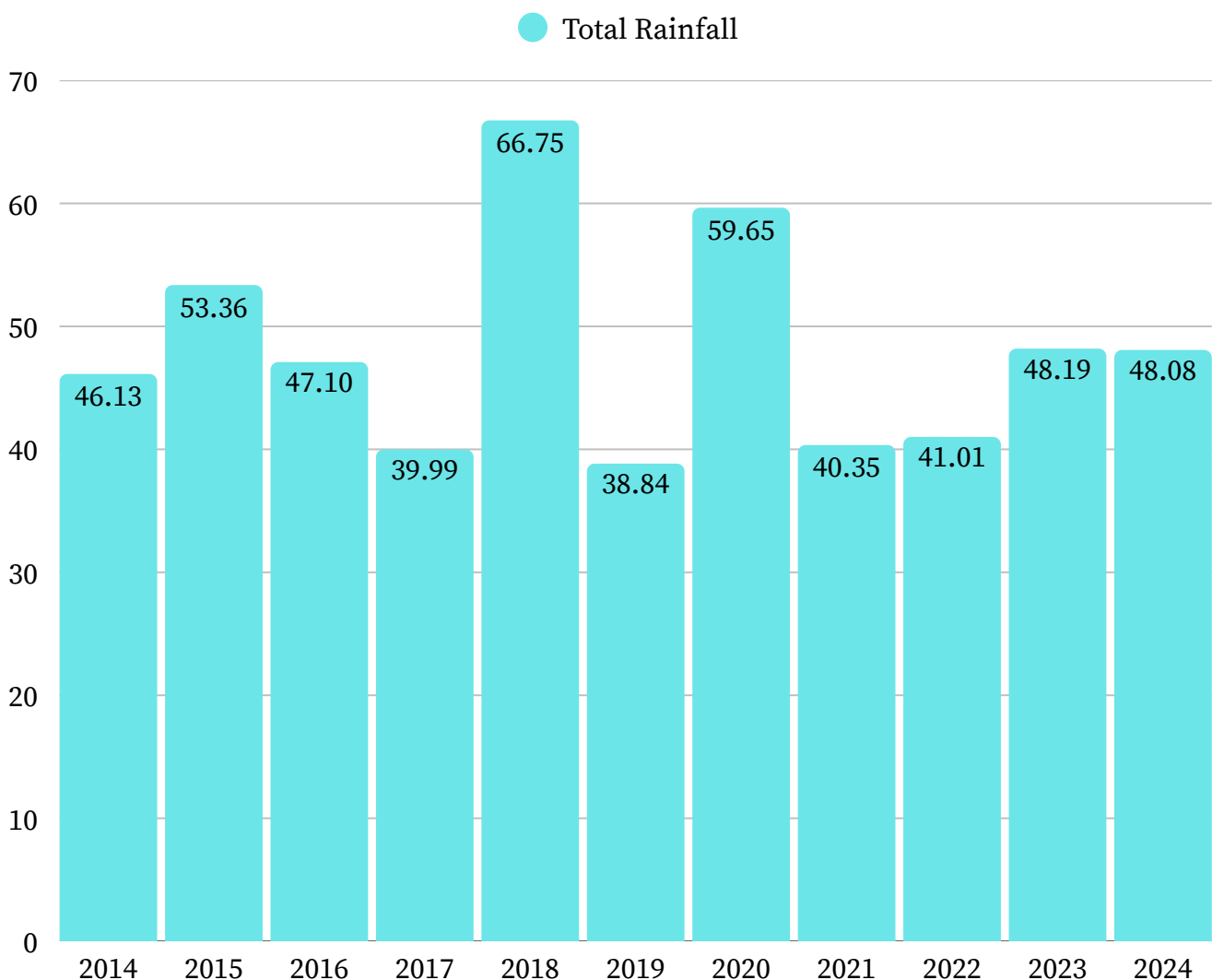
Table 1: Temperature Data Displayed in Degrees Fahrenheit 2014- 2024



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.

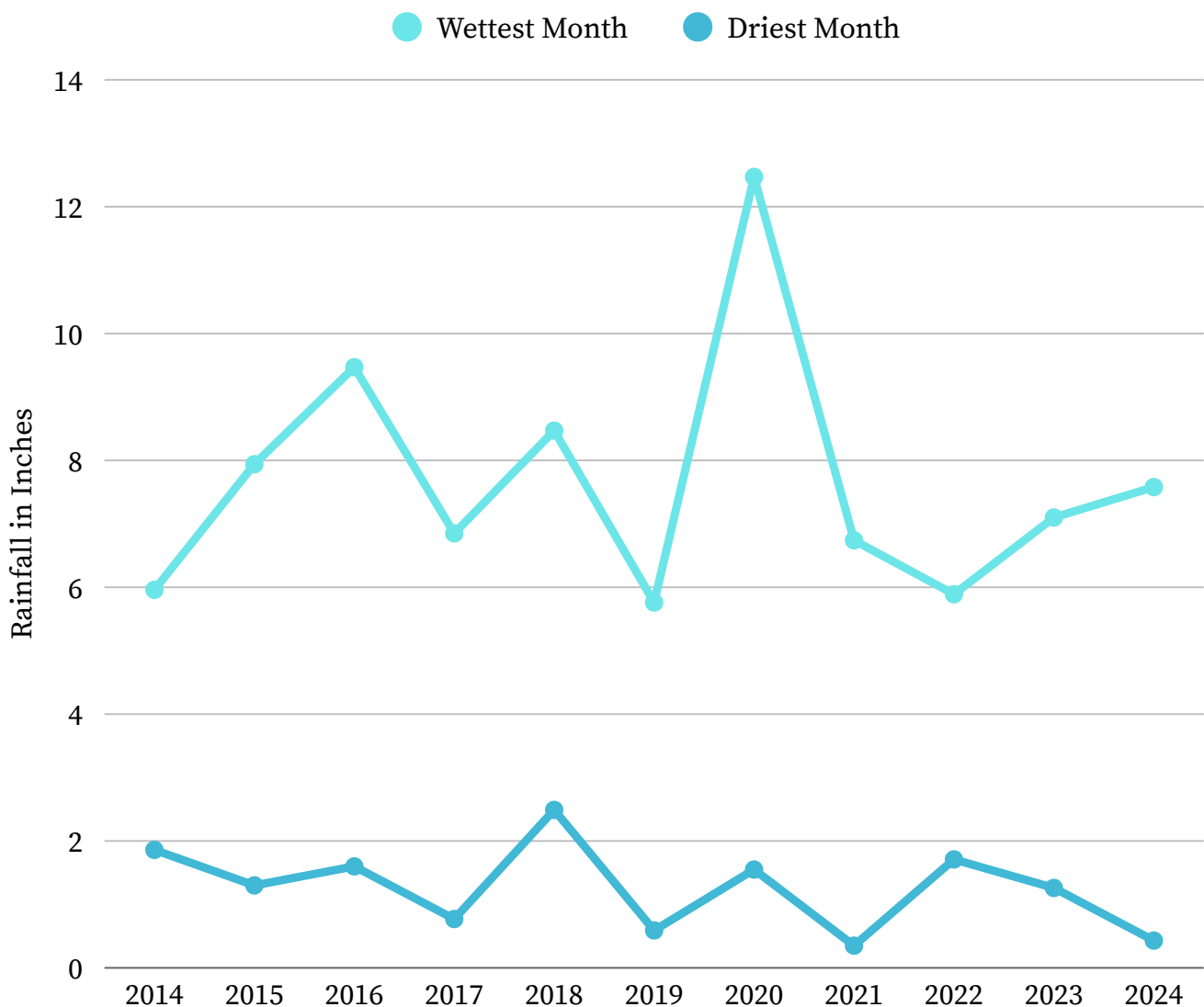
Annual precipitation totals during this same timeframe show more variability, ranging from a low of approximately 38.8 inches in 2019 to a high of 66.75 inches in 2018. Most years fell within the 40 to 50-inch range. The years 2018 and 2020 were the wettest of the period, each exceeding 60 inches of 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

Year	Wettest Month	Rainfall	Driest Month	Rainfall
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

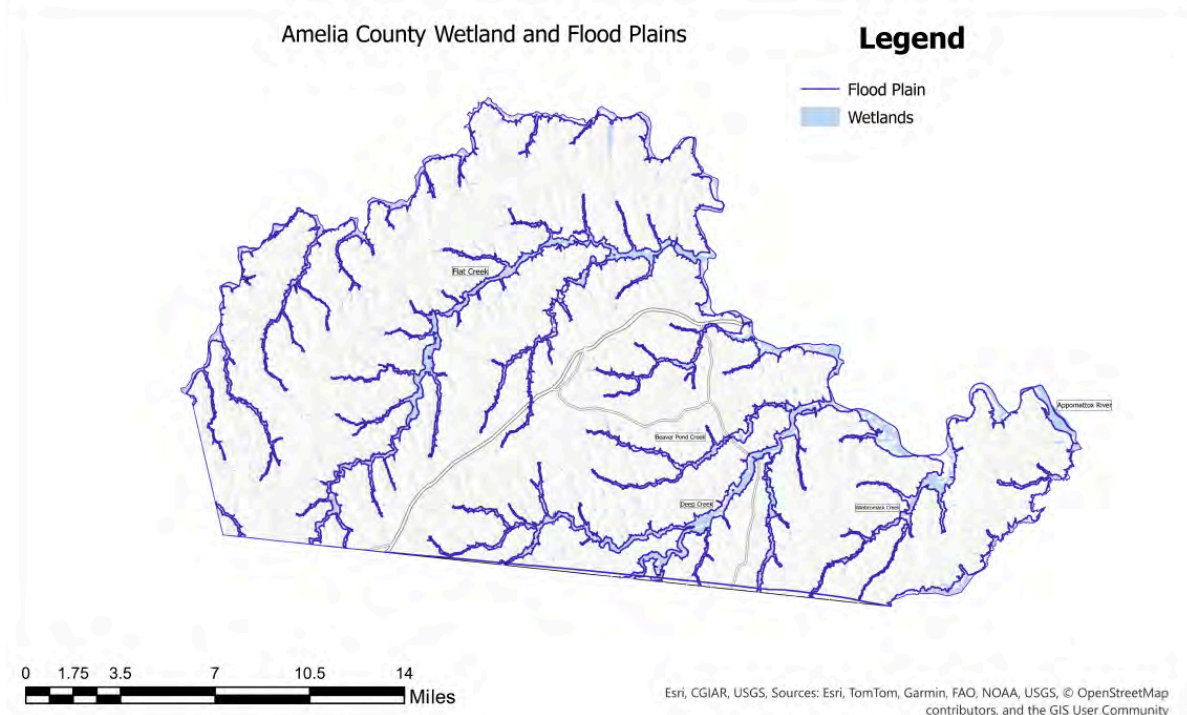
Floodplains and Wetlands

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	Annual high flow (winter runoff)
Appomattox	Mattoax, VA (02040000)	202	Jun-24	Annual low flow (dry summer base)
Appomattox	Mattoax, VA (02040000)	1957	Mar-24	Spring peak (flood-prone month)

Source: USGS Water Data

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

Main Soil Types	Acres in County	Percentage of County
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

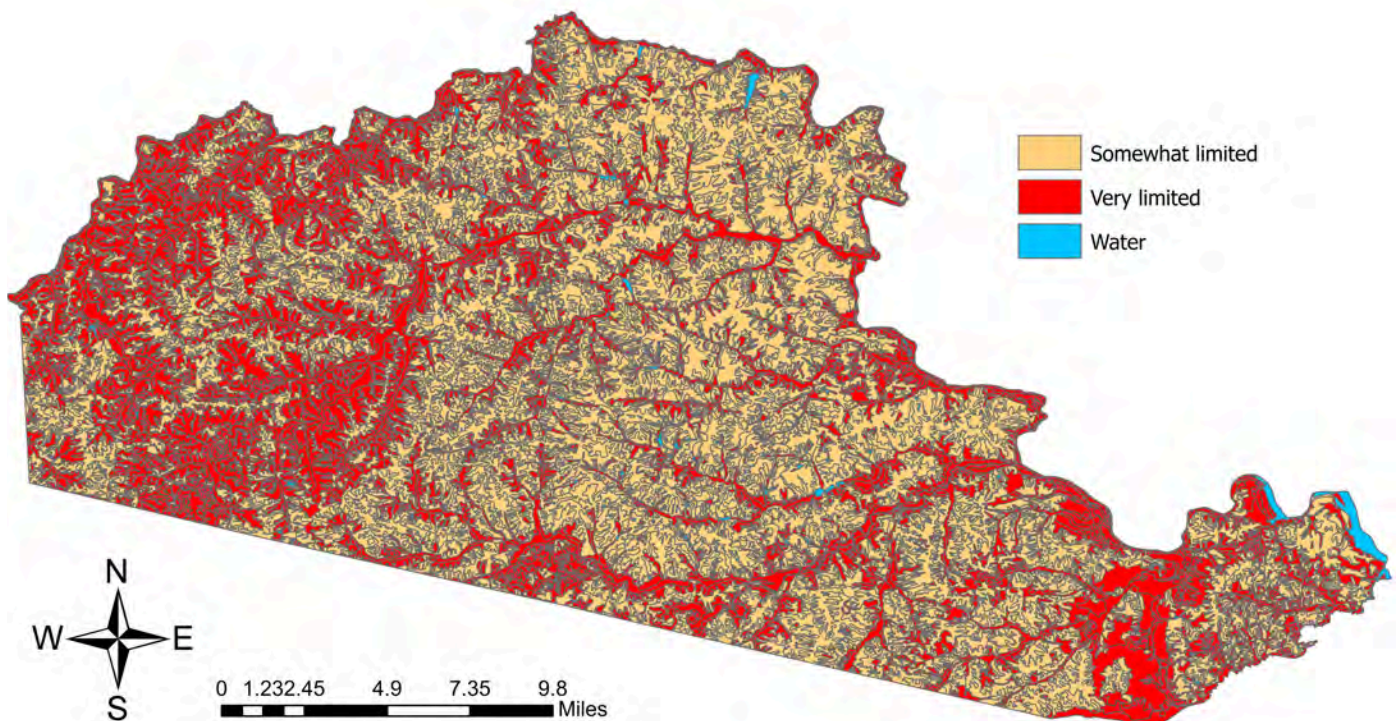
Soil properties in Amelia County play a critical role in determining the suitability of land for agriculture, forestry, and residential development, particularly where septic systems are used. The physical characteristics of local soil series—such as slope, depth to bedrock, shrink-swell potential, and 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 suitability⁶⁵

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

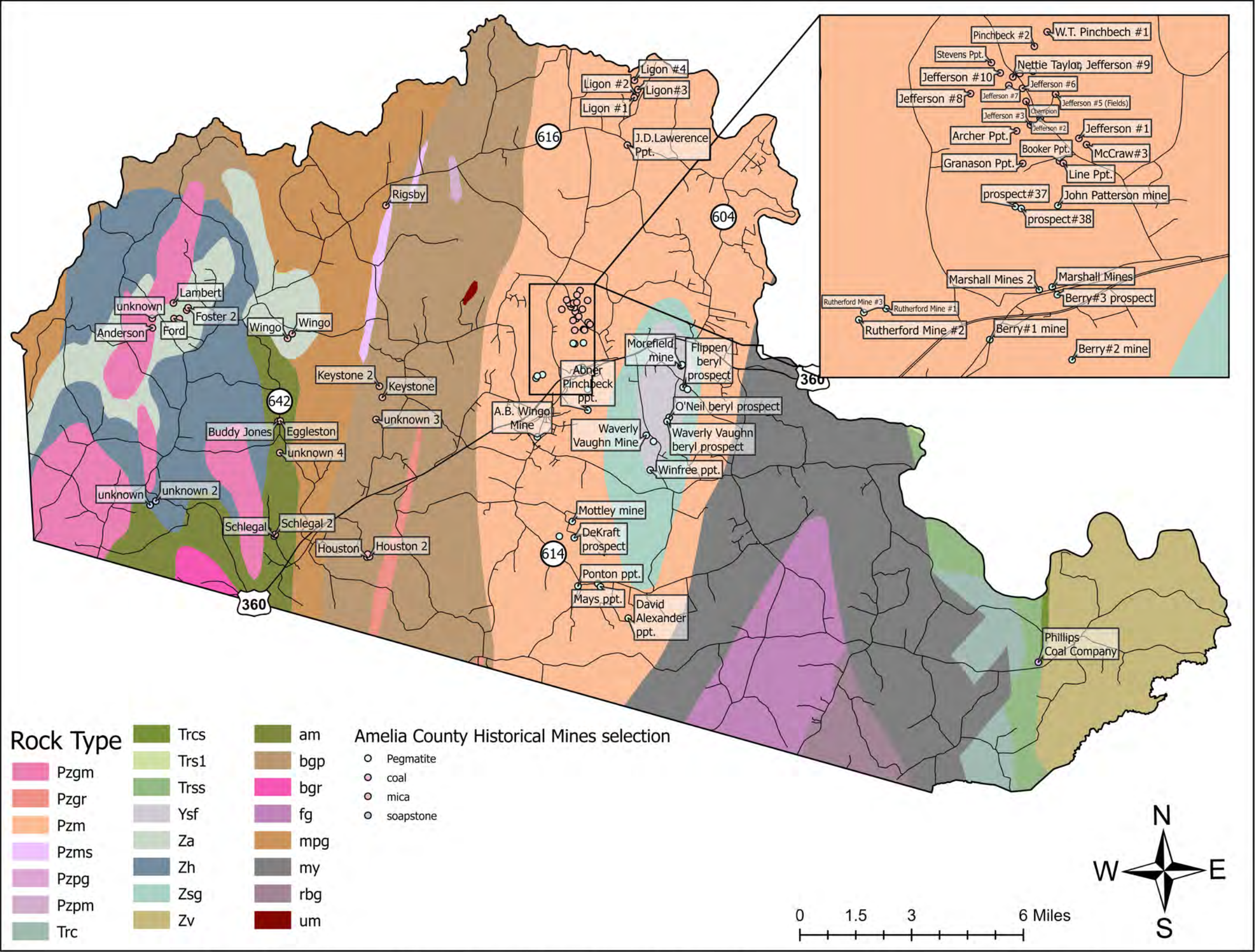
Amelia County has a rich mining history rooted in its diverse geologic formations. While mining activity today is minimal, the county was historically significant for the extraction of minerals such as mica, feldspar, beryl, and amazonite. These minerals were primarily sourced from pegmatite zones found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



Agriculture

2045 Draft Comprehensive Plan

Introduction

Agriculture is fundamental to the history, character, culture, and economy of Amelia County. While the County's rural areas are valued to visitors and many residents for their beauty, quietness, openness, and environmental quality, it is important to remember that in Amelia, farming is big business.

