

Chapter I

Introduction

Comprehensive Planning is the process by which a County participates in and prepares for the future uses of its land. The Comprehensive Plan, one of the products of this process, examines existing conditions and needs, proposes goal and policy guidelines, considers opportunities and alternatives, and makes recommendations for the future physical development of the County. It is a general working document intended for use by the Board of Supervisors, County officials, local public agencies, community developers, and the general citizenry. When the Comprehensive Plan is adopted and followed, it facilitates more rational and responsive decision-making. Although it has no direct regulatory effect, it provides the public decision maker a rationale for the resolution of zoning and subdivision cases and other land-use issues.

A Comprehensive Plan is defined as an official public document adopted by the Board of Supervisors as a policy guide to decisions about the physical development of the County.

A. Legal Basis of the Comprehensive Plan

Title 15.2, Chapter 22 of the Code of Virginia, establishes the basic planning responsibilities for Virginia counties. The Code provides that a local planning commission shall prepare and recommend a Comprehensive Plan for the physical development of the territory within its jurisdiction. Every governing body in Virginia shall have adopted such a plan for the territory under its jurisdiction by July 1, 1980. In the preparation of a

Comprehensive Plan, the Planning Commission shall make careful and comprehensive surveys and studies of the existing conditions and trends of growth, and of the probable future requirements of its territory and inhabitants. The Comprehensive Plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the territory. It shall be general in nature. The Comprehensive Plan, with the accompanying maps, plats, charts, and descriptive matter, shall show the Planning Commission's long-range recommendations for the general development of the territory covered by the plan. It may include, but need not be limited to:

1. the designation of areas for various types of public and private development and use, such as different kinds of residential, business, industrial, agricultural, conservation, recreation, public service, flood plain and drainage, and other areas;
2. the designation of a system of transportation facilities such as streets, roads, highways, parkways, railways, bridges, viaducts, waterways, airports, ports, terminals, and other like facilities;
3. the designation of a system of community service facilities such as parks, forests, schools, playgrounds, public buildings and institutions,

hospitals, community centers, waterworks, sewage disposal or waste disposal areas, and the like;

4. the designation of historical areas and areas for urban renewal or other treatment;
5. the designation of areas for the implementation of reasonable groundwater protection measures;
6. an official map, a capital improvements program, a subdivision ordinance, a zoning ordinance and zoning district maps and agricultural and forestal district maps, where applicable; and
7. the designation of areas for the implementation of measures to promote the construction and maintenance of affordable housing, sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated.

In the preparation of a Comprehensive Plan, the Planning Commission shall survey and study such matters as:

1. the use of land, preservation of agricultural and forestal land, production of food and fiber, characteristics and conditions of existing development, trends of growth or changes, natural resources, historic areas, ground water, surface water, geologic factors, population factors, employment, environmental and economic factors, existing public facilities, drainage, flood control and

flood damage prevention measures, transportation facilities, the need for affordable housing in both the locality and planning district within which it is situated, and any other matters relating to the subject matter and general purpose of the Comprehensive Plan; and

2. probable future economic and population growth of the territory and requirements therefore.

B. Preparation of the Comprehensive Plan

In the process of preparing a Comprehensive Plan, certain basic steps are normally followed. These steps are described below:

Formulating Goals and Objectives. A goal is the future toward which action is directed. Generally a goal expresses a long-range future. An objective, on the other hand, is an intermediate step on the path to reaching a goal. When preparing a plan, it is useful to specify both long-range goals and short-range objectives.

Analyzing the Background Data. Throughout the process, background data is collected and analyzed. Some research is directed toward defining and understanding the existing and likely future of economic, social, and physical composition of the County and region. Other research is aimed at specific problems or issues that are identified.

Developing the Alternatives. Once the data and constraints have been analyzed pertaining to economic, social, physical, and natural features, an alternative plan shall be developed to

enhance the development values and natural environment resources. The outcome of this process is that suitable areas for development will be delineated.

Plan Formulation. Based on the alternatives developed and input from the citizens, a final plan for the County will be selected. The plan will be based on the adopted goals and objectives, and will describe in graphic and textual form the kind of community desired in the future.

Plan Adoption. Unless a Comprehensive Plan is formally adopted by the Board of Supervisors, it has no legal standing.

Plan Implementation. Formal adoption of a Comprehensive Plan is by no means the end of the planning process. In a sense, the most important process is implementation. Through implementation, the plan will begin to affect physical development decisions, both public and private, that are continually made in the County.

Continuous Evaluation. Critical to these steps of the planning process are methods by which the County can evaluate implementation of its plan. The County should maintain a record of its successes or failures toward achieving its desired goals. With this record, the Comprehensive Plan can be reviewed and amended more effectively.

C. Background and Location

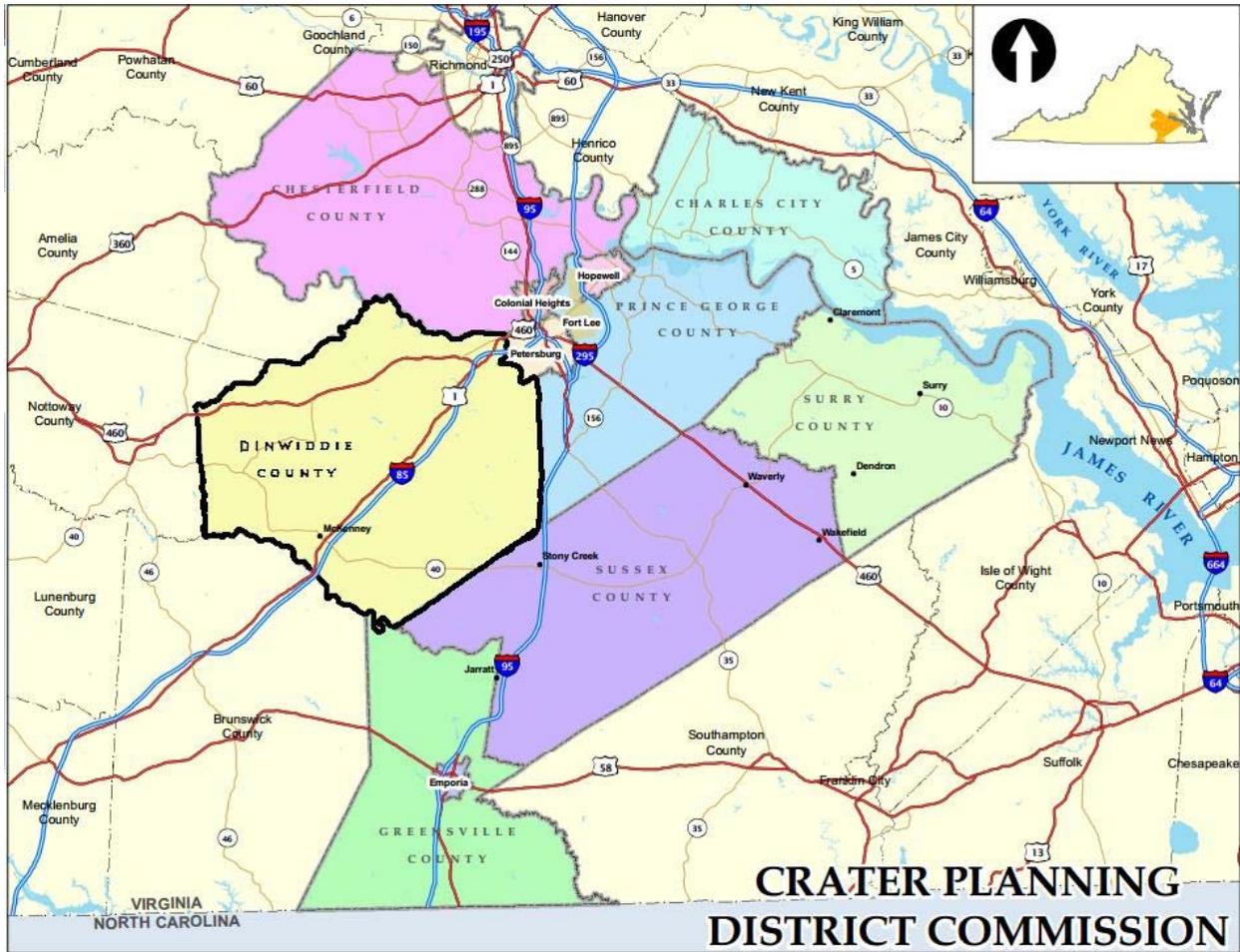
Dinwiddie County is located in the southeastern section of Virginia, bordered by the Counties of Chesterfield on the north, Amelia and Nottoway on the west, Brunswick, Greenville and Sussex on the south, and Prince George on the east. The City of Petersburg is located on the northeastern border of Dinwiddie County. The County's southwestern border is formed by the Nottoway River and its northern border by Namozine Creek and the Appomattox River.