Agriculture is a top industry within Amelia, both in terms of land area used and economic value. Farming is also a major County employer, both for individual proprietors of small farms, and for employees of larger farming operations. Virginia's farming sector continues to diversify, with new crops, growing on-farm sales, and the potential for agricultural tourism, all of which can benefit Amelia.

However, increases in rural residential development and outlying subdivisions have the potential to bring agricultural commerce and rural residential uses into conflict, including issues such as odor, noise, and moving farm machinery on public roads. As the County continues to grow, residential growth is likely to take existing farmlands out of agricultural production, while increasing land use conflicts between new homes and operating farms. In planning for and regulating new rural area growth, the County must continue to protect agricultural lands, as well as the economic asset that is agricultural business.

Farm Numbers and Acres

According to the 2022 U.S. Department of Agriculture (USDA) Census of Agriculture, Amelia County contained 251 farms encompassing approximately 62,309 acres, or about 27% of the County's total land area. These figures are notable given that the Census does not include forestry and timberlands, which occupy a substantial share of Amelia's landscape. Under USDA standards, a farm is any place that produced and sold, or normally would have produced and sold, at least \$1,000 in agricultural products during the census year.

Farm numbers, sizes, and acreage in Amelia County have fluctuated over time in response to development pressures, commodity prices, and other economic factors. Over the past 10 to 15 years, the total number of farms has declined slightly, while the average farm size has increased, reflecting broader trends in agricultural consolidation and land use change across rural Virginia.

Size and Number of Amelia County Farms: 1997 - 2022

	1997	2002	2007	2012	2017	2022
Total Number of Farms	398	456	455	407	370	251
Total Acres	84,292	91,095	91,456	88,273	102,690	62,309
Average Size of Farm	212	200	201	217	278	248

Source: USDA, National Agriculture Statistics Service 2022 Agriculture Census

Farm Production

As an economically productive industry, Amelia County farmers and agricultural enterprises now record nearly \$80 million worth of crop and livestock sales annually, a figure that has decreased by nearly \$20,000 between 2012 and 2022. This level of production benefits the County by providing more jobs, increased tax revenue, and greater support for local businesses, including those providing support and ancillary services to farming operations.

Amelia County Farm Sales: 1997 - 2022

	1997	2002	2007	2012	2017	2022
Total Farm Sales	\$57,676,000	\$51,603,000	\$68,744,000	\$99,832,000	\$86,577,000	\$80,965,000

Source: USDA, National Agriculture Statistics Service 2022 Agriculture Census

Amelia County has maintained a very healthy agricultural economy, ranking among the most productive in Virginia in several major categories. The County is particularly strong in the poultry sector, whose revenues accounted for \$53.1 million, or 66% of all County farm product sales for the year 2022. However, in May 2023, Tyson Foods closed a processing, broiler, and hatching operations in Glen Allen, Virginia. This plant closure resulted in Tyson Foods buying out many poultry farmers' contracts including those located in Amelia County. Because of this, several of these poultry farmers band together to find solutions to the facility closure resulting in the formation of the Central Virginia Poultry Cooperative (CVPC). This cooperative entered into an agreement with Dutch Country Organics, LLC of Middlebury, Indiana. CVPC will raise and sell wholesale cage-free and other premium table eggs to Dutch Country LLC. This agreement resulted in farmers transitioning chicken housing into egg laying operations.

Amelia's rank among all 98 Virginia Counties: (value of farm products sold)

Year	Product	Ranking
2022	Poultry & Eggs	6th
	Tobacco	10th
	Nursery and Green House Products	54th
	Grains, Oilseeds, Dry Beans, Dry Peas	28th
	Milk	7th
	Cattle and Calves	40th

**Amelia's rank among all 98 Virginia Counties:
(value of farm products sold)**

Year	Product	Ranking
2017	Poultry & Eggs	6th
	Tobacco	11th
	Nursery and Green House Products	59th
	Grains, Oilseeds, Dry Beans, Dry Peas	32nd
	Milk	7th
	Cattle and Calves	36th
2012	Poultry & Eggs	6th
	Tobacco	10th
	Nursery and Green House Products	12th
	Grains, Oilseeds, Dry Beans, Dry Peas	39th
	Milk	13th
	Cattle and Calves	38th

Source: USDA, National Agriculture Statistics Service 2022, 2017, and 2012 Agriculture Census

As a part of the growing Richmond region, Amelia has seen increased demand for rural residential lots and subdivisions, while many Amelia residents commute out of the County for work in a variety of regional enterprises. These two factors, land demand and employment demand, can both have the effect of shrinking the local farm economy. Many nearby counties have not been able to reach or maintain the levels of farm production seen in Amelia, especially those most heavily influenced by Richmond area growth, where land can be sold profitably to developers and non-farm employment opportunities are easier to find and commute to. However, Amelia County has continued to thrive among its peers as an agricultural producer.

**Amelia's rank among all 98 Virginia Counties:
(value of farm products sold)**

Year	County	Ranking
2022	Amelia	11th
	Cumberland	24th
	Nottoway	25th
	Dinwiddie	51st
	Prince Edward	57th
	Powhatan	73th
	Chesterfield	88th
2017	Amelia	8th
	Cumberland	27th
	Nottoway	18th
	Dinwiddie	41st
	Prince Edward	46th
	Powhatan	70th
	Chesterfield	88th
2012	Amelia	6th
	Cumberland	18th
	Nottoway	20th
	Dinwiddie	24th
	Prince Edward	60th
	Powhatan	73rd
	Chesterfield	81st

Source: USDA, National Agriculture Statistics Service 2022, 2017, and 2012 Agriculture Census

Forestry

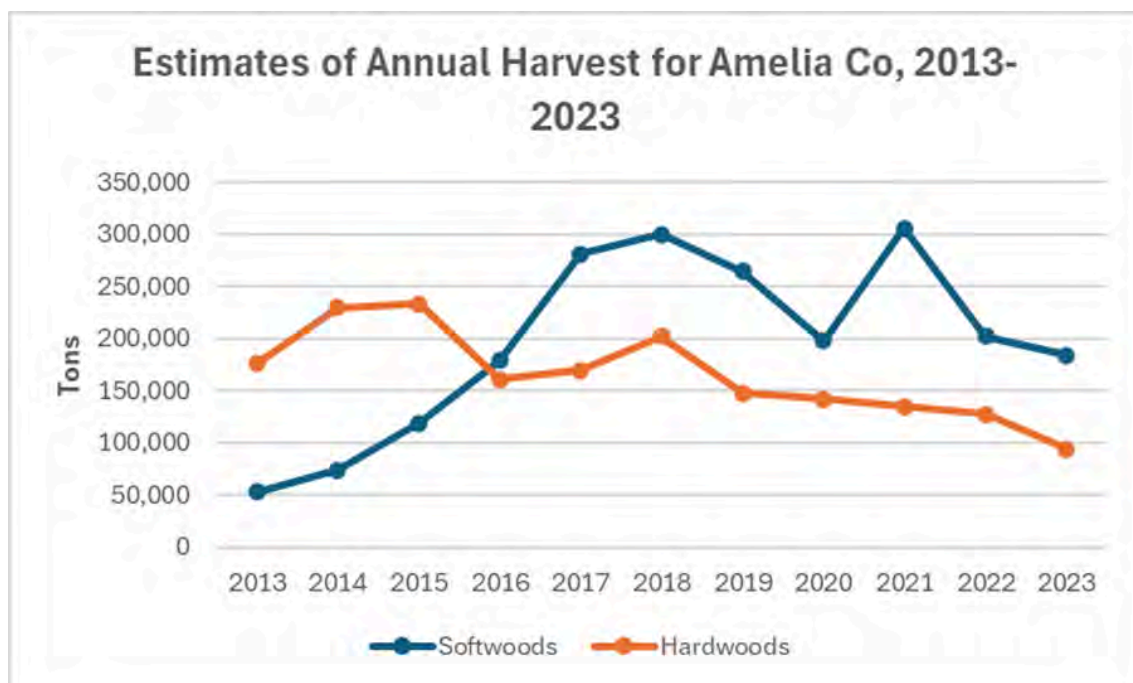
While farming may be the first thing that comes to mind when thinking of rural lands and rural economies, forestry is also a major land use in Amelia County, and contributes substantially to the local economy, workforce, and tax base. Forests in all corners of the County are producing trees that will later be used for saw timber or for pulp wood, and may be harvested just once, or in successive plantings and harvests over long growing cycles.

Amelia County Forestry Sales: 2004 - 2021

	2004	2007	2010	2013	2017	2021
Value of Timber Cut	\$6,089,061	\$7,302,236	\$6,238,633	\$11,456,024	\$7,353,309	\$7,321,569

Source: Virginia Department of Taxation

According to the US Forest Service, Amelia County has a total of 153,371 acres in forest land, representing approximately 67% of all lands in the County. While not all of these forest acres are currently slated for timber harvesting, it should be remembered that these forests are a valuable natural resource that rural landowners have a right to cut and use at any time. While in the past, some large timber companies held Amelia County properties for the large-scale planting and harvesting of timber, today most forest land is held by smaller owners and investors with a variety of land use interests that may or may not include forestry.



Amelia Co.

Estimate:	Cubic Feet	Cubic Feet	Cubic Feet	Tons	Tons	Tons
	Species group - Major			Species group - Major		
Inventory Year	Total	Softwoods	Hardwoods	Total	Softwoods	Hardwoods
2013	6,137,324	1,542,227	4,595,097	228,724	52,755	175,970
2014	8,167,838	2,168,677	5,999,160	303,922	74,183	229,738
2015	9,582,949	3,485,158	6,097,792	352,731	119,216	233,516
2016	9,423,546	5,228,977	4,194,570	339,498	178,866	160,631
2017	12,641,501	8,219,706	4,421,796	450,503	281,169	169,333
2018	14,048,306	8,772,685	5,275,621	502,115	300,085	202,030
2019	11,601,098	7,742,921	3,858,177	412,609	264,860	147,749
2020	9,506,545	5,789,354	3,717,191	340,385	198,035	142,350
2021	12,456,313	8,938,910	3,517,403	440,470	305,771	134,699
2022	9,250,446	5,922,944	3,327,502	330,032	202,605	127,427
2023	7,846,370	5,377,465	2,468,905	278,493	183,946	94,547

Threats to the Farm Economy

While Amelia County has maintained, and even grown, its agricultural and forestry economy over recent years, it has also seen a significant amount of scattered rural residential development in the County's rural areas and has begun to feel the effects of other potential threats to its traditional way of life and business. A variety of local, regional, and national trends, both economic and cultural, will continue to affect Amelia County farms and forests in the future, including:

- Increasing demand from home buyers/or rural residential properties and lifestyles
- Population growth within the Richmond region

- Low Amelia County land prices relative to some neighboring counties, including Chesterfield and Powhatan
- Increasing environmental regulation at the state and federal level
- Potential profit for rural landowners who sell all or part of their land for residential development
 - Increasing average age of farmers, combined with lower interest from younger generations in farming and forestry as a vocation
- Fuel and fertilizer prices have increased due to inflation, yet commodity prices have not increased.

The combination of these trends may negatively impact Amelia's rural landscape in the future. As the Richmond region grows, residents will need places to live. Many may look to Amelia County for its lower taxes and relatively more affordable home prices, or because they enjoy larger lots and rural places. For these homebuyers, Amelia is an affordable and beautiful place to live, while still being within commuting distance to work, shopping, and other attractions in Chesterfield or other

These trends are of serious concern for a County whose agriculture and forestry industries are a major economic contributor, and whose citizens value their rural lands and lifestyles. While growth and change can never be avoided, Amelia must find a way to maintain its economy and traditions in the future.

Use Value Taxation

One way that Amelia County has tried to support its agriculture industry is the implementation of Use Value Assessment. The Use Value Assessment program, sometimes called Land Use Taxation, reduces the assessed value of qualifying agricultural properties, therefore reducing the real estate tax that owners must pay. Under this system, the assessed value of a property is based only on the land's value for agricultural production, rather than on its fair market value for residential subdivision or other kinds of potential uses.

To be eligible for Use Value Taxation, properties must be at least 5 acres in size and must be occupied by a legitimate agricultural use such as cropland or pasture for livestock. While some Virginia jurisdictions include timbering and forestry uses as a qualifying use of land for the purposes of use value assessment, Amelia does not currently allow such uses to qualify.



Historical Resources

2045 Draft Comprehensive Plan

Brief History of Amelia County

Amelia County was created in 1734 from parts of Price George and Brunswick Counties, and named for Princess Amelia, the second oldest daughter of King George II. Originally much larger than it is today, the county's present boundaries were established after Prince Edward and Nottoway Counties were divided away in 1754 and 1789.

The earliest inhabitants of what is now Amelia County were Native Americans of the Monacan tribe. By the late 17th century, native tribes began to be displaced by colonial settlers in search of new farmland.

Amelia County's first courthouse was established near Pridesville shortly after the county's formation in 1735. Following the destruction of the original structure by fire in 1766, the county seat was relocated to the Dennisville area, near present-day West Creek. In 1849, the county seat was permanently moved to its current location at Amelia Court House. By the late nineteenth century, Amelia Court House had developed into a thriving village with several stores, churches, a hotel, a school, a mill, and multiple warehouses. The existing courthouse, constructed in 1924, has since been expanded through several additions.

Since its earliest colonial settlement Amelia County's history has been a history of agriculture. The county's fertile soil supported an early plantation economy, including several large slave-holding tracts, focused on the cultivation of tobacco, Virginia's staple cash crop during its early history. The Appomattox River, along with Deep Creek, Flat Creek, and Namozine Creek, were used to move tobacco and other goods, while processing and warehousing operations were set up in Amelia Courthouse. Navigational improvements were made along the Appomattox, including several canals in Amelia County.

In 1810 the population of Amelia County was approximately 3,000 whites and 5,500 slaves. By 1820 the population had grown to approximately 3,600 whites and free blacks and 7,400 slaves. Of this population, the vast majority worked in agriculture, with a few engaged in commerce or manufacturing. The US Census of 1860 showed the County's population as 72.6% slaves, exceeded only by neighboring Nottoway County.

Amelia County figured prominently in the events of the Civil War, including Robert E. Lee's final retreat, passing through Amelia County and Amelia Courthouse before surrendering at Appomattox to end the war.

Following the Civil War, the county's largely tobacco-based economy began to diversify, with timber and lumber becoming a major source of revenue. The expansion of the railroad allowed both goods and passengers to travel more easily, and shifted the focus of development away from the County's creeks and rivers. Several small settlements grew up along the railroads, including Chula. Rail travel also served early resort hotels welcoming tourists and touting the benefits of mineral springs.

Today, Amelia's agricultural economy has further diversified to include wheat, cattle, poultry, other grains, and livestock. Farming still stands at the heart of the county's culture and economy.

Amelia's Century Farms

The Virginia Century Farm Program honors those farms that have been in the same family, and in continuous operation for at least 100 consecutive years. Amelia County is proudly home to thirteen such farms:

- Bell Farm - R. Franklin Bell
- Cedar Ridge Farm - William B. Ford, William A. Ford, and Christopher M. Ford
- Grub Hill Farm - Eddie Ashman
- J.W. Waldrop Farm - Frank W. Waldrop; Nancy Waldrop Parrish
- Oaklawn Farm - Mr. Anthony C. and Mrs. Lindsay P. Reames
- Oakmulgee Dairy Farm - Charles Moyer
- Orlandon - Mr. and Mrs. Russel Aubrey Smith, Jr.
- Red Handle Farm - Bridget McMillion
- Shank's Farm - David E. Shank
- Silver Point Farm - James Herbert Hite
- Spreading Acres - Julius M. Griles, Jr., Cameron L. Griles, and Ruth Griles Suarez
- 22 Oaks - Helen P. Warriner-Burke
- Wingo's Angus - Alvin and Tammy Wingo

Historic Resources

Amelia has significant historic resources, including places and structures that reflect the architecture and culture of Virginia's colonial, agricultural, and Civil War history. These historic resources include the houses, farm buildings, churches, and bridges, as well as sites and areas where significant historic events occurred.

Two historic sites with links to the county's Civil War history are particularly significant, Sailor's Creek Battlefield and the Route of Lee's Retreat.

Sailor's Creek Battlefield was the site of one of the last major battles of the Civil War, taking place only three days before the surrender of Robert E. Lee at Appomattox ended the war. Located on the western edge of the county, the battlefield site is now a 341 acre state park with a visitor's center and seasonal tours of Hillsman House. The park also hosts interpretive programs and living history exhibits at various times throughout the year.

The Route of Lee's Retreat is an interpretive trail that follows the retreat of Robert E. Lee's army through Amelia in early April 1865 with the Union army in pursuit. The roads that coincide with the path of these final days of the Civil War have been identified for a driving tour, with roadside markers pointing out historical events, and additional information available online or through AM radio broadcasts. The route is part of the Virginia Civil War Trails program, and includes Namozine Church, Amelia Court House, Jetersville, Amelia Springs, Deatonville, and Sailor's Creek Battlefield State Park.

Several sites in Amelia County are listed on the State and/or National Historic Registers, including:

Barrett-Chumney House
HR ID: 004-5017

Ingleside
HR ID: 004-0057

Dykeland
HR ID: 004-0009

Sailor's/Sayler's Creek Battlefield
HR ID: 004-0019

Egglestetton
HR ID: 004-0005

St. John's Church
HR ID: 004-0007

Farmer House
HR ID: 004-0043

Wigwam
HR ID: 004-0003

Haw Branch
HR ID: 004-0002

Winterham
HR ID: 004-0006

Barrett-Chumney House

The Barrett-Chumney House was built in 1823 by Thomas Barrett in an elegant Federal style with stylish architectural details as the seat of a small tobacco plantation in Amelia County. With the exception of some Greek Revival elements added during the 1860s, the Barrett-Chumney House remains little changed today and is an excellent and well-preserved example, along with its affiliated agricultural buildings, of an early plantation, originally worked by enslaved Africans and later operated as a farmstead of tenant farmers and day laborers.



Photo Credit: David Edwards, 2025

Dykeland

Dykeland in Amelia County (now known as Hadfield) has evolved through alteration and additions to reflect three distinct architectural styles: Colonial, Federal, and country Italianate. The earliest section, an 18th-century cottage, was erected on land granted to the Rev. George Robertson, and according to tradition, stood a quarter of a mile north. It was moved and added to a dwelling on a former Robertson property known as Flat Creek Plantation. The house was enlarged ca. 1838 after its purchase by Lewis E. Harvie. The resulting two-story, three-bay section was further expanded in 1856-57 when Harvie added the Italianate wing and veranda. Harvie became president of the Richmond and Danville Railroad in 1856, an enterprise he helped establish in 1847. Harvie also represented Amelia County in the House of Delegates, and was an ardent secessionist in the Virginia State Convention of 1861. Dykeland's 19th-century outbuildings including a kitchen, a smokehouse, and a dairy.



Photo Credit: David Edwards, 2024

Egglestetton

Dominated by a broad gambrel roof, Egglestetton is a quintessential example of Virginia's rural colonial architecture and is typical of the dwellings occupied by the early gentry of the region. The interior boasts unusually fine paneled walls and other ornamental details, all in a good state of preservation. Adding to its architectural sophistication is the pairing of the windows rather than spacing them evenly across the façade. The property, located in Amelia County north of the county seat, was owned by the Eggleston family as early as 1747; the present house was built in the 1760s for Joseph Eggleston, Jr., who served as a major in the Continental army and was later elected to Congress. An inventory taken at his death shows that Egglestetton maintained a substantial library here.



Photo Credit: Brendan Burke/DHR, 2025

Farmer House

Located near Deatonville in Amelia County and dating from the early 1820s, the Farmer House is a large wood-frame I-house, probably erected for Nelson Farmer, whose family patented the property before 1750. Characterized by a center-passage, single-pile plan, the I-house was a popular form of two-story house design for comfortably situated but not wealthy planters of middle Virginia. The form was derived from the symmetrical 18th-century Georgian style and spread through the South and Middle West in the 19th century. The Farmer House stands out from numerous contemporaries because it preserves nearly all of its original fabric, including beaded weatherboards, front porch, stair, Federal mantels, and other trim. The tall chimneys show the high level of workmanship achieved by the region's masons. The Farmer House stood in deteriorated condition for many years but was restored in the 1970s.



Photo Credit: David Edwards, 2025

Haw Branch

Haw Branch is an outstanding example of Southside Virginia Federal architecture, one of the finest plantation houses in the region. The Amelia County house received its present form in the early 19th century under its owner John Tabb, a burgess, whose father, Thomas Tabb, assembled the plantation before 1745. An earlier house was incorporated in the west wing. The Haw Branch property's name was derived from the nearby stream lined with hawthorn trees. The most striking feature of the house is its elaborate interior woodwork carved with regionally interpreted Adamesque motifs, including urns, swags, hawthorn blossoms, and sunbursts. Haw Branch passed by inheritance to Tabb's daughter and descended thereafter to daughters. The Haw Branch grounds preserve a row of early outbuildings, all with clipped gable roofs. The house was restored in the latter part of the 20th century by a descendant of Thomas Tabb, who purchased the property in 1965.



Photo Credit: Brendan Burke/DHR, 2023

Ingleside

Ingleside is a late Federal-style dwelling located on rolling farmland in western Amelia County. The house is noteworthy for its highly imaginative, classically-inspired architectural detailing which appears on its chimneypieces and the two-and-one-half-story winding stair. John W. Foster built the earlier section of Ingleside in 1824. A subsequent owner, Dr. John O'Sullivan, probably built the later part of the house circa 1840. Dr. Peter Edward Anderson (1857-1907) was another prominent owner of Ingleside. Both portions of the house are fitted with impressive woodwork, demonstrating how a skillful rural joiner used molding, mantel compositions, and other decorative shapes reminiscent of the Federal style, but also used his compass, rule, plane gouges, and saws to create inventive and folk-interpreted classical motifs such as the "sun face" designs in the parlor chimneypieces. Ingleside sits on a raised basement and features tall, slender chimneys, and pent closets.



Photo Credit: Brendan Burke/DHR, 2023

St. John's Church

Consecrated in 1852 by Bishop William Meade, St. John's Church in Amelia County was a product of the reactivation of the Episcopal denomination in rural Virginia during the mid-19th century. It is on the site of a colonial church known simply as Grub Hill Church, a name derived from the "Grub Hill" slave quarters of the Tabb family, who gave the land for the building. At the end of the 18th century, John Tabb owned ten plantations in Amelia County and one in Dinwiddie County, along with a sizeable holding in the city of Petersburg. The present church, a country builder's version of the Gothic Revival, has an honest simplicity that yet inspires admiration. It remains relatively unaltered and is enhanced by a pleasant rural setting, on a small but conspicuous knoll in the farmlands of Amelia County, west of Chula. The principal interior furnishings, including an ornamented triptych, are the signed work of a woodcarver, H. Jacob, completed in 1870. Owned by the trustees of Christ Episcopal Church in Amelia, St. John's Church is used for occasional summer services.



Photo Credit: David Edwards, 2024

Wigwam

Wigwam was the home of William Branch Giles (1762-1830), who served Virginia in both the U.S. House of Representatives and the U.S. Senate, and was elected governor in 1827. Giles was also a member of the convention that revised the Virginia Constitution in 1830. His Amelia County seat of Wigwam preserves its unusually attractive two-part dwelling, the original portion of which is the 18th-century rear ell. The story-and-a-half front section was added in 1815 and contains highly individualized Federal woodwork. Giles began a boys' school at Wigwam in ca. 1825. A school was continued here following its purchase by the Harrison family. The house survived without significant alteration but stood unoccupied for many years. Wigwam underwent a major restoration in 1990-94.



Photo Credit: Brendan Burke/DHR, 2023

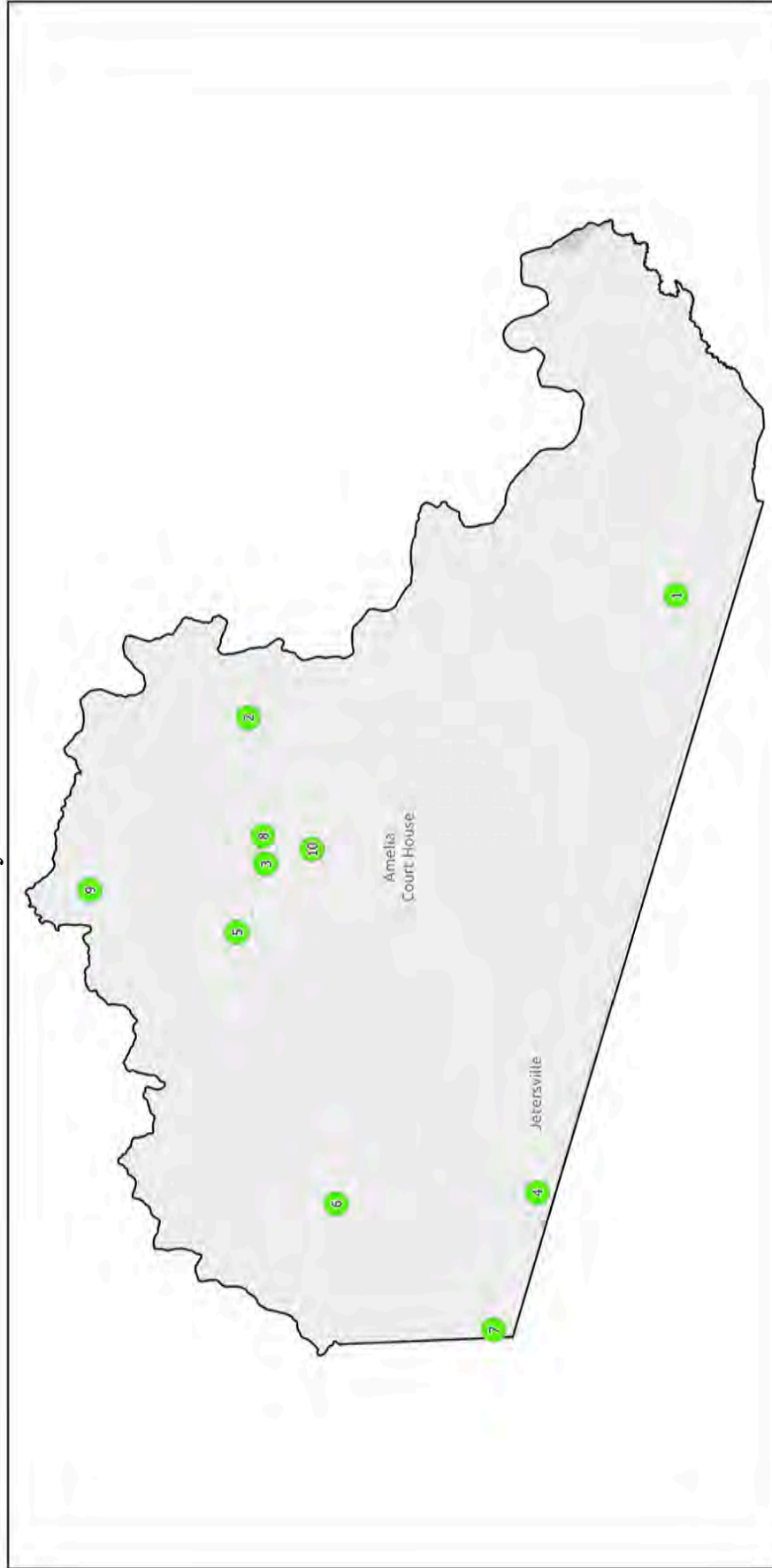
Winterham

Winterham is situated at the crest of a hill overlooking the rolling pastures of Amelia County, north of Amelia Court House. The house is the only known Virginia building by Thomas Tabb Giles, an accomplished amateur architect, and William Percival, a significant professional architect. Their collaboration is recorded on the recently found designs for the house, now in the collections of the Virginia Museum of History and Culture in Richmond. The Italian Villa-style dwelling was built for John Garland Jefferson II about 1855, and some of its features are similar to designs found in books by Asher Benjamin. Winterham is a restrained but refined frame house with an interior cross-hall plan. There are four original porches on the house, each of a different design. The building was used as a hospital for wounded Confederate soldiers after General Robert E. Lee's retreat from Richmond in April 1865. Winterham was converted for use as a bed-and-breakfast in the 21st century.



Photo Credit: David Edwards, 2024

Amelia County Historical Homes



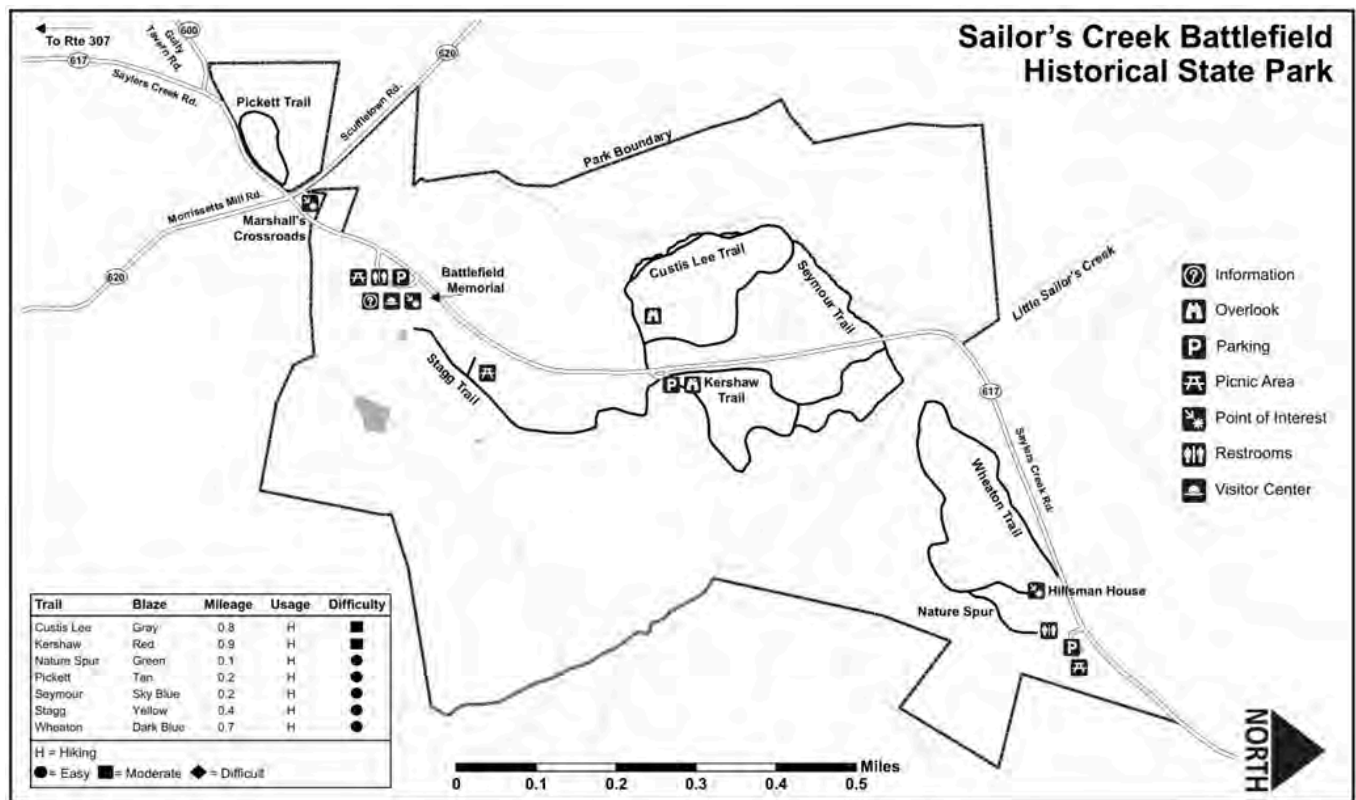
Map created by: Commonwealth Regional Council, October 2025

- | | | | | | |
|---|-----------------------|---|----------------------------|----|-----------|
| 1 | Barrett-Chumney House | 5 | Haw Branch | 9 | Wigwam |
| 2 | Dykeland | 6 | Ingleside | 10 | Winterham |
| 3 | Egglestetton | 7 | Sailor's Creek Battlefield | | |
| 4 | Farmer House | 8 | St. John's Church | | |

Sailor's Creek Battlefield Historical State Park

Sailor's Creek Battlefield Historical State Park is located on 6541 Saylers Creek Road in Rice, which is in the southwestern corner of Amelia County and the northeastern corner of Prince Edward County. This historic battlefield marks one of the last battles of the American Civil War prior to Robert E. Lee's surrender in Appomattox Court House. This state park has seven hiking trails with interpretive signs on information on the history of this battle. A map of the trail system is located below.

Sailor's Creek Battlefield Historical State Park



Source: Department of Conservation and Recreation, December 2024

The trail directly behind the visitor center is the Stagg Trail (.4 miles). The Stagg Trail connects with the Kershaw Trail at the Overlook. Visitors may take the Kershaw Trail (.9 miles), which leads to Sailor's Creek where the Union army traversed the battlefield to assault the Confederate position.

Across the road from the Overlook is the (.8 miles) Custis Lee Trail which allows hikers to see where Gen. Custis Lee counter-attacked Union forces. The Seymour Trail (.2 miles) connects the Custis Lee to the creek.

The Hillsman House offers the Wheaton Trail (.7 miles) which takes visitors from the house to the creek and back, or visitors can pick up The Nature Spur Trail for an additional (.1 mile) back to the house.

At Marshall's Crossroads, signs on the (.2-mile) Pickett Trail describe the final fighting at Sailor's Creek.



Future Land Use

2045 Draft Comprehensive Plan

Introduction

Land use planning serves as a strategic tool to guide the thoughtful development of Amelia County's 229,760 acres. More than simply dividing land into zones, it shapes how and where people live, work, travel, and engage with their surroundings. Effective planning ensures that residential areas, businesses, recreational spaces, and transportation networks are logically connected and well-supported by necessary infrastructure.

As Amelia County experiences growth in population and development, land use planning becomes increasingly important. This plan provides a framework for elected officials and county staff to make informed decisions about land use policies, ordinances, and long-term priorities. Its goal is not to restrict growth, but to manage it wisely by protecting vital natural resources like farmland and forests, promoting efficient use of public funds, and preserving the county's rural character.

The Future Land Use section builds on this foundation, serving as both a visual and policy guide that translates the goals of the Comprehensive Plan into a map directing the type, quantity, and location of future growth. It organizes the County into land use categories based on their suitability for development, infrastructure capacity, and importance in maintaining Amelia's rural character.

To protect the County's rural and agricultural resources, the Plan emphasizes three key principles:

- Concentrate growth within designated growth areas
- Commit to providing adequate public water, sewer, and transportation infrastructure to designated growth areas
- Protect rural lands from uncontrolled residential sprawl

Looking forward, Amelia County anticipates growth patterns similar to past trends but with greater development pressure. Without strategic planning and focused investment in designated growth areas, rural and outlying lands could face unchecked development, threatening the agricultural heritage and rural lifestyle that define the County. This integrated land use framework aims to foster sustainable growth that enhances quality of life for current and future residents.

The Relationship between Future Land Use and Zoning

In Virginia, future land use planning and zoning ordinances are two distinct but interconnected tools that local governments use to manage land development and shape the physical, economic, and environmental character of their communities. Future land use planning is a policy-based framework contained within a locality's Comprehensive Plan. This plan outlines the community's long-term vision for land use, growth, and conservation, identifying where future residential neighborhoods, commercial centers, industrial areas, agricultural lands, public facilities, and open spaces should be located. The plan includes a Future Land Use Map that visually depicts these intended uses, but it is not regulatory in nature. It is used to guide public decisions related to capital investments, infrastructure improvements, and land development approvals.

In contrast, zoning ordinances are legal instruments adopted **under § 15.2-2280 of the Code of Virginia, which give localities the authority to regulate land use by law**. Zoning divides the locality into specific zoning districts and prescribes what land uses are permitted in each district, along with detailed standards for lot sizes, setbacks, density, and other development criteria. Unlike the future land use plan, zoning ordinances have the force of law and are enforced through permitting, inspections, and penalties for noncompliance.

These two tools work together to balance long-term planning goals with short-term land use regulation. The future land use plan sets the vision for how the community should grow and develop, while zoning ordinances regulate what can happen on the ground today. Ideally, zoning ordinances are updated to reflect the future land use plan over time. However, discrepancies can arise—such as when a parcel is designated for mixed-use development in the plan but is currently zoned for agricultural use. In such cases, a property owner or developer may request a rezoning to align the property's zoning designation with the intended future land use. By coordinating these two tools, local governments in Virginia can manage growth strategically, protect community character, and ensure that development occurs in a way that serves the public interest.

Future Land Use Map Designations

Future land use designations are planning categories used by local governments to guide how land is intended to be developed in the future. They provide a long-term vision for growth, infrastructure, and zoning decisions. These new designations include six major planning areas that are geographically referenced on the Future Land Use Map.