Dinwiddie County is approximately 38 miles south of Richmond, the State Capital, and 140 miles south of Washington, D.C. Map I-1 illustrates the general location of Dinwiddie County.

The unincorporated community of Dinwiddie serves as the County seat and is located approximately in the center of the County. McKenney, the only incorporated town in the County, is located in the southwest portion of Dinwiddie County and has a population of 483 persons according to the 2010 Census.

Dinwiddie County was formed from Prince George County in 1752 and named for Robert Dinwiddie, Lt. Governor of Virginia, 1751-1756. The courthouse was erected in 1852. A new courts facilities building was opened in 1997.

Map I-1 Dinwiddie County, Virginia Regional Setting



D. Current Planning

The County has a Planning Director who oversees all County planning, zoning, and land development activities. The Planning Department was first established in August 1975. The Planning Commission was first organized in 1959. There are seven voting members. The Commission has regularly scheduled monthly meetings, with occasional workshops.

The County adopted the zoning ordinance in 1964 for the protection of public health, safety, and general welfare. The ordinance has been brought up to date to conform to the Comprehensive Plan. The last major revision was in June 1993. The County also administers a subdivision ordinance to maintain suitable residential land development. The subdivision ordinance was revised in 1997. In addition to zoning and subdivision ordinances, the County has enacted soil erosion and sediment control ordinances and a building code to guide land use and development in the County.

The County Board of Zoning Appeals was established in 1964. The Board meets to review hardship cases in zoning matters, as well as to grant variances and special exceptions to the strict application of the terms of the zoning ordinance.

Dinwiddie County's first Comprehensive Plan was adopted in 1979. In response to changing times and Virginia Law, the County updated its Comprehensive Plan in 1996.

In 2006, the County again started the process of updating its Comprehensive Plan. This effort included the formation of the Dinwiddie County Comprehensive Plan Advisory Committee which met regularly throughout 2006 to discuss trends, issues, and objectives relative to land use planning and growth management.

The process of updating the Comprehensive Plan included a series of public informational sessions to explain the planning process and seek input regarding the County's strengths, weaknesses, opportunities, and threats. Input received at the sessions was considered in the development of Chapter X, Future Land Use and in Formulating the language found in Chapter XI, Policies, Goals, and Objectives. In addition, numerous meetings and workshops involving citizens, the Board of Supervisors, the Planning Commission, and the Advisory Committee contributed to this effort. The latest version of the Comprehensive Plan has been worked on since 2010.

Mixed Use Development:

As stipulated in § 15.2-2223.1 of the Code of Virginia, any locality may amend its Comprehensive Plan to incorporate one or more urban development areas (UDAs). Through a planning process that began in late 2010 and culminated in 2012, Dinwiddie County built on the urban development area concept to create a Mixed Use Zoning District (MU). Parcels countywide are eligible for MU zoning, but such development is most

appropriate in the urban and planned growth areas of the County, as such areas are illustrated in the Future Land Use Map and described further in subsequent chapters of this document. MU is intended to facilitate a mix of medium-high density residential (apartments, townhomes, and attached and detached single-family homes), commercial (retail stores, professional offices, personal services, and restaurants), civic, and open space (plaza, green, square) uses in compact, walkable developments following the principles of traditional neighborhood design.

E. County Revenues and Expenditures

Dinwiddie County has historically enjoyed a relatively stable financial position and has a history of operating within budget and maintaining a substantial General Fund Balance. The total County budget for the year ending June 30, 2013 was \$96,295,470, including School Funds and Capital improvements.

General Fund revenue from local sources for County operations is primarily generated through real estate and personal property taxes. The real estate tax rate is \$.79 per \$100 assessed value, and personal property tax rate is \$4.90 per \$100 assessed value. Revenues from all general property taxes were \$26,337,190 for FY 2012/2013. Other local taxes and permits, privilege fees and regulatory licenses, along with State sources and programs, make up the rest of the funds needed to operate the County.

For FY 2012/2013, General Fund expenditures were budgeted at \$41,697,593 (43%), and Virginia Public Assistance Fund expenditures were budgeted at \$2,136,104 (2%) and School Cafeteria Fund expenditures were budgeted at \$2,136,443 (2%). County and School Capital funds were budgeted at \$5,244,963 (5%), and Debt Service was budgeted at \$7,772,772 (8%).

Prior and Current County budgets are on file in the County Administrators Office and on-line at www.dinwiddieva.us.

Chapter II

Natural Conditions

Not all land in Dinwiddie County is suited for development. Some of it has greater public value when left untouched or put to controlled use. Some land would be difficult and expensive to duplicate if it were disturbed. Land is man's resource. An awareness of the relationship of man and the natural environment is essential to the development of a comprehensive plan.

A. Physiography

The physiography of the County is a description of natural features in general. Dinwiddie County is divided by the Fall Zone into two physiographic provinces, the Piedmont and the Coastal Plain. The Fall Zone or fall line is an area delineating radical changes in river slopes between the Piedmont and Coastal Provinces.