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

360 Development Area (continued)

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 20 year 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. Encourage new and in-fill development, while respecting the character and scale of the existing mixed retail and service 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. Encourage 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. Explore 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
6. Establish enhanced design and open space guidelines for agricultural sensitive cluster developments
7. Promote and develop incentives for the establishment of conservation easements.
8. High density development should be discouraged in this area.

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

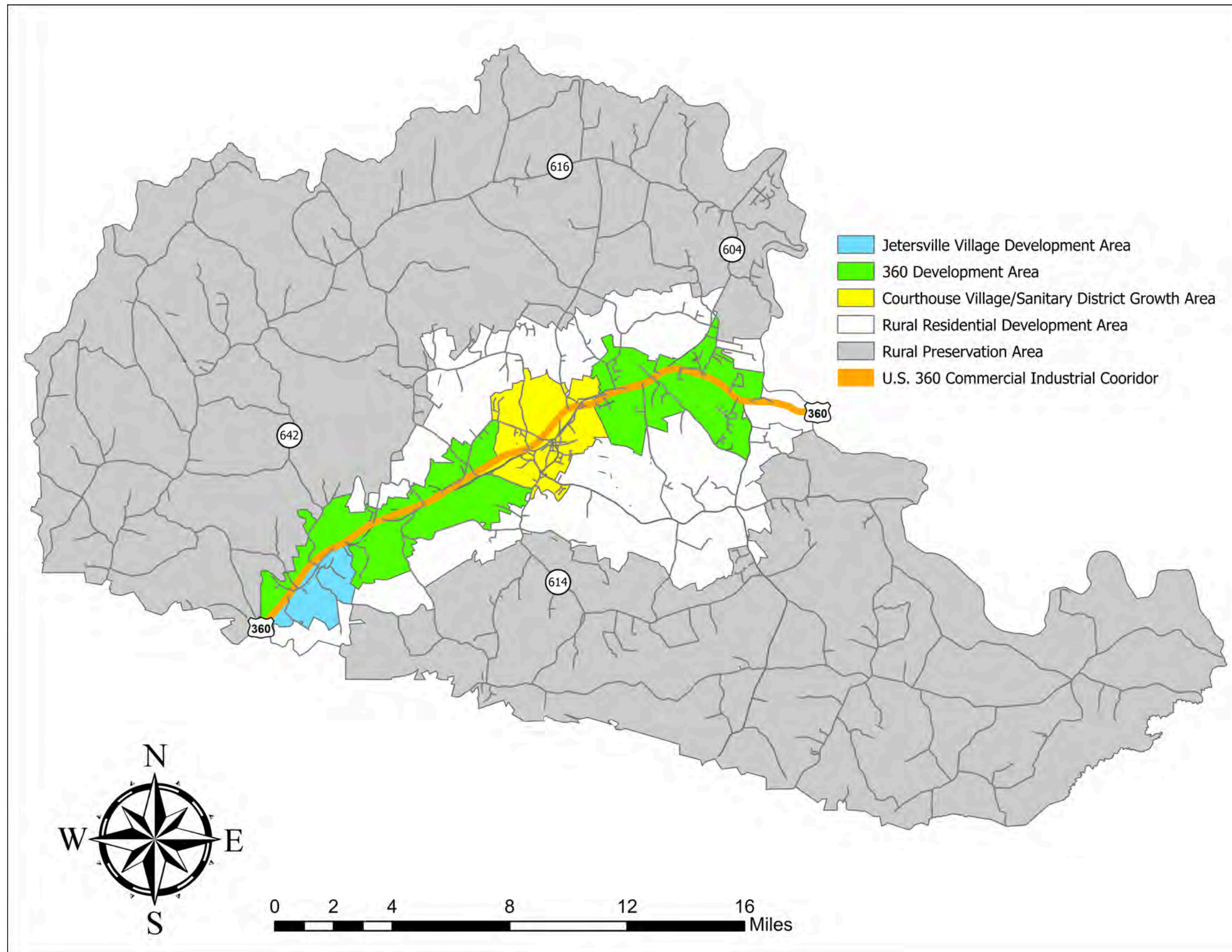
Development Guidelines:

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. Strongly promote 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. Encourage public facilities and urban infrastructure for future development.
8. Require landscape and buffer plans as outlined in the Route 360 Development Area
9. Concentrate heavy Industrial use to the Industrial Park
10. The Corridor Width is 1,200 feet wide.

Industrial Land Use Definitions

As defined in the County's Future Land Use Map, light industrial areas are intended for low-impact manufacturing and assembly operations, as well as large-scale storage, distribution, and warehousing facilities. These uses are generally characterized by minimal environmental impacts on surrounding properties. In contrast, heavy industrial areas are designated for more intensive uses such as manufacturing, processing, and salvage operations, which typically generate significant environmental impacts, including noise, odor, and vibration, that may affect nearby properties.

Amelia County Future Land Use Map



Map Created by: Commonwealth Regional Council, June 2025

Growth and Development Areas

Growth Area

The Courthouse Village/Sanitary District Growth Area is designated as the County's primary zone for future growth. This area benefits from proximity to existing infrastructure, particularly Route 360, and have established community assets such as schools, shopping, and government services in the Courthouse area. This area also is served by water and sewer. Concentrating higher-density development in this targeted area will help Amelia County manage growth more effectively, preserving the rural character, open space, and agricultural economy that are valued by residents.

Development Areas

A Development Area is designated to accommodate the County's future residential, commercial, and industrial growth while preserving the rural character and agricultural resources in other parts of the County. This area is strategically located near existing transportation corridors, public utilities, and community services to maximize efficiency in infrastructure investment and minimize sprawl.

The Jetersville Village Development Area is a historically recognized rural village centered along Route 360. It primarily serves as a residential community with limited public and semi-public facilities that meet the needs of local residents. Development in this area should maintain its rural character, emphasizing low-density single-family homes averaging one unit per acre, small-scale commercial services, and careful integration with existing agricultural uses. The village will continue to serve as a modest hub for local commerce and community activities, with any new infill development designed to respect the scale and historic identity of the area.

The 360 Development Area is a targeted growth corridor intended to accommodate new commercial, light industrial, and clustered residential development along Route 360. This area is envisioned as a series of well-planned crossroads communities with mixed-density land uses, efficient access management, and coordinated infrastructure planning. Development should reduce scattered sprawl by concentrating businesses and residential growth in defined nodes, while exploring future expansion of the sanitary district to support long-term development needs.

The Rural Residential Development Area provides opportunities for low-density residential living in rural settings where agriculture is not the predominant land use. Development is characterized by large-lot single-family homes and thoughtfully designed cluster subdivisions that preserve open space and the rural landscape. Future residential growth should include design standards, shared access where feasible, and inter-parcel connectivity to minimize roadway impacts. This area serves as a transition between the County's active agricultural lands and its more concentrated growth areas.

The U.S. 360 Development Commercial-Industrial Corridor is the County's primary location for commercial and industrial growth, extending approximately 1,200 feet along each side of Route 360. This corridor supports a mix of retail, office, personal services, and light to heavy industrial uses, with a strong emphasis on clean industry and efficient land utilization. Development should be compact, well-buffered, and coordinated with access management strategies to protect traffic flow along the highway. Public facilities and infrastructure improvements are encouraged to support high-quality business expansion, with heavy industrial uses concentrated within the Industrial Park.



Goals, Policies, and Objectives

2045 Draft Comprehensive Plan

Introduction

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 2025 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. Growth and Development Areas: Concentrate future County growth in the County's Growth and Development Areas; these include the Courthouse Village/Sanitary District Growth Area, US 360 Development Area, Jetersville Village Development Area, and Rural Residential Development Area.
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:

1. Establish regulations that work together to protect the scenic, cultural, economic, and ecological character of the County's rural and agricultural areas.
2. Establish clearly defined geographical Planning Areas that recognize the areas for (1) residential, commercial, and industrial development and (2) agricultural and conservation area preservation.
3. 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.
4. 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.
5. Revise zoning and subdivision development regulations may allow for more creative cluster provisions.
6. Create policies and plans for the Courthouse Village that recognize and respect the scale and ambience of its existing community character.
7. 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:

1. Land use decisions should respect the goals and policies of the Comprehensive Plan's Rural Preservation area.
2. Residential lot size, density and subdivision requirements in the Rural Preservation Area should be consistent with and upgraded to fulfill the policies and guidelines of the Comprehensive Plan.

Strategies and Implementation Objectives Continued:

3. Take measures to discourage leap-frog subdivision development in the rural areas.
4. Adopt 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.
5. Preserve 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.
6. Preserve Family subdivision rights, while promoting a policy of locating family division residences to ensure maximization of residual farming land.
7. 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
8. When permitted in the Rural Preservation area, residential cluster subdivisions should be the preferred form of residential development over conventional lots that front on existing rural roads.
9. 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.
10. 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.
11. Establish plans for and protect the County's watersheds and stream systems where drinking water reservoirs may eventually be located.
12. Critical slopes, stream valleys, wetlands, floodplains, unbuildable soils and other environmentally sensitive natural resources should be not be developed;
13. 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.

Strategies and Implementation Objectives Continued:

14. 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 County, 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. Growth and Development Areas

Concentrate future County growth in the County's "Growth and Development Areas"; the growth area includes the Courthouse Village/Sanitary District Growth Area. The development area includes the 360 Development Area, Jetersville Village Development Area, and the Rural Residential Development area

Strategies and Implementation Objectives:

1. Designate appropriate land area in the growth and development areas that will be sufficient to accommodate the County's long-range (>20 years) population and employment growth.
2. Encourage projects in the residential portions of the growth area to respect traditional neighborhood development principles, including higher density, village-scaled streets, attractive architecture, mixed uses, and flexible design standards.
4. Work with developers and property owners to create well-planned projects that respond to the range of growth and development Area densities recommended by the Future Land Use Plan; discourage pre-mature development projects that may dilute the development capacity of these areas.
5. Establish a phased capital improvements plan consistent with the Future Land Use Map that ensures public water and sewer service in the Courthouse Village/Sanitary District Growth Area.

Strategies and Implementation Objectives Continued:

6. Establish transportation master plans for the growth Area that address intra- and inter-parcel connectivity that fits within an overall scheme that reduces pressure on existing roads.
7. Adopt enhanced zoning and subdivision standards and guidelines
8. Continue to recognize Jetersville as a development Area while emphasizing modest growth and density within geographical boundaries for the village.
9. Conduct planning and feasibility studies that address the phased implementation of public water and sewer improvements to serve portions of the 360 Development Area near the Courthouse Village/Sanitary District that are feasible.
10. 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:

1. Encourage a diversified economic base that respects existing businesses as well as the goals and policies for the rural and agricultural planning areas.
2. Promote tourism and agri-business in the rural and agricultural areas
3. Promote a balance between jobs and housing that emphasizes in-County employment opportunities over out-commuting.
4. Designate sufficient land area of suitable size, terrain features, access conditions and location for future economic development and associated growth.
5. Encourage future non-agricultural economic development to locate within Route 360 Corridor
6. Work with property owners within the designated development areas to market and attract appropriate industry and businesses to the County.
7. Consider pro-actively initiating commercial and industrial zoning map amendments in the Route 360 Corridor

Strategies and Implementation Objectives Continued:

8. Encourage appropriately scaled in fill business and service development within the Courthouse Village Development Area.
9. Prioritize the development of new sewer treatment facilities and water supply sources to serve the Route 360 Corridor
10. 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.
11. Consider conducting a Small Area Plan for the Courthouse Village area

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:

1. Preserve the level of service, functional characteristics, and aesthetics of the Route 360 corridor in recognition of its major inter-regional arterial function.
3. Prepare a Route 360 corridor access plan that is consistent with the Future Land Use Plan for the Courthouse Village/Sanitary District Growth Area, and US 360 Commercial and Industrial Corridor areas.
4. Adopt a corridor overlay district and design guidelines for the Route 360 corridor.
5. 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.
6. Prepare and adopt an Official Transportation Map to be employed in reserving rights-of-way for a system of minor and major collectors within the growth and Development Areas.
7. 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.
8. Create a stronger identity for the Courthouse Village; develop an entrance gateway plan to better identify and provide improved access to the village.
9. Ensure coordination between transportation and land use decisions and development; assess the traffic impacts and right of way requirements for all development projects.

Strategies and Implementation Objectives Continued:

10. 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.
11. 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.
12. Expand and establish new site parking standards that reflect the contemporary range of land uses anticipated by the Future Land Use Plan.
13. 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.
14. Monitor traffic accidents, citizen input, traffic violations and traffic growth to identify and prioritize locations for safety and other related road improvements.
15. 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:

1. 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.
2. Focus on long-range school planning, with an emphasis on the quality of its existing facilities and opportunities to expand and enhance existing campuses.
3. 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
4. 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:

1. 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", blueways and common open space networks.
2. Create policies and regulations that diminish opportunities for incompatible development in areas surrounding historic places, landmarks, and buildings.
3. 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.

Strategies and Implementation Objectives:

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.

Public Water Supply (Domestic and Fire Protection) Continued

6. Protect the County's public groundwater wells by 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.

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 Courthouse Village growth area and surrounding development areas.
3. Assess the fiscal requirements to provide upgraded facilities and adequately plan for the implementation of these capital improvements.

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.

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.

Parks & Recreational Facilities

1. Consider the development of a new recreational facility

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:

1. 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.
2. Develop plans that anticipate the scope and costs of capital improvements well in advance of projected need.
3. Determine and assess the fiscal impacts of all project-specific land use planning and zoning decisions.
4. 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.
5. Develop policies that require future development to pay its "fair share" in providing for adequate public facilities.
6. Prioritize new development to be located in the County's Development Areas and other areas where public services and infrastructure can be efficiently provided.
7. Consider fiscal policies and government support that can benefit the recruitment of economic development and other revenue generating enterprise.
8. 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.
9. 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 most current legislation that limits the extent to which proffers can be applied.



Implementation

2045 Draft Comprehensive Plan

Introduction

This chapter addresses the initiatives and measures needed for the effective implementation of the Comprehensive Plan. During the process of defining the vision and identifying the values that Amelia's citizens place on County's planning for the future, three major themes were identified:

1. Concentration of residential and business growth in the development areas;
2. Commitment to providing adequate municipal water and sewer services, and
3. Decreasing the pace of residential development in the rural preservation areas.

Implementation will require an integrated set of initiatives by the Board of Supervisors. For the designated Development Areas, with an emphasis on the Amelia Courthouse area, these would include:

- develop a small area plan
- conduct a system wide infrastructure plan for the sanitary district
- continue updating the County's Capital Improvement Plan
- complete upgrades to aging water and sewer infrastructure
- update zoning ordinances to align with designated development areas.

In the rural and agricultural areas, pro-active County attention would be given to:

- continued support of family subdivisions;
- incentives to continue family farming operations;
- preserving long-term economic value for active agricultural properties;
- preserving the remaining transportation capacity on country roads;
- limiting strip development in the outlying areas;
- improving cluster subdivision regulations and review guidelines for rural subdivisions;
- continued enhancements to zoning policy and proffers to counter the impact of rural subdivisions on County schools, capital infrastructure, and public services.

Plan Implementation Recommendations

Plan Implementation Recommendations:

1. **Amelia Courthouse Area Plan:** A small area plan (detailed Urban Development Area master plan) for the Courthouse development area should be prepared to establish a realistic allocation of town- scaled resources and land use opportunities, focusing on infill development and repurposing of underutilized structures and properties. Initial efforts should include:
 - a. preparing an inventory of potential infill opportunities within the town center,
 - b. evaluating long-term infrastructure requirements, and
 - c. establishing an internal transportation plan that will adequately serve the village and provide better access to the village from Route 360.
2. **Rural Preservation Area:** The Rural Preservation Area should emphasize appropriate open space objectives, rural area density and non-agricultural use configurations. Zoning regulations should follow suit. The average allowable density in related zoning districts in the rural areas should be reduced to not more than one dwelling unit per ten (10) acres. Conversely, property owners should be allowed to apply for additional earned ("bonus") density based on cluster residential plans that demonstrate high quality site planning as well as a project's ability to contribute to maintaining increased levels of open space, improvement of rural transportation deficiencies and adequately address environmental protection needs.

Recommendations Continued:

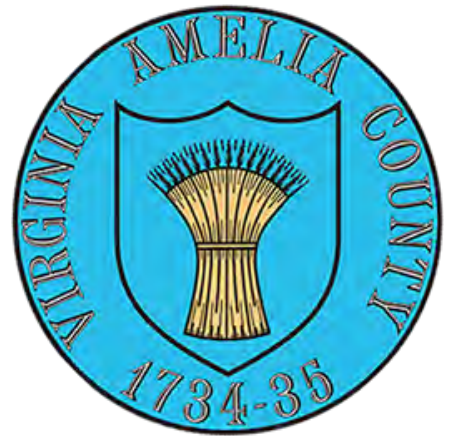
3. **Municipal Sanitary Sewer:** The County should evaluate existing infrastructure and make necessary improvements to sustain current development and analyze future growth needs. Prepare a feasibility study and implement a capital improvements plan for public sanitary sewer improvements to serve the designated sanitation district. The plan also recognizes that the existing sewer plant and gravity sewer main system cannot be upgraded to adequately service both the Courthouse and other development areas. Plans should be made for the eventual abandonment of this plant or evaluating its potential for conversion to a pump station to support the collector network for the new sewer plant.
4. **Municipal Water Source and Services:** The County should evaluate existing infrastructure and make necessary improvements to sustain current development and analyze future growth needs. Prepare a feasibility study and implement a capital improvements plan for public water improvements to serve the designated sanitation district. Consider Municipal water source expansion over the next decade to serve even the most modest of population and employment growth. For this expansion, the County must initiate a planning and feasibility study of candidate locations for a surface water impoundment to serve the long-term domestic and fire prevention needs of the development areas. Primary emphasis must be on the creation of a water supply resource reservoir to be located within the Rural preservation area. It is important to recognize the long approval timeframe (5-10 years) involved with state and federal permit process, land acquisition and construction of a major water supply system. As municipal supplies are developed, the County will need to establish or implement well-head protection measures for both public and private wells.
5. **Capital Improvements Planning:** The County will need to continue to plan and implement a long-range capital improvements program that responds to population projections and periods of rapid growth; anticipating the level to which the County must provide infrastructure, facilities, services, and community improvements. The initial work on the capital improvements plan should begin immediately with the Planning Commission's input on intermediate- to long-range capital requirements to fulfill the goals and pathways of the Comprehensive Plan. The Planning Commission should be responsible to provide annual guidance and updates to the capital improvements planning process based on a compatibility review of the Comprehensive Plan.

Recommendations Continued:

6. **Zoning Ordinance Enhancements:** *As growth pressures increase over the coming decades, it will be essential to create a zoning ordinance that can better accommodate urban and suburban development demands. New zoning districts should be added to the ordinance as well as enhanced subdivision design standards addressing more intensive, mixed-use Development Service area land uses. Among other concerns, it will be necessary to strengthen the subdivision and zoning ordinance to eliminate "leap frog zoning" and "spot planning" pressures. The official zoning map should be updated to cure inconsistencies.*
7. **Tourism/Recreation/History:** Taking aim at regional tourism growth, the County must continue to capture the advantages of its history, culture, agricultural heritage, and natural scenic beauty. This can stimulate economic value while not increasing the County's tax burdens. Beginning with a focus on agri-business, the County should take the lead in organizing and coordinating a "visit Amelia" campaign that creates a benefit where the "whole is greater than the sum of its parts."
8. **Jetersville Village Area:** The County should recognize the need for necessary boundary adjustment that more accurately conform with existing land uses, roads and terrain characteristics. To serve the village area, the County should adopt zoning and subdivision regulations that better respond to the type of rural development characteristics anticipated for Jetersville, including residential and commercial land use densities that provide adequate on-site open space for private septic systems.

Amelia County

Community Meeting Summary Report



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July 25, 2025

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INTRODUCTION

Residents were invited to participate in a series of community meetings held in Amelia County during July 2025 as part of the ongoing process to update the County's Comprehensive Plan. Meetings took place in Painesville on July 15, in Mannboro on July 17, and in Amelia Court House on July 22. There were a total of 58 people in attendance. The purpose of these meetings was to gather public input to help shape goals and strategies that reflect the community's shared vision for the future.

Publicity for the meetings included flyers designed by Commonwealth Regional Council (CRC) staff, which were posted in key locations across the County. Additional outreach efforts were made with the support of County staff and local partners to encourage participation.

At each meeting, CRC staff provided a brief presentation explaining the purpose and importance of a Comprehensive Plan, including how the plan guides growth, protects community character, and supports informed decision-making. Attendees then participated in two interactive exercises designed to capture local perspectives:

- The Preserve, Add, Remove, Keep (P.A.R.K.) Exercise, used to identify valued community features and priority areas for improvement or change.
- The Mapping Exercise, which allowed participants to identify specific locations for future growth, conservation, and community investments.

Participants engaged in group discussions for both activities, recording their ideas collaboratively on large flip chart sheets. CRC staff facilitated the sessions, documented feedback, and provided maps, handouts, and example materials to support the exercises.

Input collected across all three meetings will directly inform the updated Comprehensive Plan, ensuring the final document reflects the voices, values, and aspirations of residents throughout Amelia County.

P.A.R.K. Exercise

As part of the public engagement activities, meeting participants completed a P.A.R.K. exercise — a tool used to encourage discussion around community values and priorities. Attendees were asked to identify what aspects of Amelia County should be:



Each group completed the exercise in open discussion, recording their ideas on large flip charts visible to all. The following list reflects the full set of input collected during the meeting.

Preserve

- Rural character
- Low traffic volumes
- Farmland and agriculture
- Forestry and timberland (including hardwoods)
- Historical structures (e.g., old mines) and local history
- Scenic viewsapes
- Hunting and fishing traditions
- Outdoor recreational opportunities
- Youth and young residents
- Retirees and aging population
- Natural soils and land characteristics
- Small-town community feel
- Independent and locally owned businesses
- Businesses located outside town centers
- Industrial parks (promote and preserve)
- Land use assessment program for tax relief
- Conservation easements and protected lands
- Interstate bike route
- Homes with unique character
- Keeping young people in the county

Add

- Small businesses
- Restaurants
- State parks and public recreation (picnic areas, parks)
- River access and a Blueway along the Appomattox River
- Recreational amenities (sports fields, outdoor activities)
- Farmers/makers market and access to local food/products
- General aviation airport
- Job opportunities and workforce development
- Community centers / 3rd spaces
- Coffee shops, breweries, wineries, and bars
- Meat processing (small-scale, local)
- Solar energy on homes
- Cell towers and improved cellular access
- High-speed internet / high-speed communications
- Enhanced safety along the bike route
- Nodal village development / village atmosphere
- Improved county communication
- Lodging (mid- to long-term hotels/motels)
- More diverse retail options
- Businesses to diversify the tax base
- Improved school systems (including school culture and parental involvement)
- Volunteer opportunities and county-supported assistance
- Stronger sense of community (fire departments, historical places, county fairs)
- Promotion of county identity (e.g., battlefield sites, LOVE signs)
- More vocational and technical education (close to schools and available in evenings)
- Paved roads
- Affordable childcare
- Affordable workforce housing
- In-home assisted elder care

Remove

- Billboards along public roads
- Invasive species
- Drug use and illegal activity
- Inoperable/non-running vehicles
- Blight and neglected properties
- People living in RVs
- Overhead high-voltage transmission lines (limit placement)
- Barriers to independent business growth
- Large-scale solar farms
- Excessive regulation
- Anti-growth mindset
- Vehicle and personal property taxes
- Unpaved/dirt roads

Keep Out

- High-density housing
- Large subdivisions
- Strip-style or “string street” development
- Townhomes
- Tall buildings
- Big box stores
- Utility-scale solar farms
- Data centers
- Large meat processing facilities
- Casinos and undesirable businesses
- Section 8 / low-income housing developments
- Trailer and RV parks
- Crime, drugs, and illegal activities
- Tax evasion and “tax cheaters”

Mapping Exercise

In addition to the P.A.R.K. discussion, participants took part in a Mapping Exercise designed to spatially capture their ideas for growth, development, and key community facilities. This interactive activity gave residents the opportunity to engage directly with a large-format map of Amelia County, helping to visualize how and where the Communities should grow and improve.

The exercise included two main tasks:

- **Establishing Target Growth Areas**

- Attendees were asked to identify areas of the County where new development should be concentrated in the future. These “growth zones” are places where infrastructure improvements and development incentives could be prioritized. Red markers were used to designate these areas directly on the map.

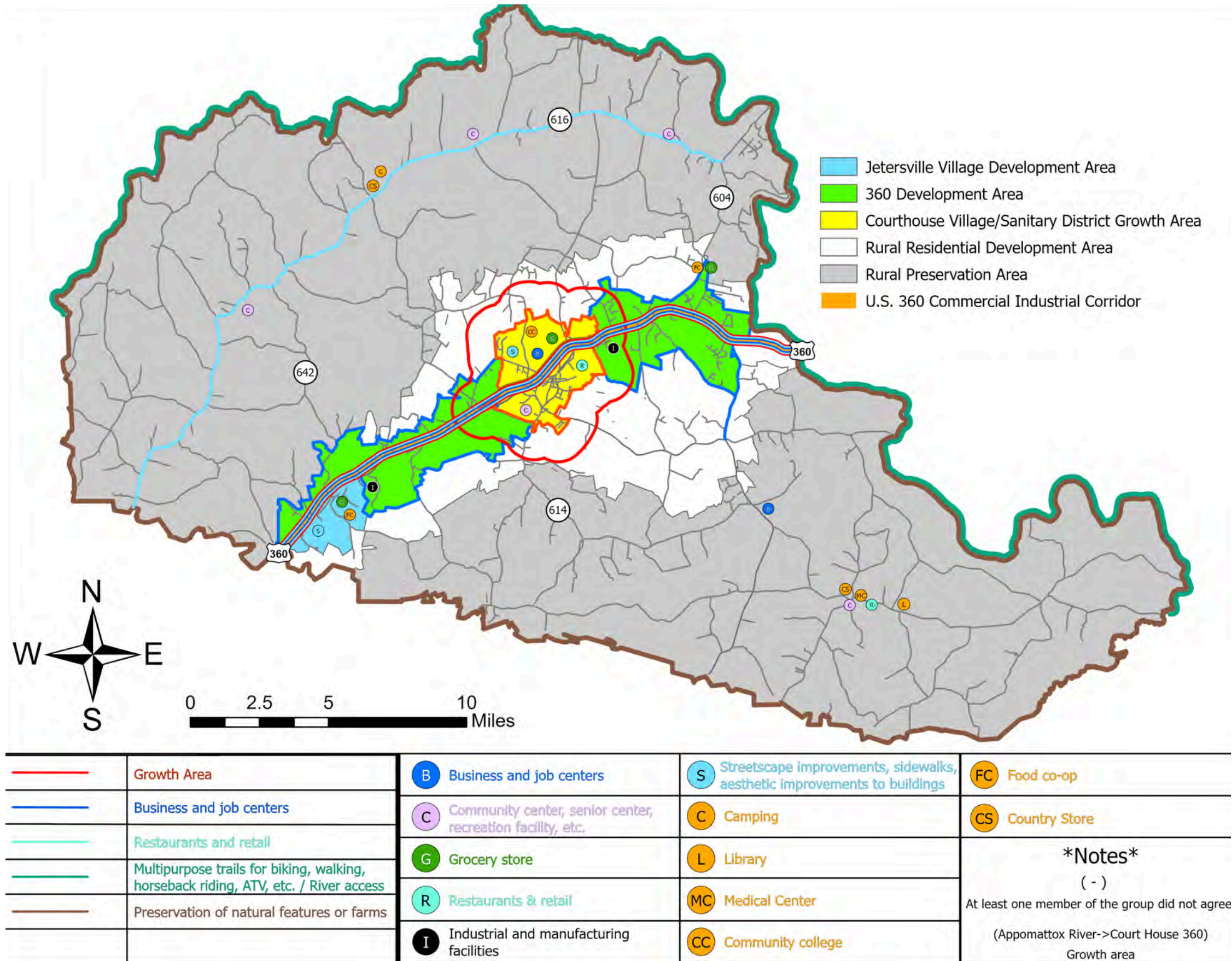
- **Locating Desired Facilities**

- Using different color markers, participants were invited to identify ideal locations for new or improved community facilities. Each letter corresponded to a different category of use. Not all categories were used in this exercise. These categories include:
 - Business and Job Centers (B)
 - Community and Recreational Facilities (C)
 - Grocery Stores (G)
 - Restaurants & Retail (R)
 - Multipurpose Trails (T)
 - Industry and Manufacturing (I)
 - Streetscape Improvements (S)
 - Preservation Areas (P)
 - Other / Special Requests (O)

Participants labeled features using the appropriate letter codes and wrote in additional ideas as needed. The mapping exercise sparked valuable conversations about land use, redevelopment potential, infrastructure priorities, and the community’s broader vision for the County.

The results from this activity were compiled into the following map, which reflects the combined input from all attendees and will serve as a visual guide for future planning efforts.

Amelia County Community Meeting Input Map



Mapping Exercise

At the community meeting, attendees also raised several key concerns and recommendations regarding future development and infrastructure in the County that were not addressed on the map. Many emphasized the need for countywide street improvements and expressed strong opposition to additional industrial sites beyond those already designated. Similarly, there was little support for expanding residential development or adding more small businesses, though several attendees stressed the importance of supporting existing small businesses. Additional grocery stores were considered unnecessary due to the current population size and the area's proximity to metro regions with diverse retail options. Recreation was also a major topic of discussion—participants called for improvements to the recreation center, including expanded activities, and enhancements to the existing tennis court. While new trails were not seen as a priority, there was interest in improving access points to the Appomattox River. Other suggestions included limiting industrial development to the industrial park areas, improving access roads along the U.S. Route 360 commercial and industrial corridor, using fire stations as community spaces, and exploring the development of a small sports complex. Due to Amelia's vast mining opportunities, mining was also discussed as a potential business opportunity.

**Amelia County Comprehensive Plan Update
Community Meeting
Break Out Groups – Discussion/Input**

Amelia County Vision – PARK Exercise

P – Preserve

- o What do you like about Amelia County and want to see preserved?
- o Example: Natural features, safe neighborhoods, small community atmosphere, farmland, etc.

A – Add

- o What do you think is missing in Amelia County and should be added?
- o Example: More diversity in shopping choices and restaurants, comprehensive economic development strategy, high-speed telecommunications, tie-in to regional attractions, etc.

R – Remove

- o What do you want to see removed from Amelia County?
- o Example: Blight, vacant buildings, obstacles to independent business development, etc.

K – Keep out

- o What do you want to see kept out of Amelia County?
- o Examples: Crime, drugs, undesirable business uses, etc.

Mapping Exercise

1. Establish Target Growth Areas:

Target growth areas are areas of the County where new development should be most heavily concentrated. Establishing growth areas allows the County to better focus future infrastructure investments.

Use red marker to designate areas on maps that should be centers for future growth and development.

2. Establish target geographical areas for location of facilities

The list of items below represents some of our top responses from the community survey of facilities citizens would like to see in the County. We would like to know which facilities you would like to see in what part of the County.

Use markers to designate areas on the map for location of facilities and label each feature with the letters below.

B	business and job centers
C	community center, youth center, senior center, recreational facilities, etc.
G	grocery store
R	restaurants & retail
T	multipurpose trails for biking, walking, horseback, ATV, etc.
I	industry and manufacturing facilities
S	streetscape improvements, sidewalks, aesthetic improvements to buildings
P	preservation of natural features or farms
O	other (please specify)

3. What activities or policies can the County adopt to encourage desired growth? How can the County attract businesses to these areas?

Amelia County Comprehensive Plan

CITIZEN SURVEY SUMMARY REPORT



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Executive Summary

This report presents the findings of the Amelia County Comprehensive Plan Citizen Survey, conducted by the Commonwealth Regional Council in collaboration with the Amelia County Comprehensive Plan Working Committee. The survey aimed to gather public input for updating the County's Comprehensive Plan. The methodology included both paper and online versions of the survey distributed at various locations within the County.

Community Profile:

- A total of 509 citizens participated, representing residents, workers, property owners, and business owners from all parts of the County.
- The majority of participants were between the ages 35 to 64, long-term residents, living in single-family homes they owned.
- Employment and retail spending patterns indicated most respondents work in the county, but the majority of retail spending occurs outside Amelia County.

Current Perceptions of Amelia County:

- Participants rated various public aspects of the county, with Fire Protection, Law Enforcement, and Rescue Services receiving the highest scores and Tourism, Educational Opportunities, and Medical Facilities and Services being rated the worst.
- Three favorite aspects of living in Amelia County included rural character and open space, clean air and water, and hunting and fishing opportunities.
- Participants' top three concerns for the County included keeping taxes low, quality of public schools, and lack of job opportunities

Future Outlook for Amelia County:

- Participants' top three outdoor recreational activities they would like to see increased in the County includes parks and playgrounds, fishing, and hiking.
- Participants ranked issues for future growth and development, and keeping taxes affordable, providing public safety, cell phone service and broadband topped the list.

Preferences for Development and Growth:

- Majority of Participants strongly disagreed with paying more taxes and fees for more industrial park development, job training, and technical education/expanded employment services.
- Majority of Respondents strongly agreed that preservation of the County's open spaces, farmland, and agriculture activities are more important than development.
- Recommendations for top three desirable jobs within the County included light manufacturing and warehousing, agricultural and timber jobs, and commercial businesses.

Executive Summary

Specific Issues Facing the County - Housing Policy:

- Single-family homes on rural area lots greater than 5 acres, housing for seniors/ retirement communities served by public utilities, single family homes on rural area lots of 5 acres or less were favored for residential development growth.
- Majority of Respondents strongly agreed with placing stronger regulations on the developers of new subdivisions to provide utilities, sidewalks, streetlights, and recreational improvements associated with future residential projects
- Majority of respondents strongly agreed with strengthening its zoning and subdivision regulations to protect existing landowners from unwanted development
- Majority of respondents strongly disagreed that landowners should be allowed to develop land anywhere and in any way they want, regardless of location in the County.
- Respondents neither agreed nor disagreed with the incorporation of affordable housing policy and land use plans to serve low- and moderate-income residents.

Overall, the survey provides valuable insights into the demographic composition, current perceptions, future priorities, and specific issues facing Amelia County. The comprehensive data gathered will be instrumental in shaping the County's Comprehensive Plan for sustainable and community-driven development.

Introduction

This report presents the findings of the Amelia County Comprehensive Plan Citizen Survey, conducted by the Commonwealth Regional Council in collaboration with the Amelia County Comprehensive Plan Working Committee. The survey aimed to gather public input for updating the County's Comprehensive Plan. The methodology included both paper and online versions of the survey distributed at various locations within the County.

Methodology

The Commonwealth Regional Council (CRC) developed a QR code flyer linking users to an online version of the survey. The CRC and County staff worked to distribute the paper copies of the QR code flyer throughout the County including:

- Dogged State Diner
- Eazy's Kitchen and Bar
- El Paso Mexican Restaurant
- Poultry Services, Inc.
- Tom's Meat and Produce
- Southern States
- Virginia Cooperative Extension Office
- Head Start
- Amelia's Park and Recreation Center
- Sydnor's
- Amelia Bovine Vet Clinic
- Amelia Village Vet
- Countryside Vet
- Amelia Physical Therapy
- Amelia Family Dentistry
- Mueller Dentistry
- Elliott's Convenience Store
- Amelia Academy

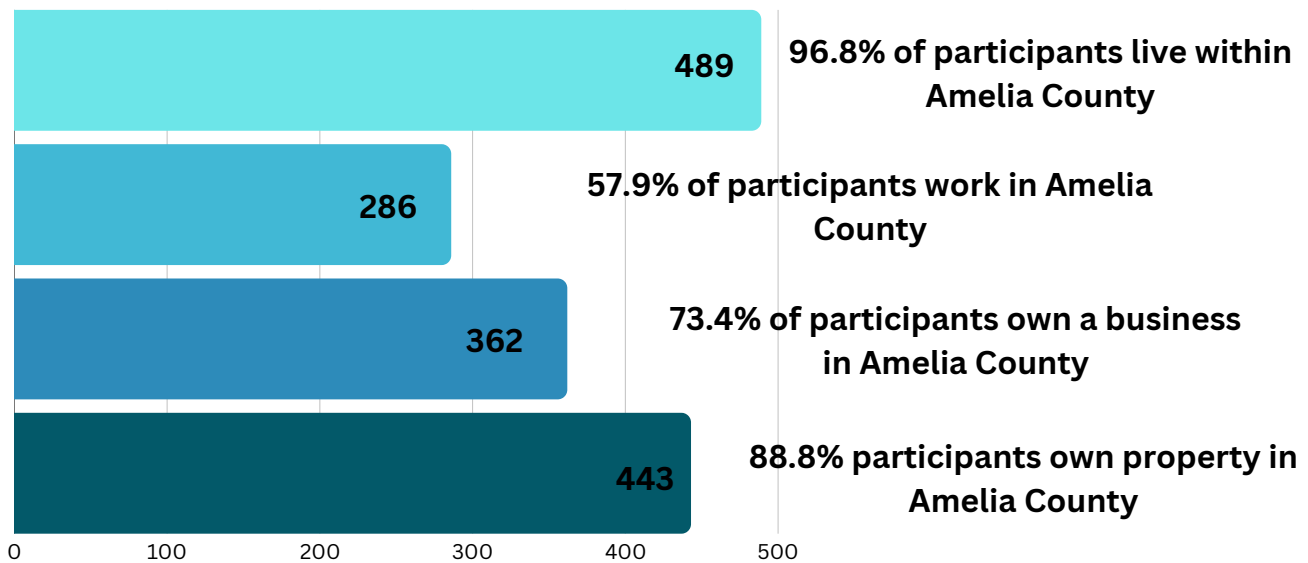
The County also placed the online version on its website and paper copies were distributed to select locations within the County including the Amelia County Administration Building and the James L. Hamner Public Library.