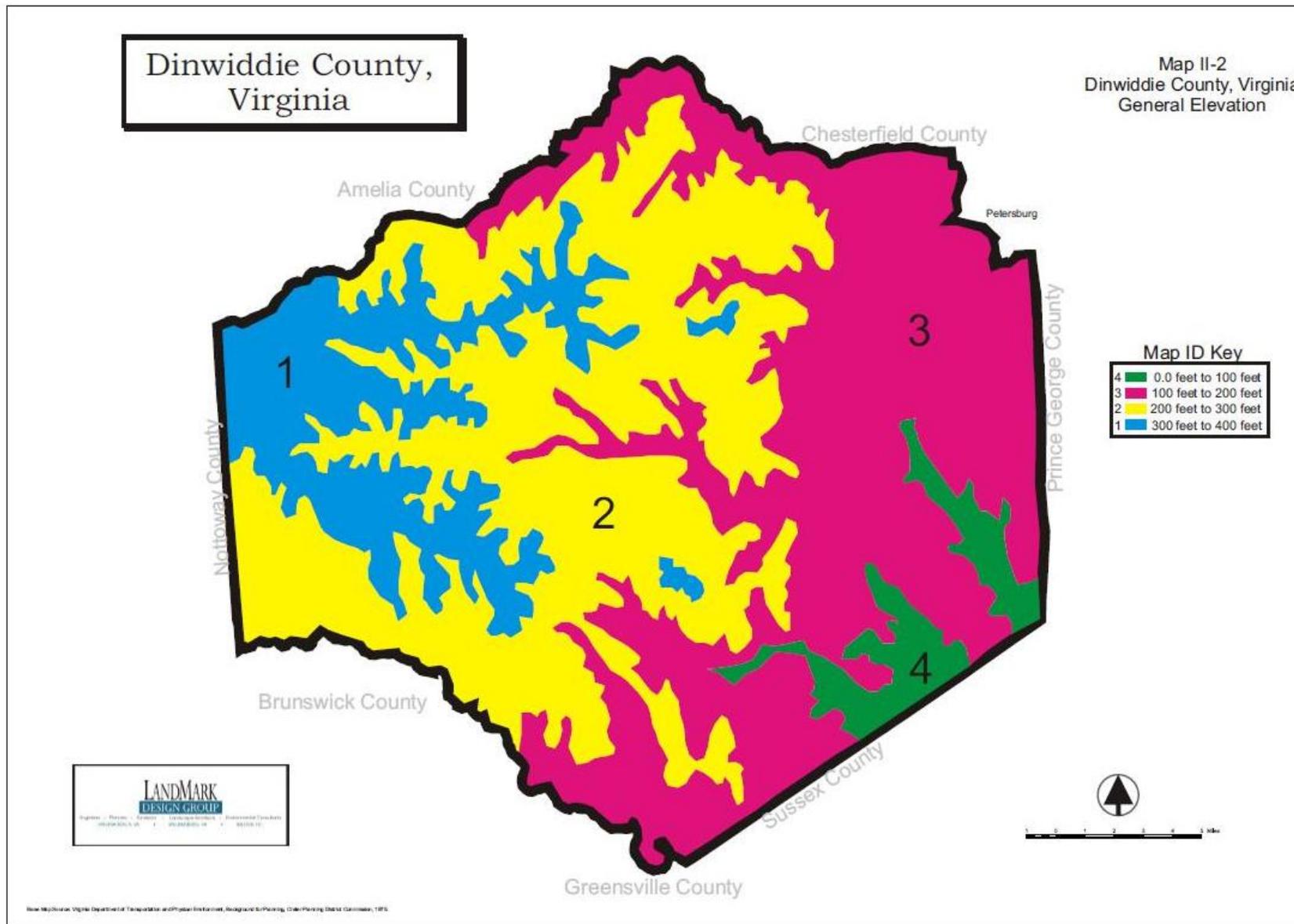
As shown in Map II-1, the greater part of the County is in the Piedmont Province. It is a highly dissected plateau, sloping gently seaward. Most of its soils are derived from acid crystalline rocks as the Piedmont Plateau is underlain by igneous, sedimentary, and metamorphic rocks. Major rivers, such as the Appomattox and Nottoway, flowing through this area occupy narrow floodplains with only minor meandering. In General, the river systems in this area can be described as active erosion and transportation agents. Rivers leaving the Piedmont area flowing on an average slope of three feet per mile suddenly increase their slope to as much as ten feet

per mile. After leaving this narrow north/south trending area, the rivers flow at a much reduced slope of about one foot per mile or less, until they reach their respective estuaries.

The extreme eastern portion of the County is in the Coastal Plain Province, which is often referred to as the "Tidewater Area". The Coastal Plain Province is a low, flat plain and is underlain mainly by unconsolidated or partially consolidated sands, clays, and gravels.

B. Topography

Dinwiddie County has a land area of approximately 501 square miles or 320,640 acres. The topography is generally level or slightly rolling with very small variations in elevation in the eastern section. In the western three-fourths of the County, the surface of the Piedmont Plateau is decidedly more rolling. Elevations vary from about 50 feet above sea level in the eastern portion of the County to 400 feet in the west. About 90% of the County drains into the Nottoway River and the remainder into the Appomattox River. Swampy areas are found in the Southeastern portion of the County; otherwise the surface is well drained. Map II-2 illustrates the major land forms and topographic characteristics of Dinwiddie County.



C. General Soil Characteristics

The County has a wide variety of soils due to the diversity of parent materials. Because most of the County is situated in the Piedmont Province, most of the soils are derived from acid crystalline rocks. These materials develop into loam and clay soils form the underlying rocks of the gneiss, granite, and schist groups. The Coastal Plain section is underlain by thick beds of sedimentary rocks, over which there is a veneer of unconsolidated materials. In the Piedmont Province, the soils are generally the sandy loams and mixtures of the two provinces along the fall line.

The soils in the Coastal Plain Province are predominantly the Norfolk-Ruston and Lenior-Coxville-Subuta associations. The Norfolk-Ruston soils are well drained because of their position on the Coastal Plain. The latter group of soils is moderately well to somewhat poorly drained. East of the fall line, where Piedmont materials have an overlay of sandy Coastal Plain material, Chesterfield and Bradley series are the dominant soils.

In the Piedmont section, the Cecil-Appling association is the most common soil group. The Cecil series is found on the higher parts of the upland which have good to excessive drainage. The Appling series is somewhat less mature because of its relatively lower position from the well-drained upland. Both soils have yellowish-red to reddish clay subsoils.

The bottomlands of the several small streams are composed of fairly deep alluvial soils. Some terrace soils occur along the Nottoway River. The sandy loams are found in all positions from the tops of divides to the bottom of the valleys.