The Amelia County Comprehensive Plan Working Committee selected to open up the survey on October 28, 2024, with the original deadline for submission scheduled for December 15, 2024. At the December working committee meeting, the committee selected to extend the deadline to January 15, 2024. A total of 509 paper and online surveys were completed.

Community Profile

The survey sample consisted of 509 individuals from Amelia County, Virginia, including those who live, work, own property, or run a business in the area. Figure 1 provides a breakdown of participation rates across these four categories.

Figure 1- Participants



Of the 509 participants, individuals from all five designated voting precincts in Amelia County took part in the survey. Figure 2 illustrates the participation rate across each precinct. Additionally, 59.8% of participants were between the ages of 35 and 64, as shown in Figure 3.

Figure 2- Voting Precinct Participation

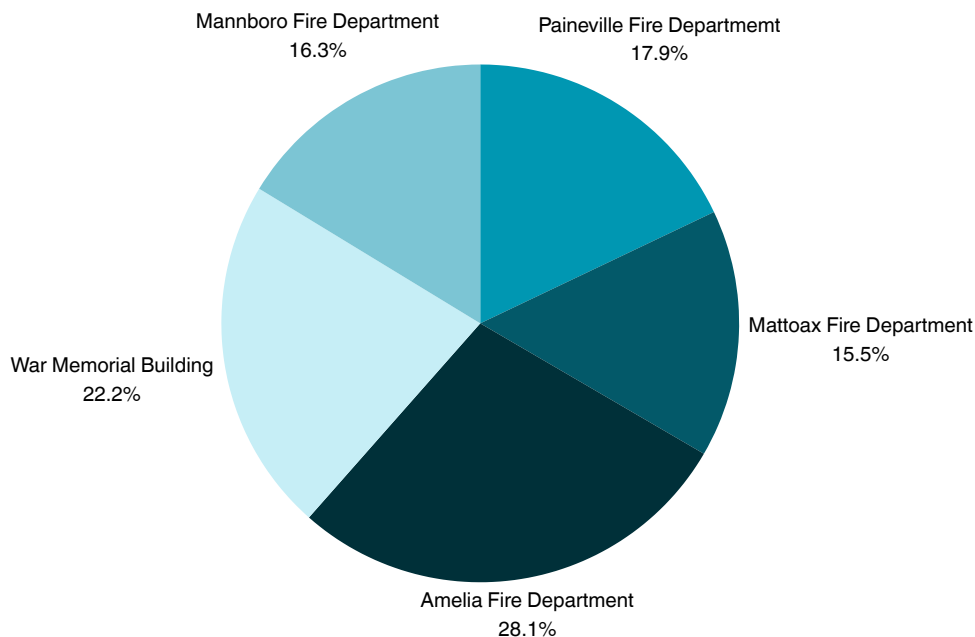
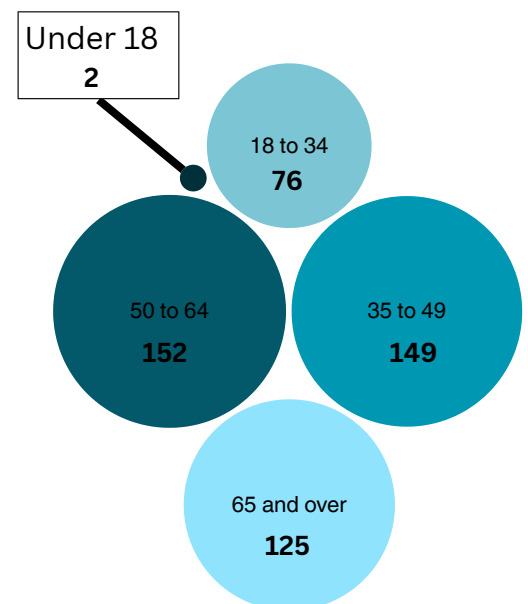


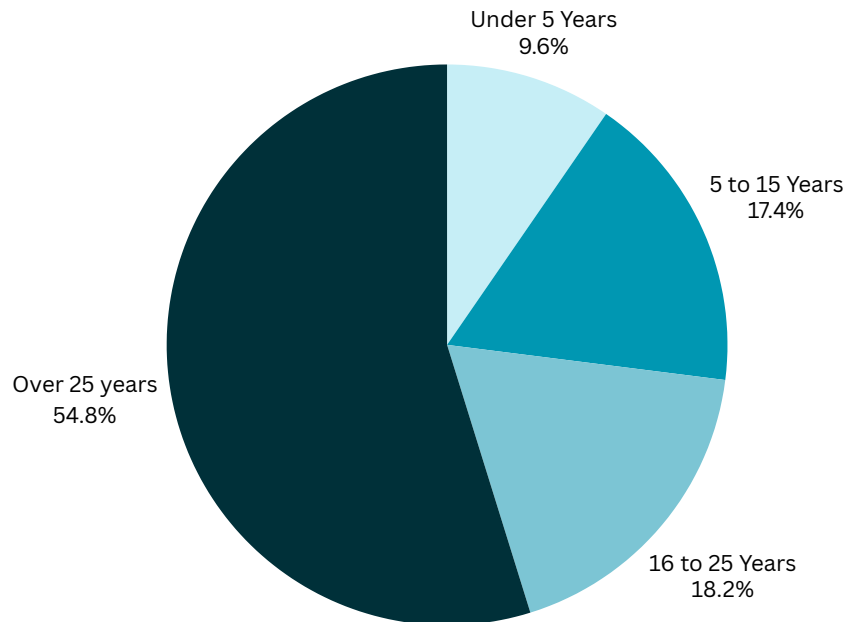
Figure 3- Participant Age Group



Housing and Residency

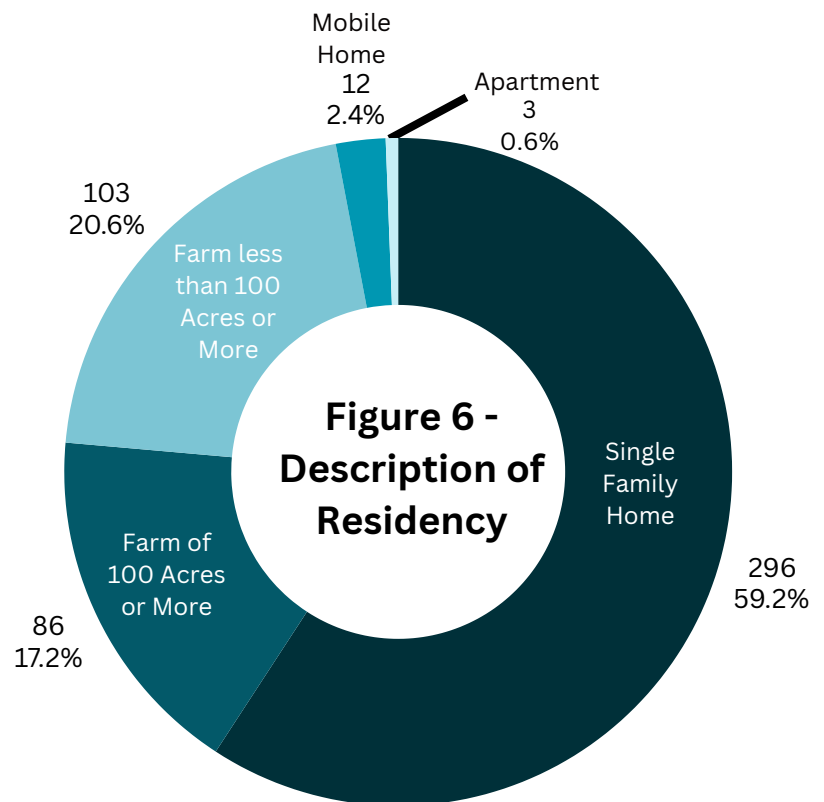
The majority of participants have resided in Amelia County for 25 years or more.

Figure 4 - Length of Residence



461 participants responded that they own the residence at which they reside. Majority of participants described their residency as a single-family home, while 37.8% described their residency type as a farm.

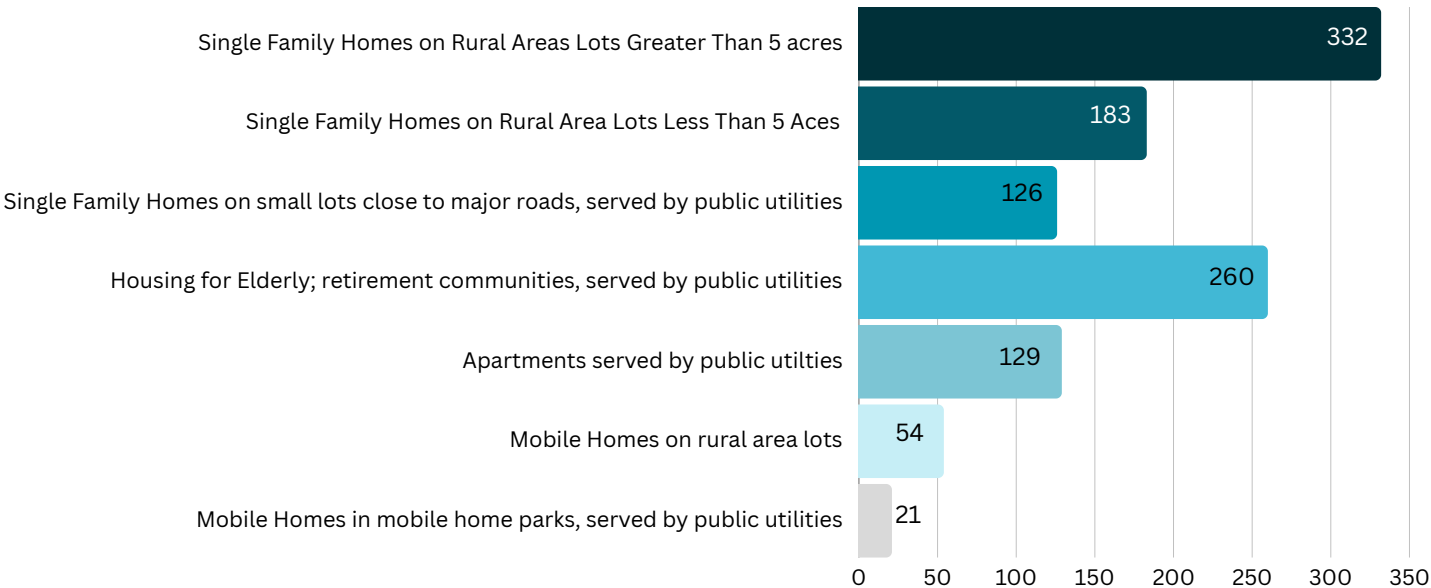
Figure 5 - Residence Ownership



Desirable Future Residential Development

Figure 7 is a summary of respondents’ desired future residential development. The top three desired residential types are single family homes on rural area lots greater than 5 acres; housing for elderly and retirement communities that are served by public utilities; and single-family homes on rural area lots less than five acres.

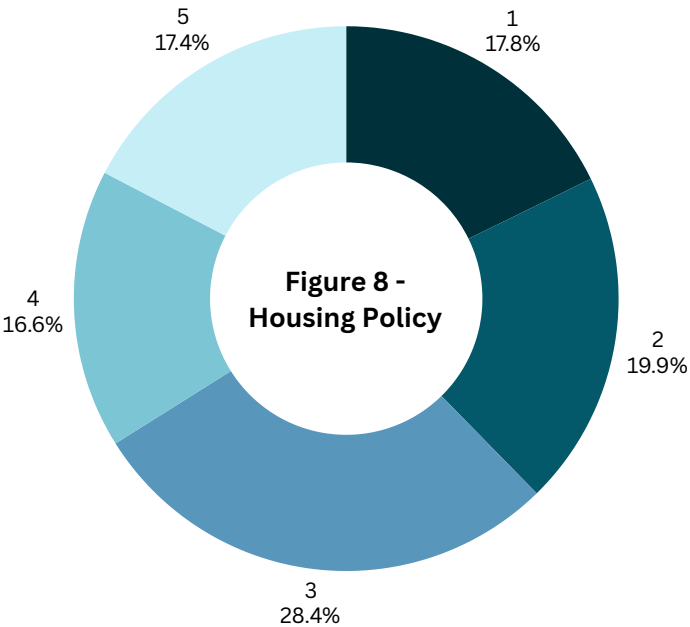
Figure 7: Desirable Future Residential Development

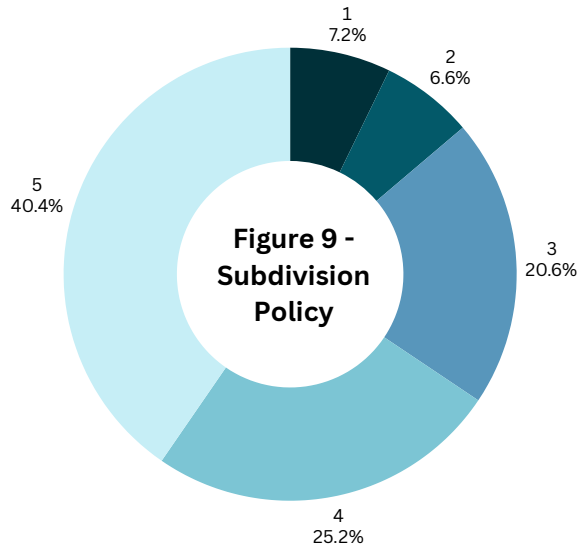


These questions were Likert-style questions, where recipients could select an option between 1 and 5. A rating of 1 represented "strongly disagree," while a rating of 5 represented "strongly agree."

Affordable Housing

28.4% of respondents were impartial to providing affordable housing to serve more low- and moderate-income residents and incorporating into County land use plans and policies.



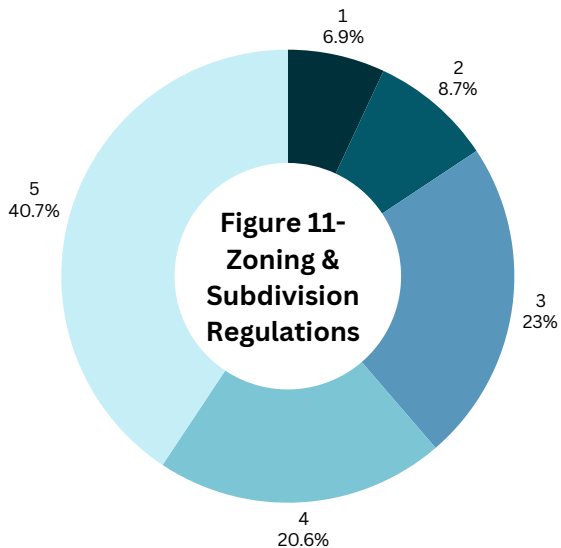
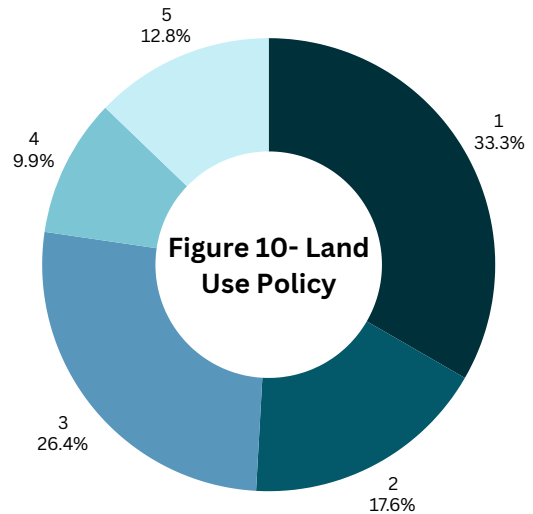


Subdivision Policy

40.4 % of respondents strongly agree that the County should place stronger regulations on the developers of new subdivisions to provide public utilities, sidewalks, streetlights, and recreation improvements associated with their future residential projects.

Land Use Policy

33.3% of respondents strongly disagree that Landowners should be allowed to develop land anywhere and in any way they want, regardless of location in the County.



Zoning and Subdivision Regulations

40.7% of respondents strongly agree that the County should strengthen its zoning and subdivision regulations to protect existing landowners from unwanted development.

Public Facilities and Community Services

Service Priorities

Figure 12 is a summary of respondents' priority levels for public facilities and community services provided within Amelia County. Fire and Rescue services were ranked as the highest priority level among participants, while the Public Library is ranked the highest under the lowest priority level.