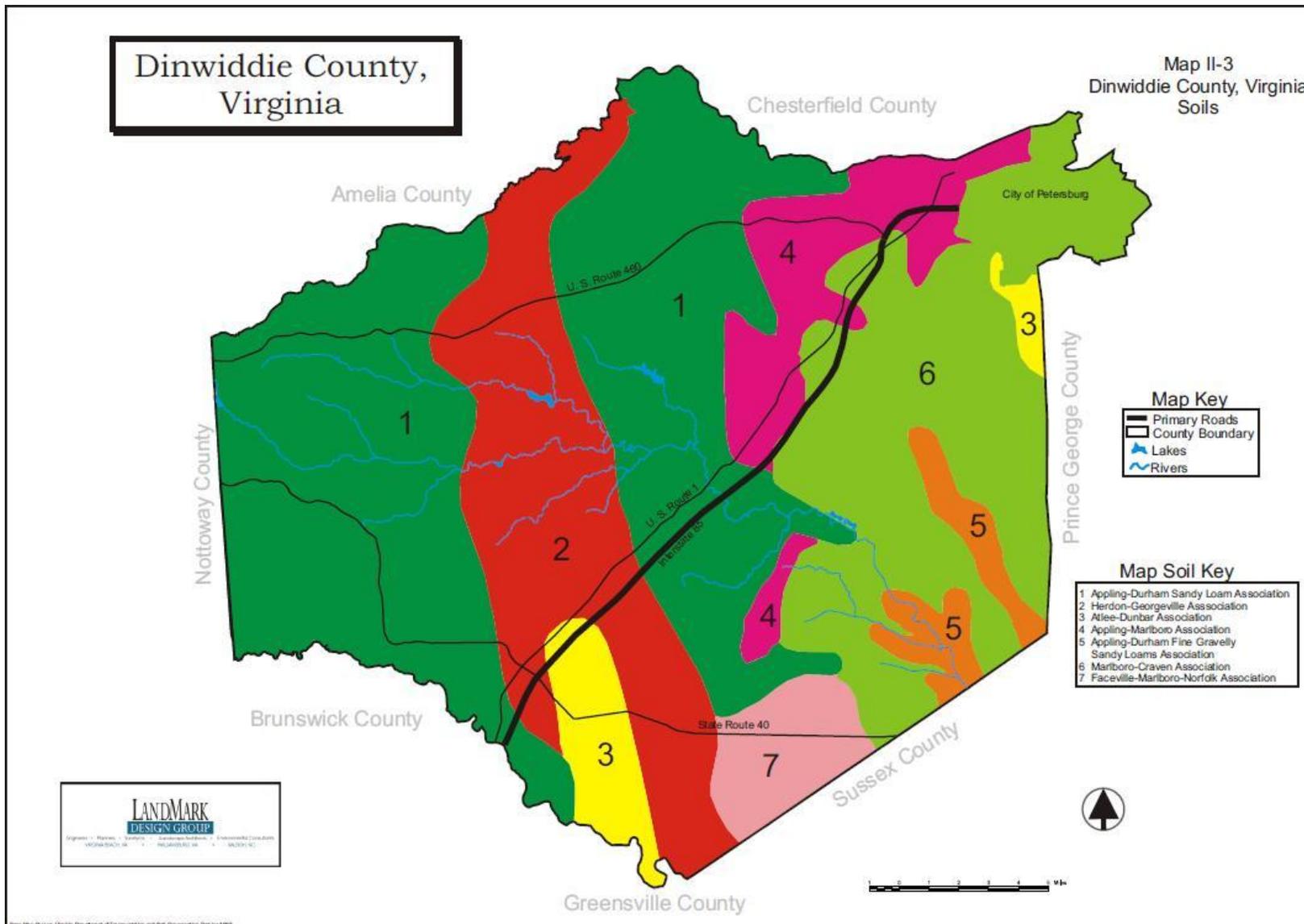
Erosion has taken place much more readily in the Piedmont than in the Coastal Plain. In a few areas where erosion has been excessive, red clay constitutes the primary surface layer.

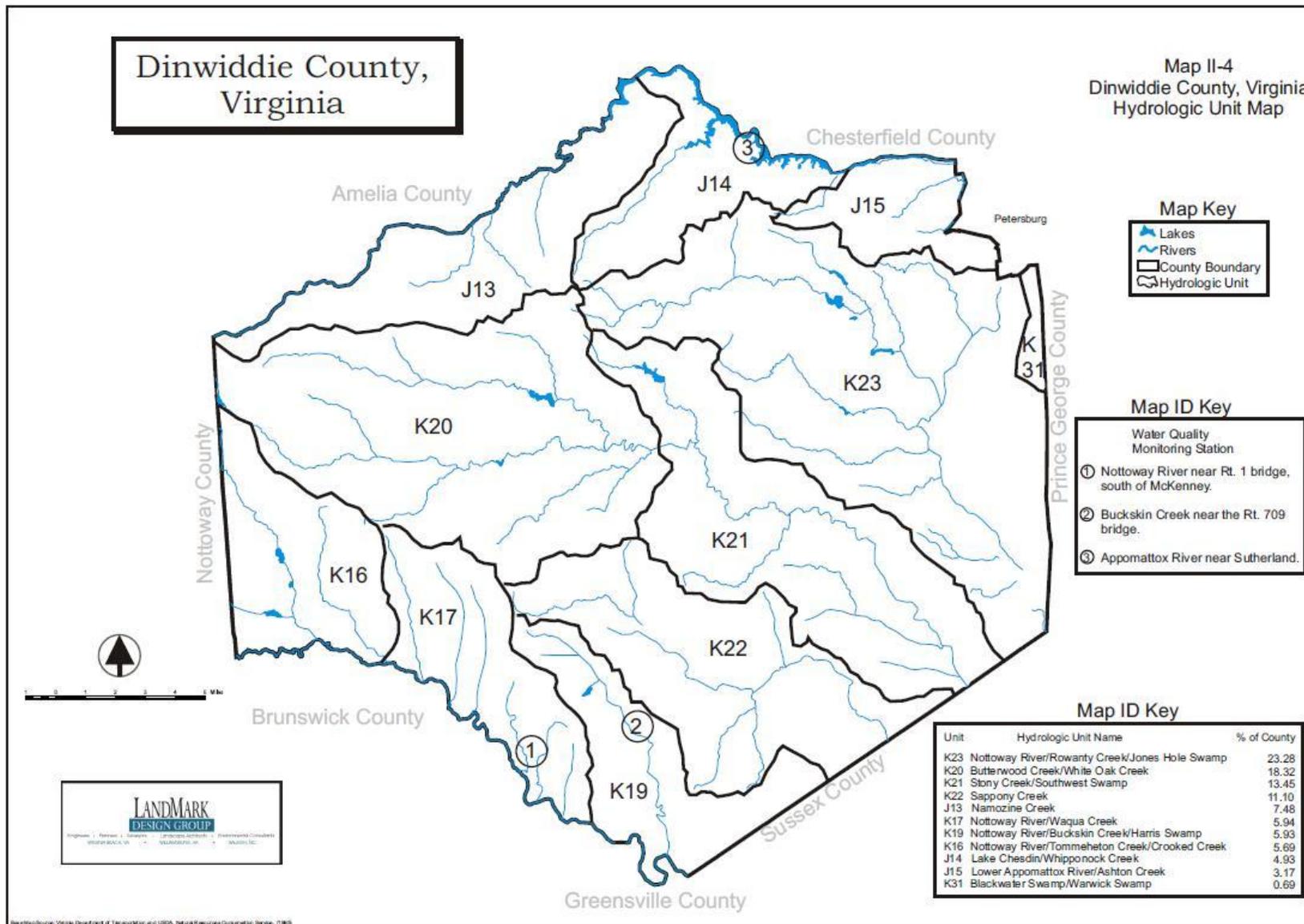
Map II-3 shows the general location of soils in Dinwiddie County.

D. River Basins

Dinwiddie County lies primarily in the Appomattox and Nottoway River Basins in which drainage flows into the James and Chowan Rivers respectively, then into the Atlantic Ocean. The northern portion (approximately 16%) of the County lies in the Appomattox River Basin. The Southern portion (approximately 83%) of the County, is within the Nottoway River Basin, while the extreme eastern portion, approximately 1%, of the County lies in the Blackwater River Basin.

The general drainage area or hydraulic unit of the river basins and the location of their tributaries are shown on Map II-4.





E. Surface Water

Surface water refers to water on the surface of the earth. It primarily consists of streams, rain, run-off, impounded lakes, and reservoirs. Dinwiddie County's northern and southern boundaries are formed by the Appomattox and the Nottoway Rivers respectively. Good water supplies can be obtained from the Appomattox and fairly large supplies from the Nottoway. There are several other smaller streams in, or bordering the County, such as Namozine Creek, which is a tributary of the Appomattox River, and Rowanty, Stony, and Sapony Creeks which are tributaries of the Nottoway River. These creeks have good supplies of soft water, but during droughts, the flow is inadequate for any large development and storage reservoirs would be needed.

The Appomattox River Water Authority (Comprised of the Counties of Dinwiddie, Chesterfield, and Prince George, and the cities of Colonial Heights and Petersburg) currently operates a filtration plant and raw-water reservoir on the Appomattox River.

Map II-4 on the previous page also shows the general location of ambient water quality monitoring stations. They are on the Appomattox River near Sutherland, the Nottoway River near McKenney, and Buckskin Creek near Route 709 bridge.

F. Ground Water

Water found at shallow depths is usually of good chemical quality. It is reported that in the Piedmont area, some of the water from wells that penetrate bedrock is hard, irony, and corrosive, and water from some of the deeper wells in the Coastal Plain is hard.

A majority of the wells in the Piedmont Province are 24 inches in diameter and are bored 10 to 20 feet below the water table to a total depth of 20 to 50 feet. The relatively large storage of water within this type of well, combined with a rate of recharge to the well of one to ten gallons per minute, is sufficient to supply domestic needs. Drilled wells are required where the saturated zone is thin or where the near-surface water is subject to bacterial contamination. The drilled wells are usually 100 to 300 feet deep, yield less than 30 gallons per minute, and have static water levels 20 to 50 feet below the surface. These wells are cased to bedrock and obtain water from fracture zones or isolated fissures within the bedrock.

In the Coastal Plain, domestic supplies of water are usually available from two sand and gravel aquifers. The first is less than 50 feet below the surface and the other is approximately 120 to 150 feet below the surface. The minimal possible yield of the water-bearing formations in most sections of the County is not known because few attempts have been made to develop large supplies.

Springs and excavated ponds are used to a small extent as a source of ground

water. The large springs yield 10 to 12 gallons per minute.

G. Climate

The entire area of the County is in the warm-temperate climate sun belt. In general, the summers are long and hot and the winters are short and relatively cool. Brief periods of extreme temperatures are experienced, but these seldom extend over more than a few days duration. The temperature averages 37.1 degrees in January and 79 degrees in July with an average annual temperature of 58 degrees.

Annual precipitation averages about 47.06 inches. Most of this precipitation occurs in the form of rain, evenly distributed throughout the year. Snow in normal winters seldom remains on the ground for any great length of time. The growing season averages approximately 190-200 days.

H. Mineral Resources

Dinwiddie County is largely in the Piedmont Province and is underlain primarily by igneous and metamorphic rocks. A small area of sedimentary rock of Triassic age occurs in the northern part of the County. The easternmost portion of the County is in the Coastal Plain and underlain predominately by sand, gravel, and clay strata that rest upon rocks similar to those in the Piedmont portion.

In the past, granite quarried at a number of sites in the Northern Dinwiddie area was widely used as dimension stone for

building, monumental, and paving purposes, and granite from quarries near DeWitt was used for crushed stone. Sand and gravel have been produced in the past for construction and molding-sand purposes. Clay materials have been produced in the Northern Dinwiddie area for use in the manufacture of brick in local plants. Schist near DeWitt has been transported to Richmond for use as raw material in brick making and schist near Ford has been used in the manufacture of sewer pipe and flue linings. Samples of clay and schist from selected localities near DeWitt have been tested and found potentially suitable for use in manufacture of face brick, garden pottery, and possibly sewer pipe. Calcareous marl occurs in the vicinity of Petersburg and some has been dug for agricultural use. Monazite, a phosphate of the rare earths, occurs in saprolite derived from granite gneiss southwest of Wilson. Titanium is located in the Southern end of the County at Bolster's Store area and extends into Sussex County. An Australian GRC Company (Iluka) obtained zoning approval from the County to mine this precious resource.

I. Forest Resources

Of Dinwiddie County's total land area of 320,640 acres, approximately 244,049 acres of 73% is forested. While the state of Virginia is 62% forested. Private individuals and businesses own 69% of this forestland, the forest industry owns 27%, and the remained 4% is owned by the State, Federal and County government. Pine planting has averaged 1,617 acres a year for the past five years.

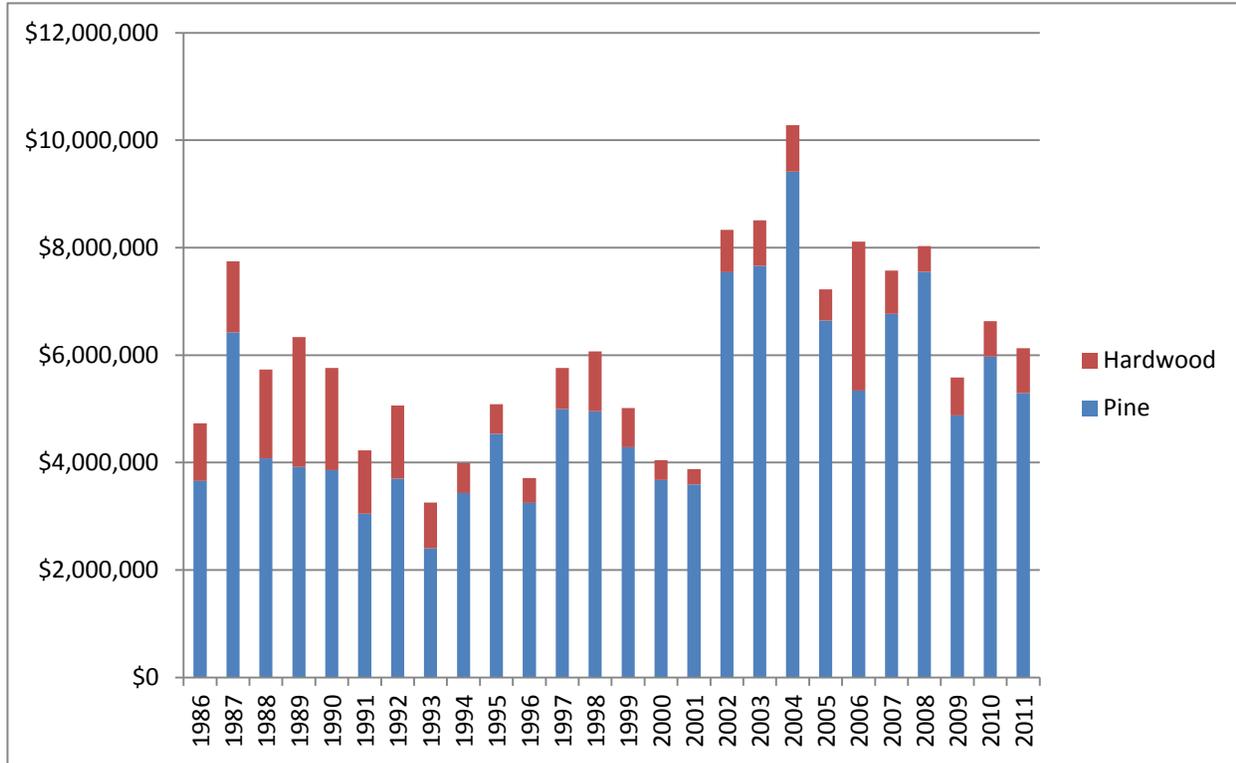
The County's forestland is diverse, being composed mostly of planted pine (36%), mixed pine-hardwood (28%), and hardwood stands (36%). Economically valuable species found within the County include Loblolly Pine, Shortleaf Pine, Virginia Pine, White Oak, Northern Red Oak, Southern Red Oak, and Yellow Poplar.

Based on the soil types found throughout the County, the potential for timber production is high. Good forest management will help maintain and improve the quality of the forestland in the County. Fragmentation (breaking woodlands up into smaller and smaller blocks) will continue to be a major concern of forestland owners and managers. As stands become smaller, management options may become more limited. Similarly, with the close proximity of homes to most of these tracts it becomes more difficult to use management tools which employ fire and/or herbicides. Forest fire prevention is also essential, not only for public safety, but also to protect the investment many landowners have in their forestland.