Figure 12- Public Facilities & Community Services Priorities

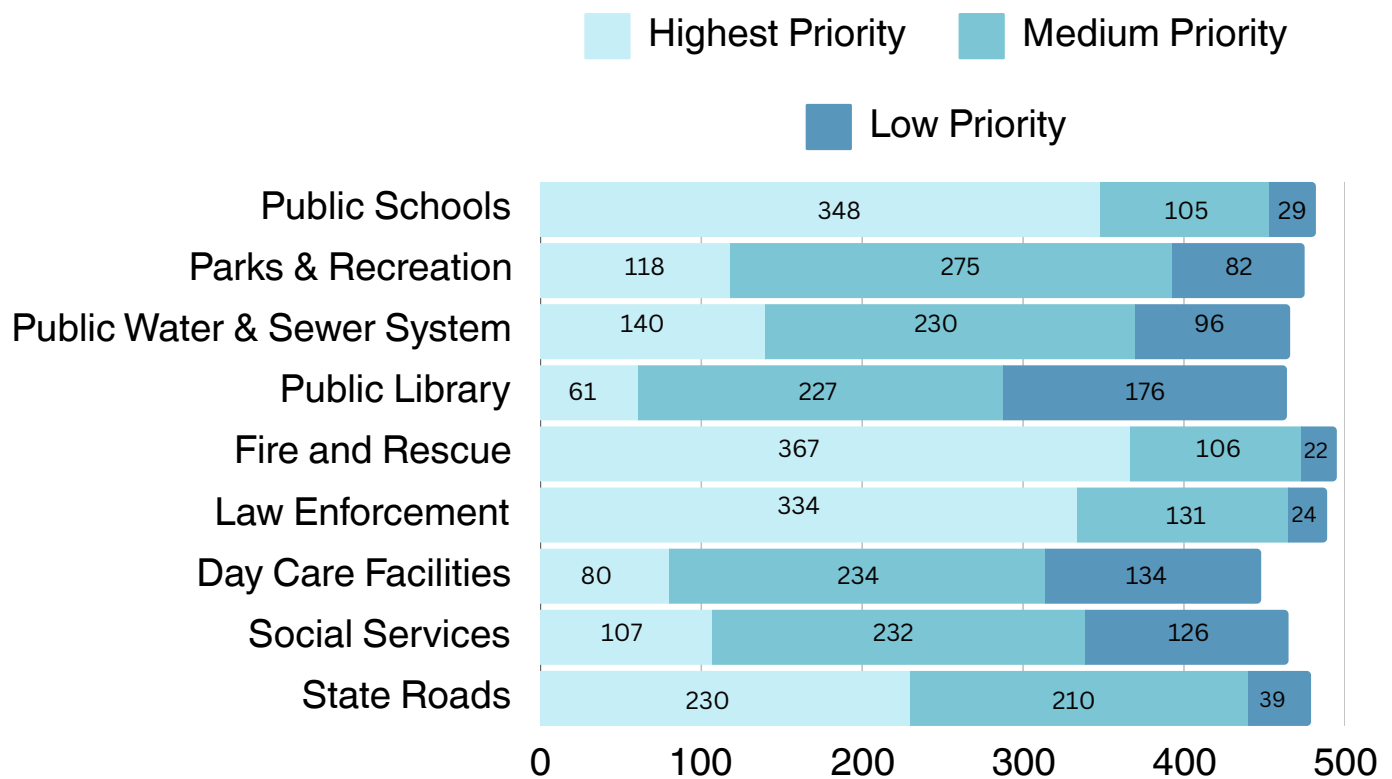
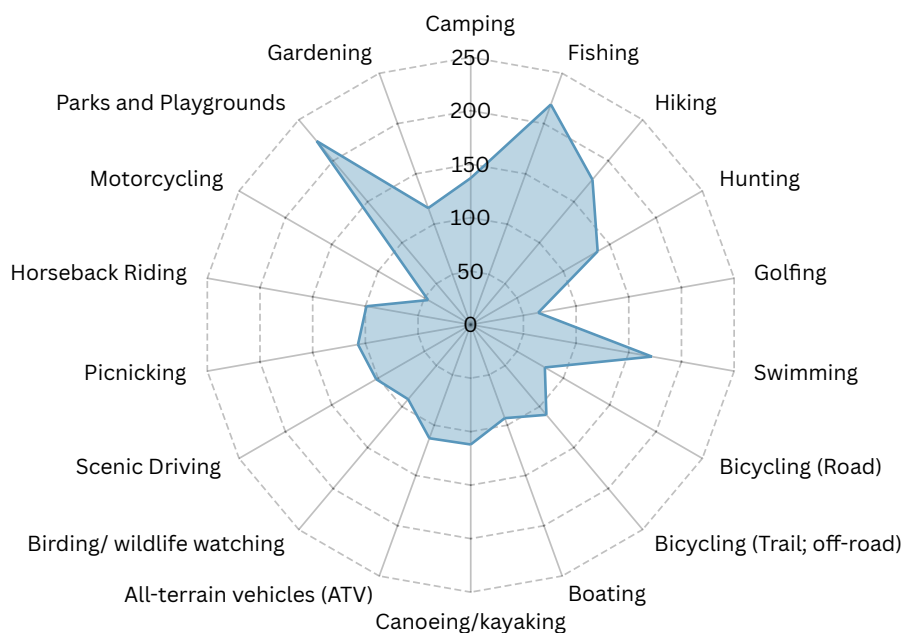


Figure 13 - Outdoor Recreational Activities



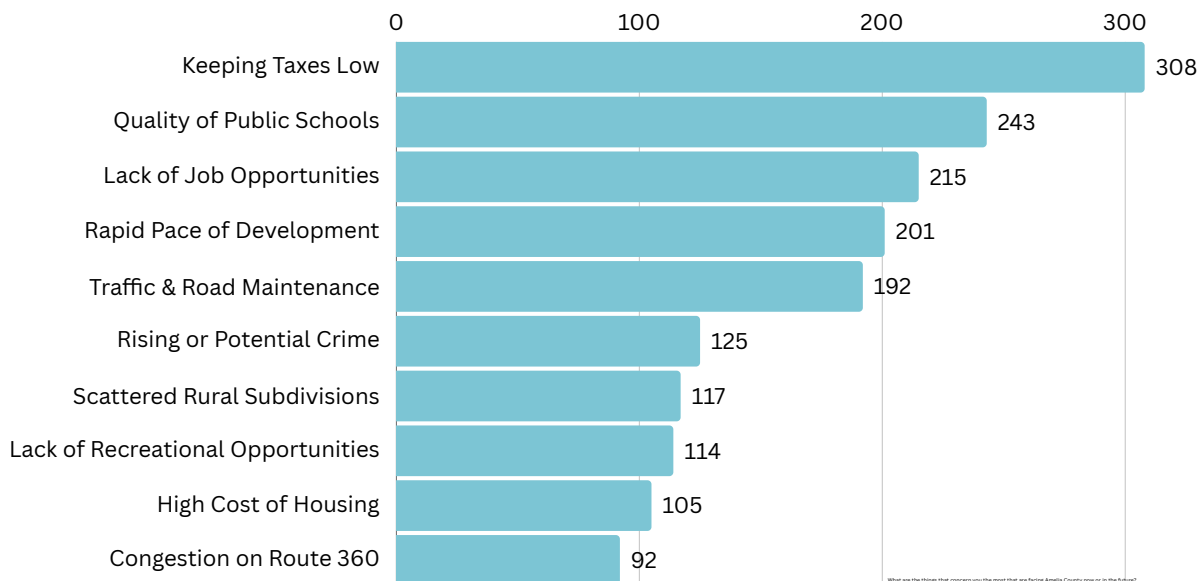
Outdoor Recreational Activities

The top three outdoor recreational activities that respondents would like to see increased within the County are Parks and Playgrounds, Fishing, and Hiking.

Key Community Concerns in Amelia County

Figure 14 summarizes the concerns most important to respondents regarding Amelia County, both currently and in the future. 'Keeping Taxes Low' emerged as the top concern among participants, reflecting a strong focus on fiscal responsibility. On the other hand, 'Congestion on Route 360' ranked as the least significant concern, indicating that traffic issues are not viewed as a major priority by most respondents.

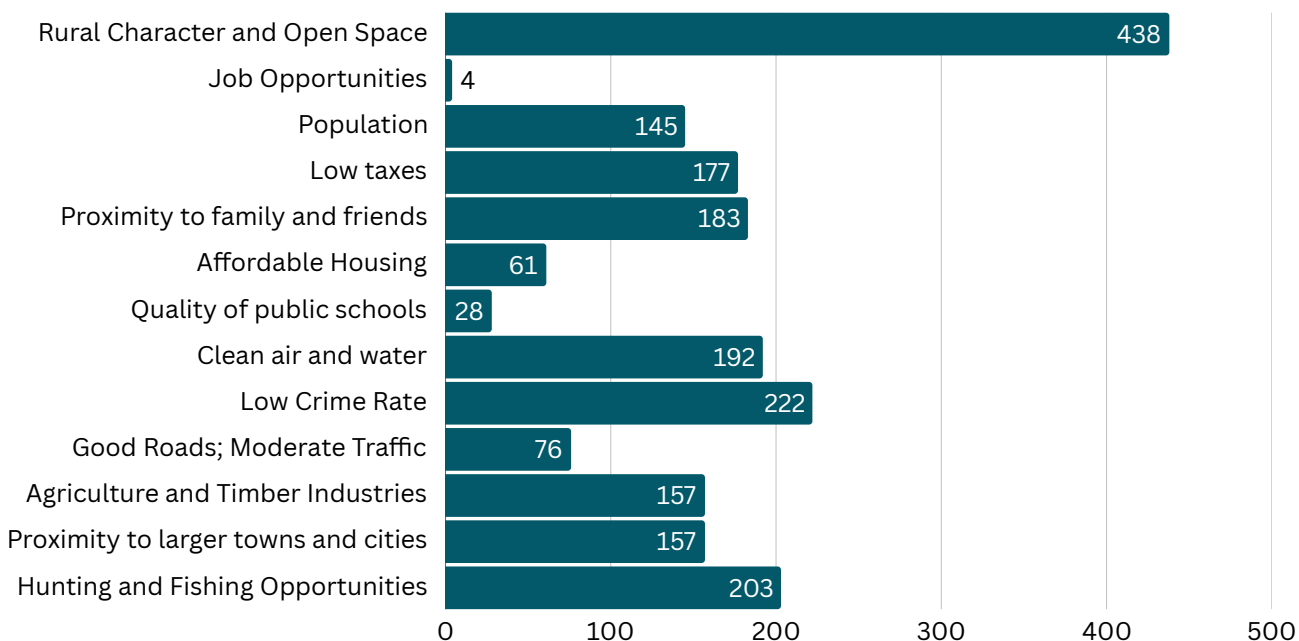
Figure 14: Key Community Concerns in Amelia County



Rating of Public and Community Services

Figure 15 summarizes the concerns most important to respondents regarding Amelia County, both currently and in the future. 'Keeping Taxes Low' emerged as the top concern among participants, reflecting a strong focus on fiscal responsibility. On the other hand, 'Congestion on Route 360' ranked as the least significant concern, indicating that traffic issues are not viewed as a major priority by most respondents.

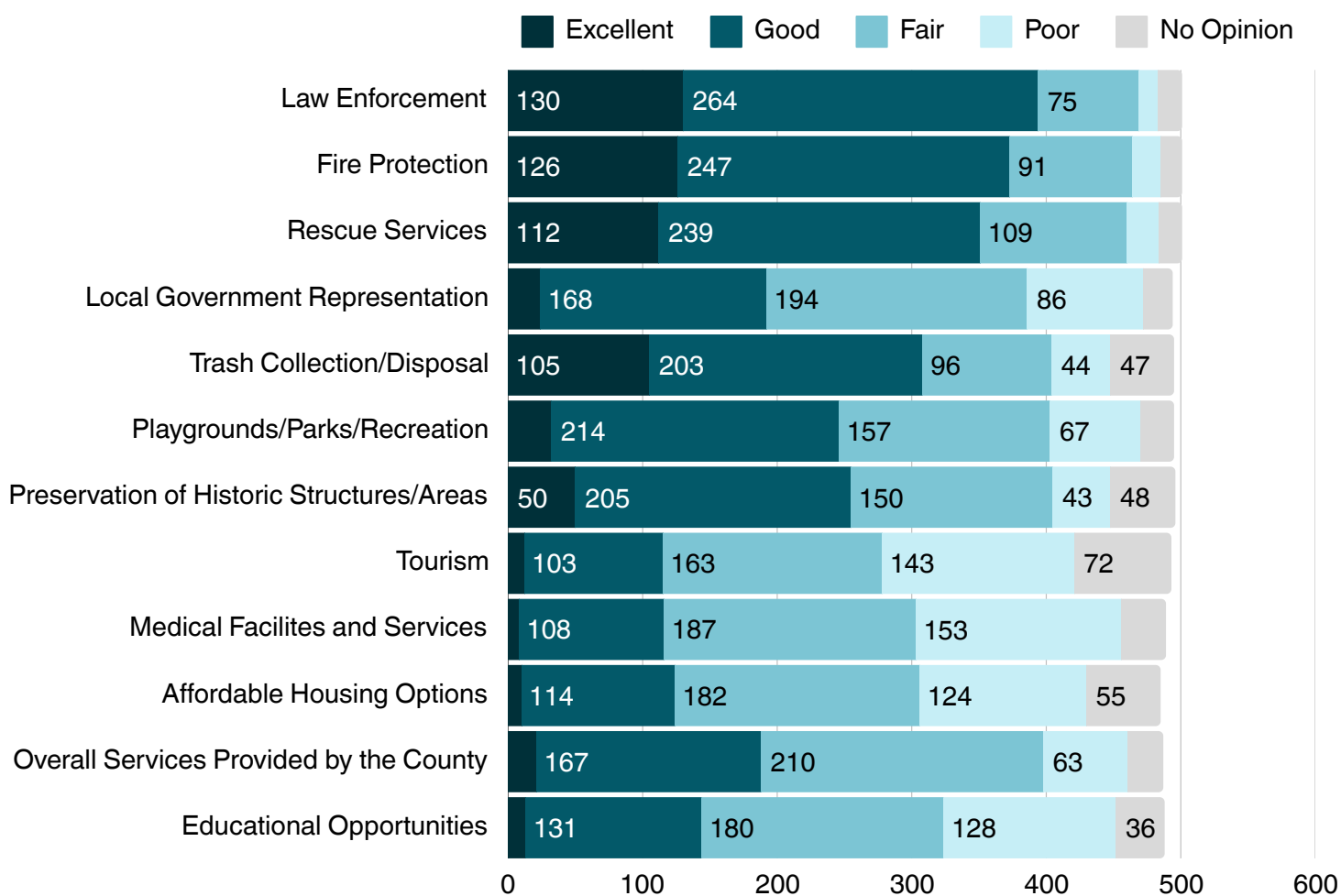
Figure 15: Key Community Concerns in Amelia County



Rating of Public and Community Services

Figure 16 presents a summary of survey respondents' ratings of public and community services in Amelia County. Law Enforcement services received the highest rating, with the majority of participants deeming them 'excellent.' In contrast, Medical Facilities and Services ranked the lowest, with a significant portion of respondents rating them as 'poor.' This stark contrast in ratings highlights the varying perceptions of service quality within the community, suggesting potential areas for improvement, particularly in the healthcare sector.

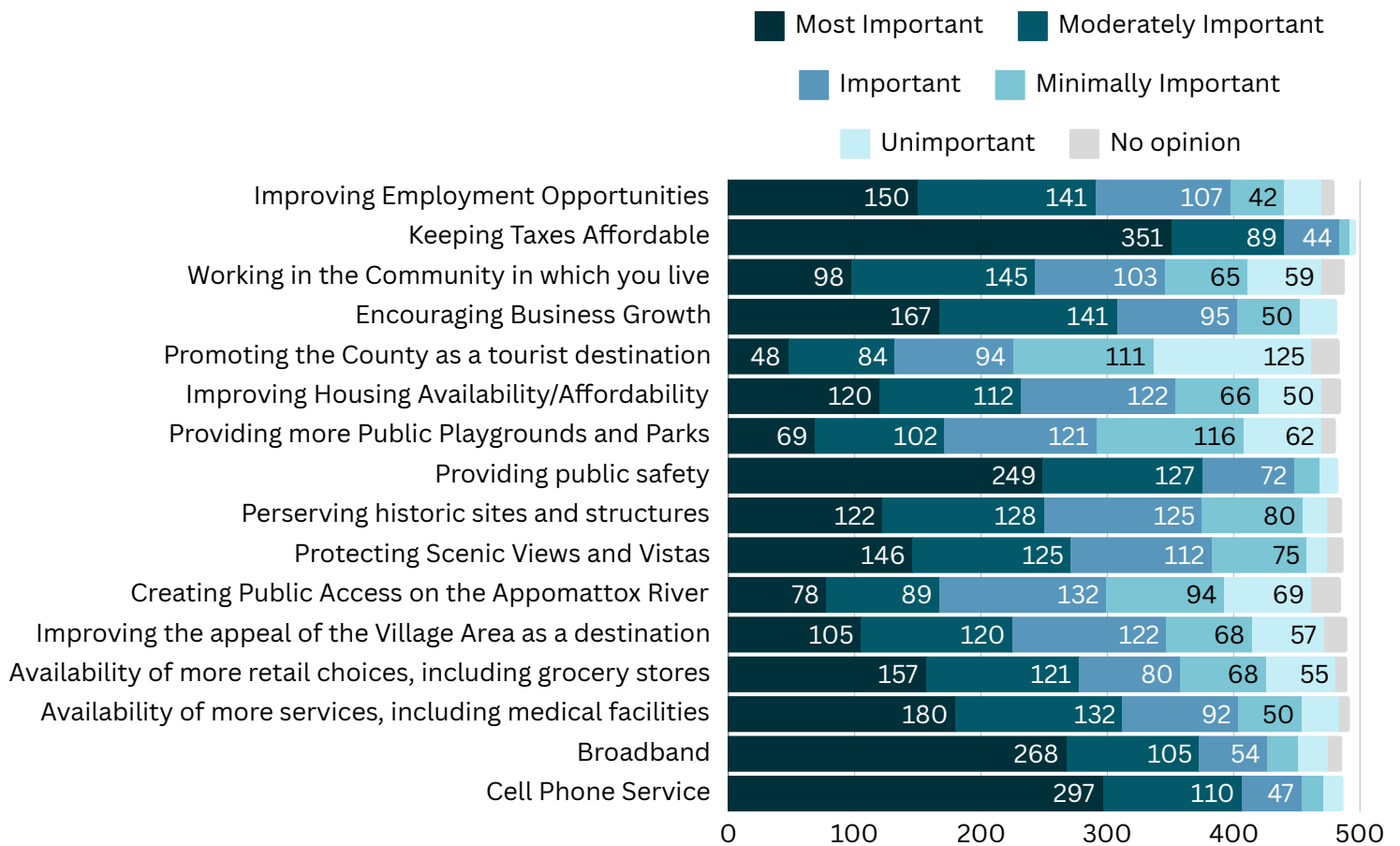
Figure 16: Respondents' Ratings of Public and Community Services



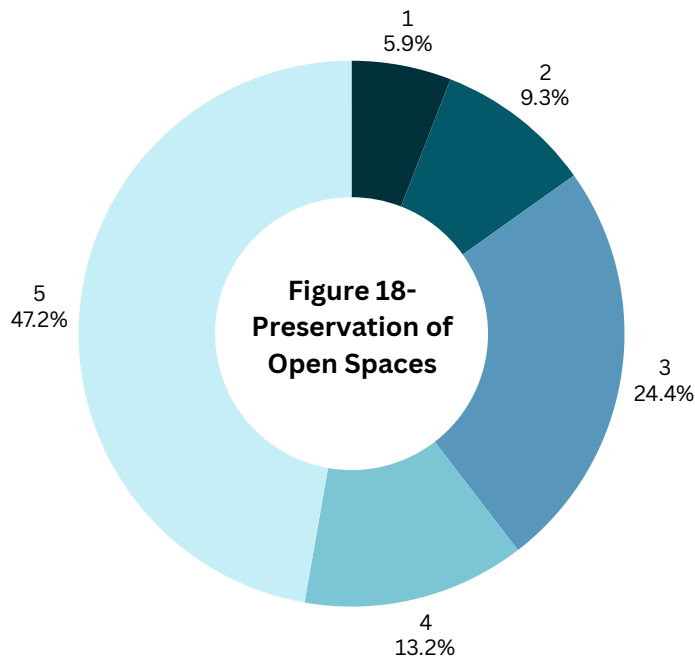
Importance of Key Issues for the County's Future Growth and Development

Figure 17 highlights key issues shaping Amelia County's future growth. The top three priorities are maintaining affordable taxes, enhancing cell phone service, and expanding broadband access. Conversely, promoting the county as a tourist destination was ranked as the least important issue.