Within the County, harvest values have tended to fluctuate from year to year, but they remain fairly stable over the long run. See Exhibit II-1 on the following page. Pine harvesting has generally increased as hardwood harvesting has decreased. Overall, pulpwood harvesting has been increasing while sawtimber harvesting has been decreasing.

The forestland of Dinwiddie County is important to its economy. This renewable resource provides many benefits to the County, from monetary income to recreational beauty.

Exhibit II-1 Dinwiddie County, Virginia Dinwiddie County Harvest Value**



** Based on Average County Stumpage Values

Source: Virginia Department of Forestry, Dinwiddie County Office

Chapter III Population

Population study is identified as fundamental to almost all planning decisions. It is concerned with the size of population, its composition and distribution, and future projection. The size and density of population give an indication of overall dimensions and current space needs for various categories of land use. Population composition and distribution provide guides as to how these various land uses and facilities should be located.

At the time of this update, we are between Census 2010 and Census 2020 release periods. Therefore, population profile and summary data suitable for use in updating this document was made available through the Weldon Cooper Center for Public Service

A. Population

The population of Dinwiddie County has experienced many fluctuations in the rate of growth over the past fifty years. Population change was small but positive until the decade of the 1970's. During this decade Dinwiddie County experienced a decrease in population of 9.8% while Virginia experienced population growth. This population decline was directly related to annexation of part of the County by the City of Petersburg. In 1972, Petersburg annexed 5.08 square miles of Dinwiddie County. This portion of the County contained 3,538 persons or 14.1% of the County's total 1970 population. Also, the population reported as inmates or residents of institutions (i.e., Central

State Hospital and Southside Training Center) declined as a result of the mainstreaming program.

The County's population declined from 1980 (22,602 persons) to 1990 (22,319 persons) by 1.3%.

The County's population increased from 1990 (22,319 persons) to 2000 (24,533 persons) or 10%.

The Population has had its biggest increase from 2000 (24,533 persons) to 2010 (28,001 persons) by approximately 14.2%.

B. Age Distribution

Age-distribution characteristics of the population provide insight into both present and future community needs. For example, a population of individuals in the age group 25 to 55 is important if the area is to supply labor for new or expanding industry. In addition, this group is the primary buying and selling group which is vital for economic growth.

Exhibit III-1 on the following page gives an age distribution For Dinwiddie County and the State of Virginia from 1990 to 2010. The exhibit shows Dinwiddie's largest concentration of population is contained in the age group cohort 45 to 54 years. In 2000, this group accounted for 15.1% of the County's population and 16.9% of the County's population in 2010. The grouping of age cohorts 25 to age 64 represent the County's labor force and account for 58.6% of its population.

The age group cohort 15 to 24 within the County declined from 1990 to 2000, but

then increased in 2010. In addition, after several increases, the age group cohort 5 to 14 experienced a decline from 2000 to 2010. The percentage of County's population over 65 years of age increased from 1980 to 1990, but leveled off in 2000, and increased again in 2010. The percentage of the population in this age group is higher for Dinwiddie County than it

is for the State. A large elderly population *is* an important consideration in County planning because of the special needs and services that this age group may require.

The median age for Dinwiddie County, which has increased from 34.7 to 40.7 over the last two decades, is higher than that of the State which went from 32.6 in 1990 to 37.5 in 2010. See Exhibit III-2 on the following page.

Exhibit III-1
Dinwiddie County, Virginia
Population (%) by Age, Race, Sex 1990-2010

Age Distribution	Dinwiddie County			State of Virginia		
	1990	2000	2010	1990	2000	2010
Under 5	6.7	5.6	5.7	7.2	6.5	6.4
5-14	13.3	14.4	12.5	13.3	14.0	12.8
15-24	14.0	10.7	13.3	15.5	13.6	14.1
25-34	16.4	12.8	11.2	18.4	14.6	13.6
35-44	14.9	18.1	13.6	16.0	17.0	13.9
45-54	12.6	15.1	16.9	10.7	14.1	15.2
55-64	9.7	11.0	13.1	8.1	8.9	11.9
65+	12.4	12.2	13.7	10.7	11.2	12.2
Median Age	34.7	38.5	40.7	32.6	35.8	37.5
Race						
White	63.7	64.6	63.9	77.4	72.3	68.6
Non-white	36.3	35.4	36.1	22.6	27.7	31.4
Sex						
Male	50.8	49.7	49.1	49.0	49.0	49.1
Female	49.3	50.3	50.9	51.0	51.0	50.9

SOURCES: 1) Bureau of the Census, 1990, 2000 and 2010
2) Weldon Cooper Center for Public Service, 2010

Increasing over the past two decades, the

Exhibit III-2
Dinwiddie County, Virginia
2010 Population Characteristics

<i>Characteristics</i>	<i>Dinwiddie County</i>	<i>State of Virginia</i>
Population, 2010	28,001	8,000,024
Population, percent change, 2000 to 2010	14.1%	13.0%
Persons under 5 years old, percent, 2010	5.7%	3.3%
Persons under 18 years old, percent, 2010	22.8%	23.2%
Persons 65 years old and over, percent, 2010	13.7%	12.2%
White persons, percent, 2010	63.9%	68.6%
Black of African American persons, percent, 2010	32.9%	19.4%
American Indian and Alaska Native persons, percent, 2010	0.3%	0.4%
Asian persons, percent, 2010	0.4%	5.5%
Native Hawaiian and Other Pacific Islander, percent, 2010	(Z)	0.1%
Persons reporting some other race, percent, 2010	1.0%	3.2%
Persons reporting two or more races, percent, 2010	1.5%	2.9%
Male population, percent, 2010	49.1%	49.1%
Female population, percent, 2010	50.9%	50.9%
Persons of Hispanic or Latino origin, percent 2010	2.4%	7.9%
White persons, not of Hispanic/Latino origin, percent, 2010	62.9%	64.8%
Median Age	40.7	37.5

(Z) = Value greater than zero but less than half unit of measure shown

SOURCES: 1) U.S. Census Bureau, 2010 Census of Population and Housing
2) Weldon Cooper Center for Public Service, 2010

C. Racial Composition

The non-white population of Dinwiddie County has continued to decline over the past two decades. Exhibit III-1 (on page III-2) gives a breakdown of racial composition for Dinwiddie County and the State from 1990 – 2010. In 1990, whites composed only 63.7% of the County's population.

population. While the white population of Dinwiddie County has significantly increased since before 1990, the percentages of the white population for the State as a whole have shown a decrease over the same time period. This change was more than likely brought about by an immigration of whites from the Petersburg area and a migration of unemployed blacks from the County. Exhibit III-2 above provides race characteristics from 2010 Census.

D. Natural Increase and Migration

The population of an area can grow either by natural increases (Number of births minus the number of deaths) or by immigrations. The determination of the role of each of these plays an important part in the area's plans for future development and facility needs.

According to the Bureau of the Census, the increase for Dinwiddie County during the decade of 2000 to 2010 was about 14.2% or 3,468 persons. Review of preliminary Census data shows that about three-fourths of this population increase were white persons.

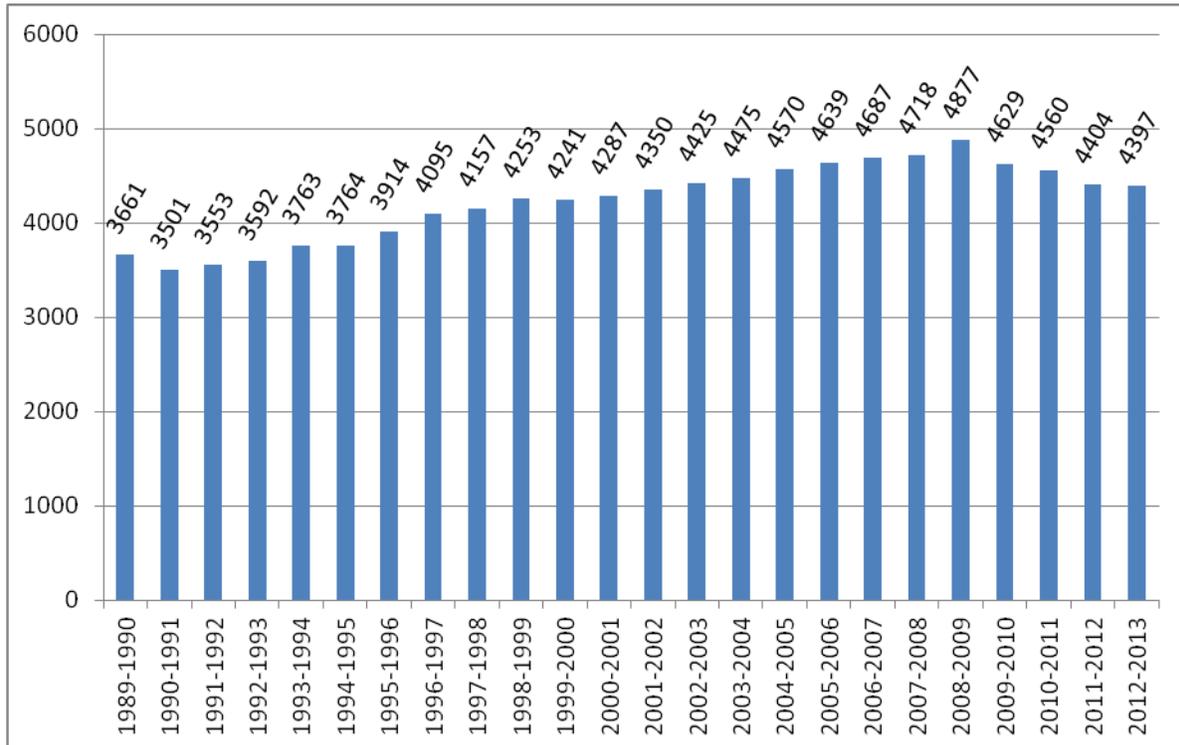
E. Future Population Growth

It may be true that the County lost population in the 1980's. Since the year 1990, the trend has been reversed. According to Dinwiddie County school enrollment data, the County's school enrollment has shown steady increases beginning with the 1991 school year.

Exhibit III-3 indicates the nearly steady rise in school enrollment number since 1990. Future population growth in the County will be highly dependent on future economic growth in Dinwiddie County and the Petersburg Metropolitan Area. According to the latest population projections prepared by the Virginia Employment Commission, Dinwiddie County's 2010 population was expected to be 28,874. By 2020 the County's population will be 33,075.

Projections often overly depend on past trends and fail to take several factors into account. These factors include residential and economic development and the availability of public water and sewage facilities in the northeastern section of the County. Given the level of development observed in the past few years in Dinwiddie County, the actual population increase in Dinwiddie County from 2000 to 2020 is expected to surpass the State's projections for growth.

Exhibit III-3
 Dinwiddie County, Virginia
 Student Enrollment History 1991-2010



SOURCE: Dinwiddie County Public Schools.

SOURCE: U.S. Census Bureau, 2010 Census of Population and Housing

Chapter IV Economy

By evaluating the local economy and employment trends, factors may be identified which influence population growth or decline and provide some basis for policy changes by the governing body. Economic expansion or changes in the economic structure of a community trigger the conversion of land to new uses and in turn creates the need for new public facilities and services. Understanding these dynamic forces is therefore a prerequisite for land use planning. This chapter provides a general description of the composition and direction of change for the various sectors of the County's economy. It presents an overall view of the economy and insights into the interrelationships of employment, population, income, and taxable sales.

A. Civilian Labor Force, Employment, and Unemployment Trends.

The civilian labor force of Dinwiddie County as of 2010 consisted of 13,516 persons. There were 12,501 persons employed and 1,015 unemployed, accounting for an unemployment rate of 8.1%. Exhibit IV-1 compares these statistics to those reported in 2000, 2005, and 2007.

Exhibit IV-2 on the following page graphs Dinwiddie County's unemployment trends versus the State and nation from 1997 to 2010.

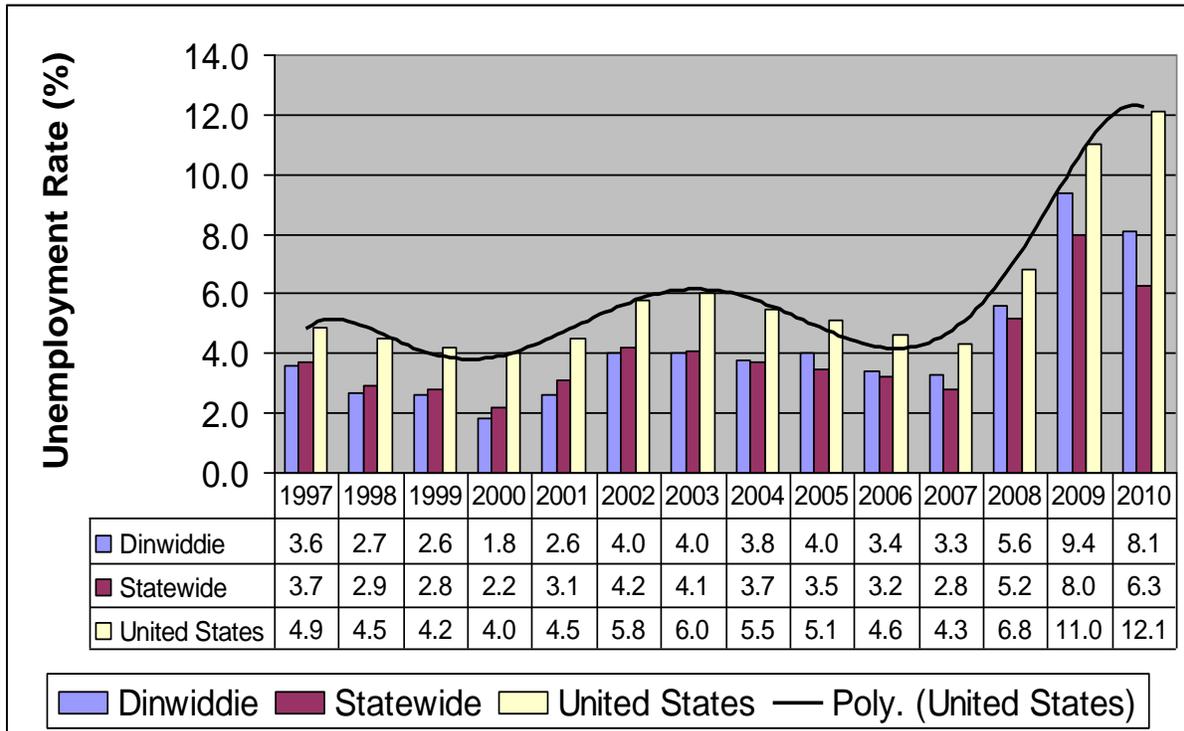
As depicted in Exhibit IV-3 on page IV-3, the largest concentration of employment in Dinwiddie County for 2010 was in government (29%) followed by trade (23%), manufacturing (14%), construction (12%), Transportation, communication, public utilities (7%) services (6%), finance, insurance, and real estate (6%), and agriculture (3%).