Figure 17: Key Issues Impacting Future Growth and Development of the County



These questions were Likert-style questions, where recipients could select an option between 1 and 5. A rating of 1 represented "strongly disagree," while a rating of 5 represented "strongly agree."

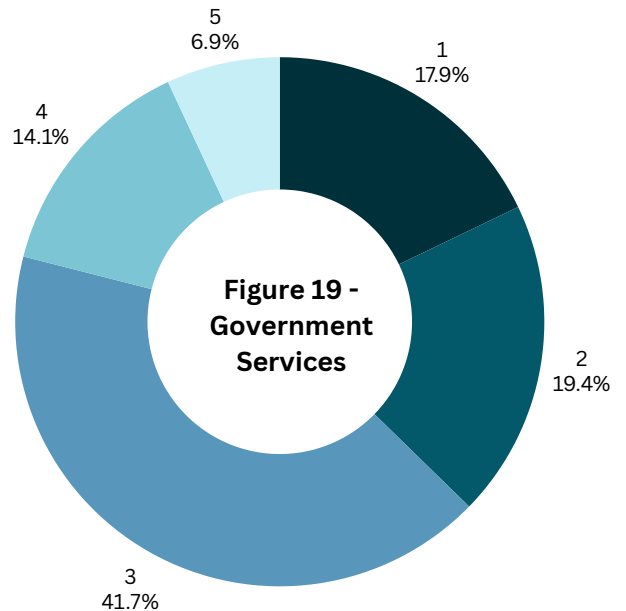
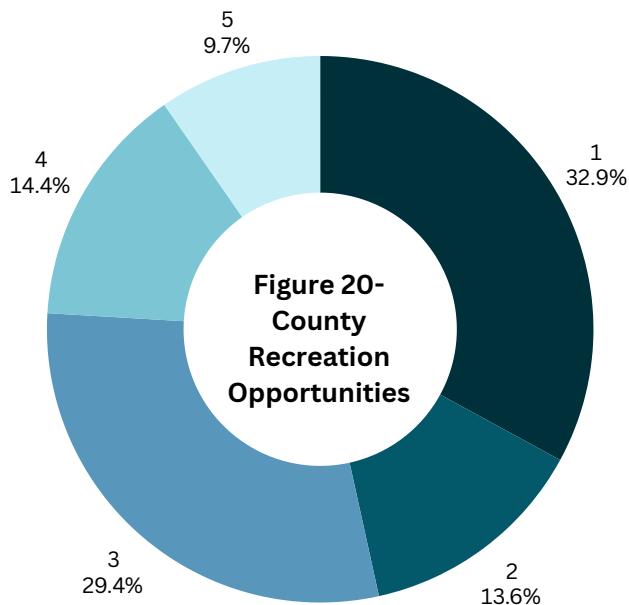


Preservation of Open Spaces

47.5% of respondents strongly agree that preserving the County's open spaces, farmland, and agricultural activities is more important than promoting further development.

Government Services

41.7% of respondents are neutral about whether the County provides good value for government services and facilities relative to the taxes they pay.



County Recreation Opportunities

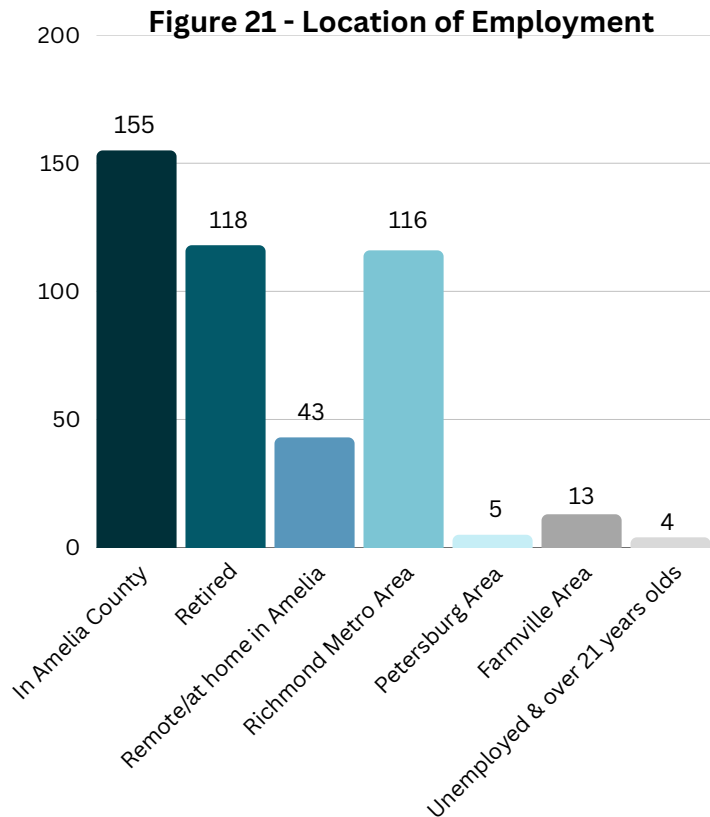
32.9% of respondents strongly disagree that in order to provide more County recreation opportunities (such as parks, athletic fields, community recreation centers, swimming pools), they would be willing to pay more taxes and fees.

Amelia County Economy Results

Location of Employment

The top three locations for employment that respondents listed are in Amelia County, Richmond Metro Area, and remote/at home.

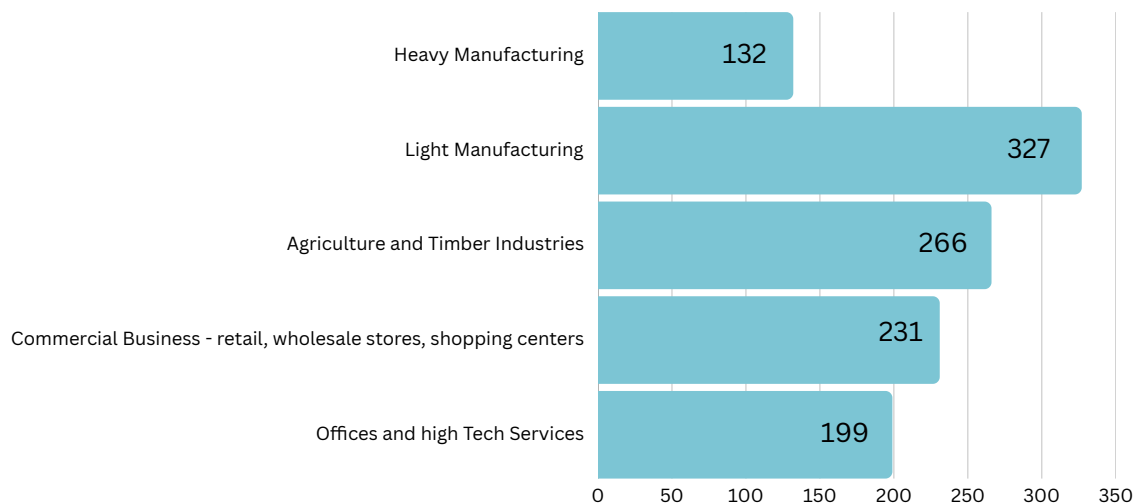
118 respondents listed that they were retired.

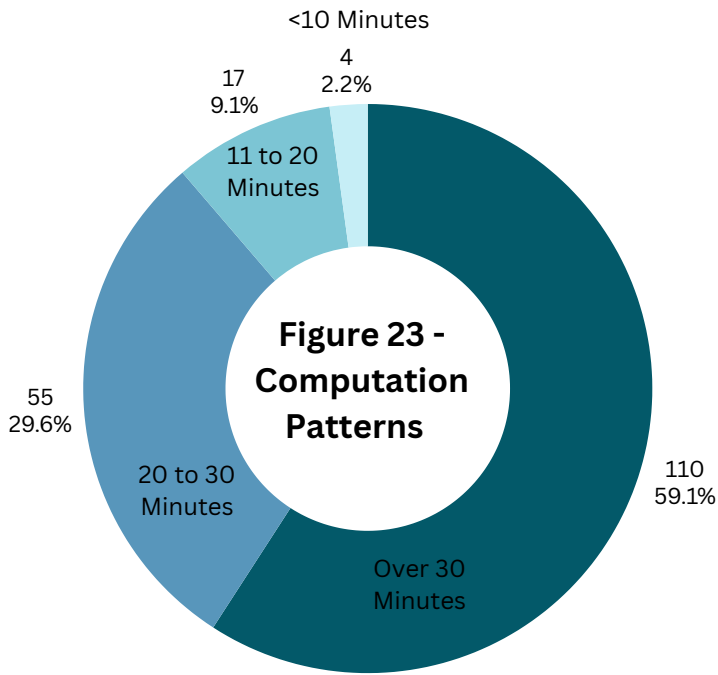


Desired Job Sectors

The top three most desirable job sectors in the County, as listed by respondents, are Light Manufacturing, Agriculture and Timber Industries, and Commercial Business (including retail, wholesale stores, and shopping centers).

Figure 22 - Desired Jobs





Computation Patterns

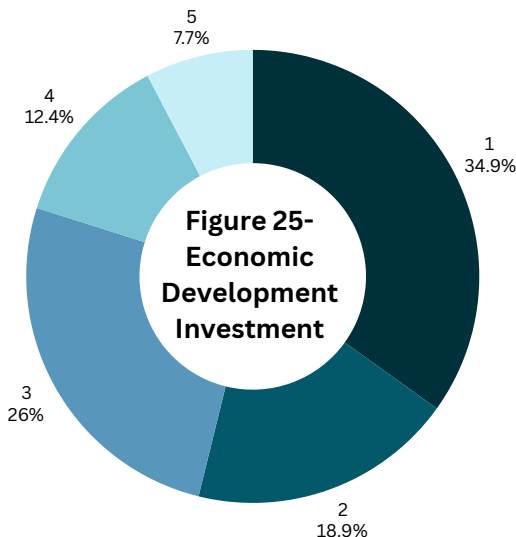
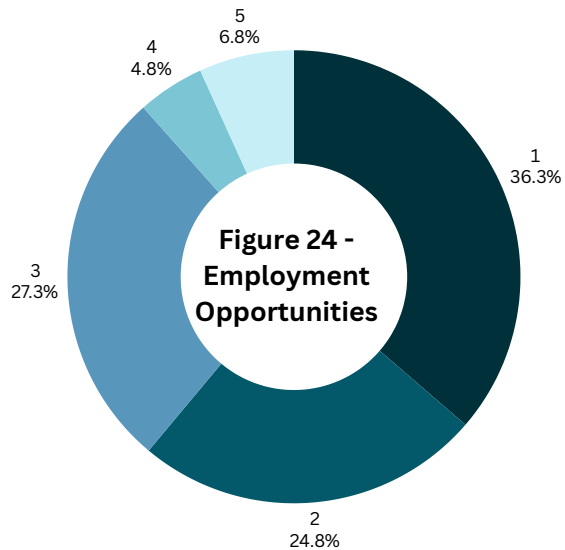
Out of 509 participants, 273 indicated that commuting to work does not apply to them.

Of the participants for whom commuting to work is applicable, 59.1% reported commuting for more than 30 minutes.

These questions were Likert-style questions, where recipients could select an option between 1 and 5. A rating of 1 represented "strongly disagree," while a rating of 5 represented "strongly agree."

Employment Opportunities

36.3% of respondents strongly disagree that young people in Amelia County have sufficient employment and other opportunities to continue living in the County.



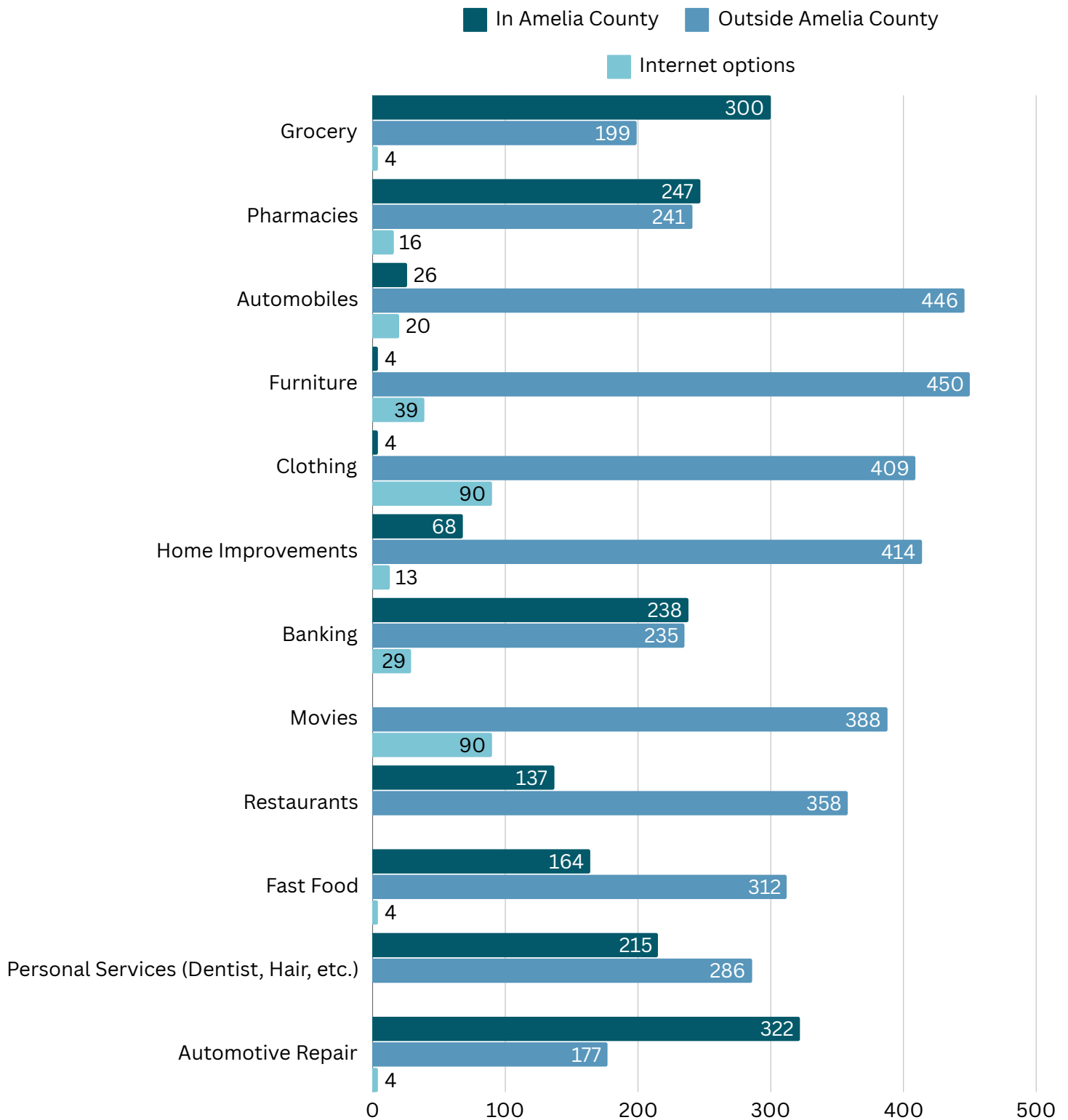
Economic Development Investment

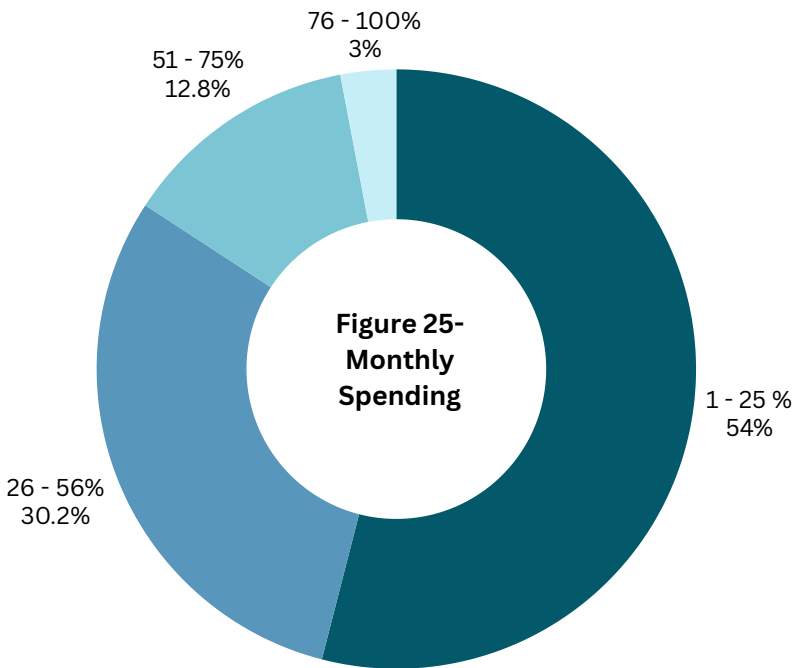
34.9% of respondents strongly disagree with the idea of paying higher taxes and fees to support more industrial park development, job training and technical education, and expanded employment services to promote new economic development and retain existing jobs in the County.

Most Frequent Shopping Locations for Retail Goods and Services

Majority of respondents stated that the most common goods that are purchased within Amelia County is groceries. While the most common good that is purchased by respondents outside of Amelia County is Automobiles.

Figure 26 - Most Frequent Shopping Locations for Retail Goods and Services





Monthly Spending in Amelia County

54% of respondents spend one to twenty-five percent of their monthly expenditures in Amelia County.

Monthly Spending at Establishments

Majority of Respondents stated that they visit the grocery store five or more times a month. 314 respondents listed shoe and clothing stores as the least visited stores noting that respondents typically only visit these stores one or less times a month.