Exhibit IV-1
Dinwiddie County, Virginia
Labor Force and Unemployment Trends
2000-2010

	2000	2005	2007	2010
Civilian Labor Force	11,977	12,834	13,150	13,516
Persons Employed	11,530	12,321	12,713	12,501
Persons Unemployed	447	513	437	1,015
Unemployment Rate	3.7%	4.0%	3.3%	8.1%

SOURCE: U.S. Census Bureau, 2010 Census of Economic Characteristics

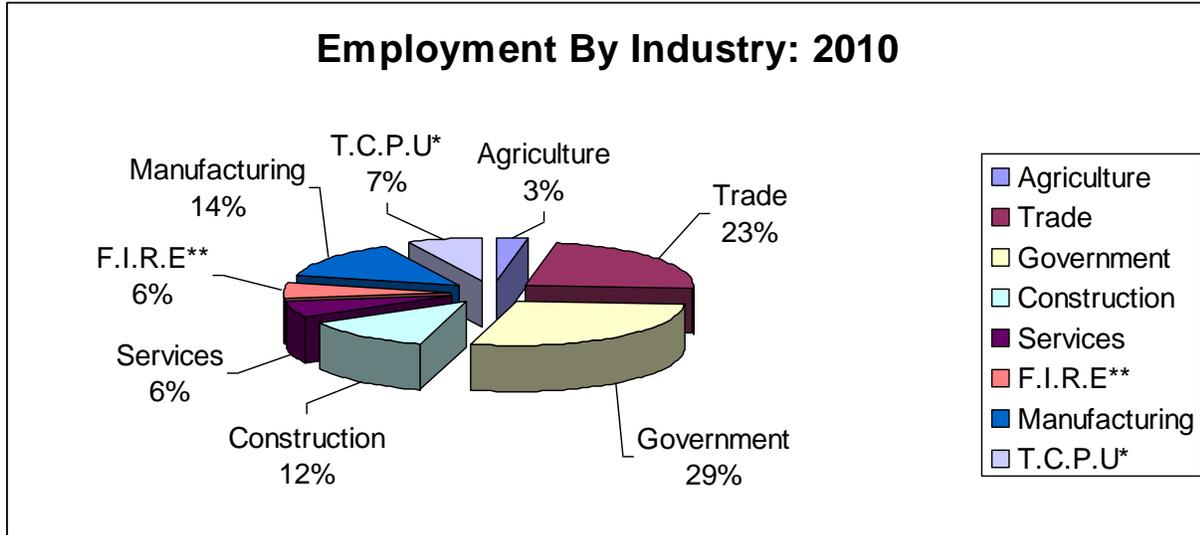
Exhibit IV-2
 Dinwiddie County, Virginia
 Unemployment Trends: 1997-2010



SOURCES:

- 1.) Virginia Employment Commission
- 2.) Bureau of the Census, Bureau of Labor Statistics, Labor Force Statistics from the Current Population Survey.

Exhibit IV-3
Dinwiddie County, Virginia
Employment by Industry: 2010



- *T.C.P.U – Transportation, Communication, Public Utilities
- **F.I.R.E. – Finance, Insurance, Real Estate

SOURCE: 1) Bureau of the Census, Bureau of Labor Statistics.

As Exhibit IV-4 shows, employment in the agricultural, forestry and fishing, construction, services, wholesale trade, retail trade, and finance, insurance, real estate sectors grew from 2000 to 2010 while employment in the manufacturing and government sectors declined during the same period.

Exhibit IV-5 on the following page compares percentages of employed persons (according to number range of employees) attributed to the various size establishments found in the County. Sixty-three percent of persons employed in the County work at an establishment employing between 20-249 persons. Only 10 percent of employed persons work for businesses that employ four or less persons.

Exhibit IV-6 on page 6 graphs the 2010 average weekly wage by industry for Dinwiddie County versus the State.

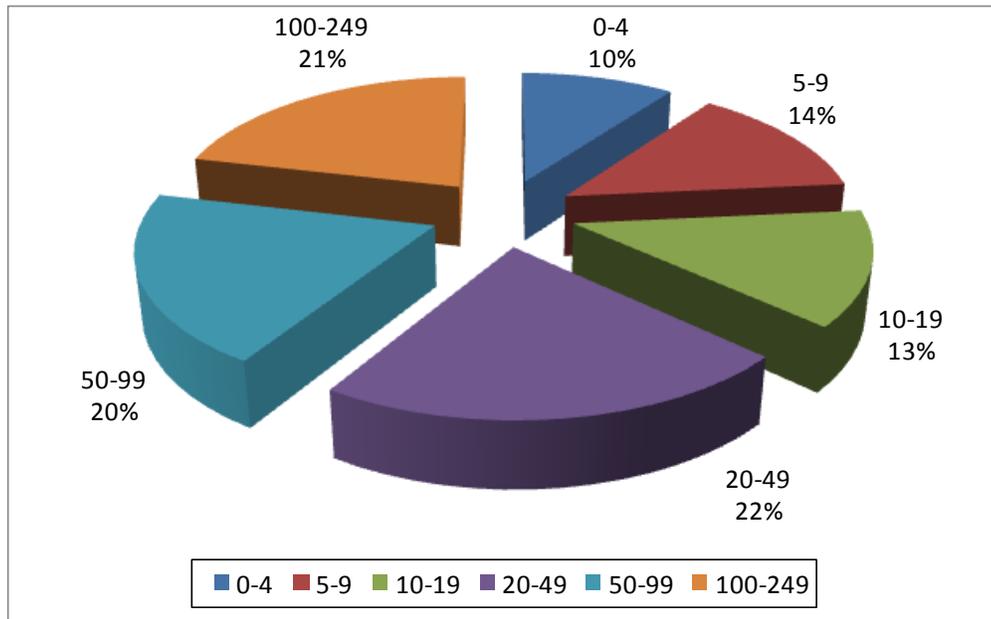
Exhibit IV-7 on page IV-7 shows that 3,585 persons live and work in the County. Another 7,729 persons commuted out of the County to work while 3,984 persons from other localities commuted into the County to work.

Exhibit IV-4
Dinwiddie County, Virginia
Employment by Industry: 2000 and 2010

Type	2000 (4 th Quarter Average)		2010 (4 th Quarter Average)	
	Number	Percent	Number	Percent
Agricultural, Forestry, fishing, mining	174	2.0%	295	2.4%
Construction	515	5.9%	1249	10.0%
Manufacturing	1448	16.7%	1403	11.2%
Nondurable goods	(D)		(D)	
Durable Goods	(D)		(D)	
Transportation, Communications, Utilities	250	2.9%	725	5.8%
Wholesale Trade	415	4.8%	453	3.6%
Retail Trade	1736	20.0%	1832	14.7%
Finance, Insurance, Real Estate	115	1.3%	585	4.7%
Services	371	4.3%	598	4.8%
Government	3717	42.8%	2899	23.2%
Total Employed	8684		12501	

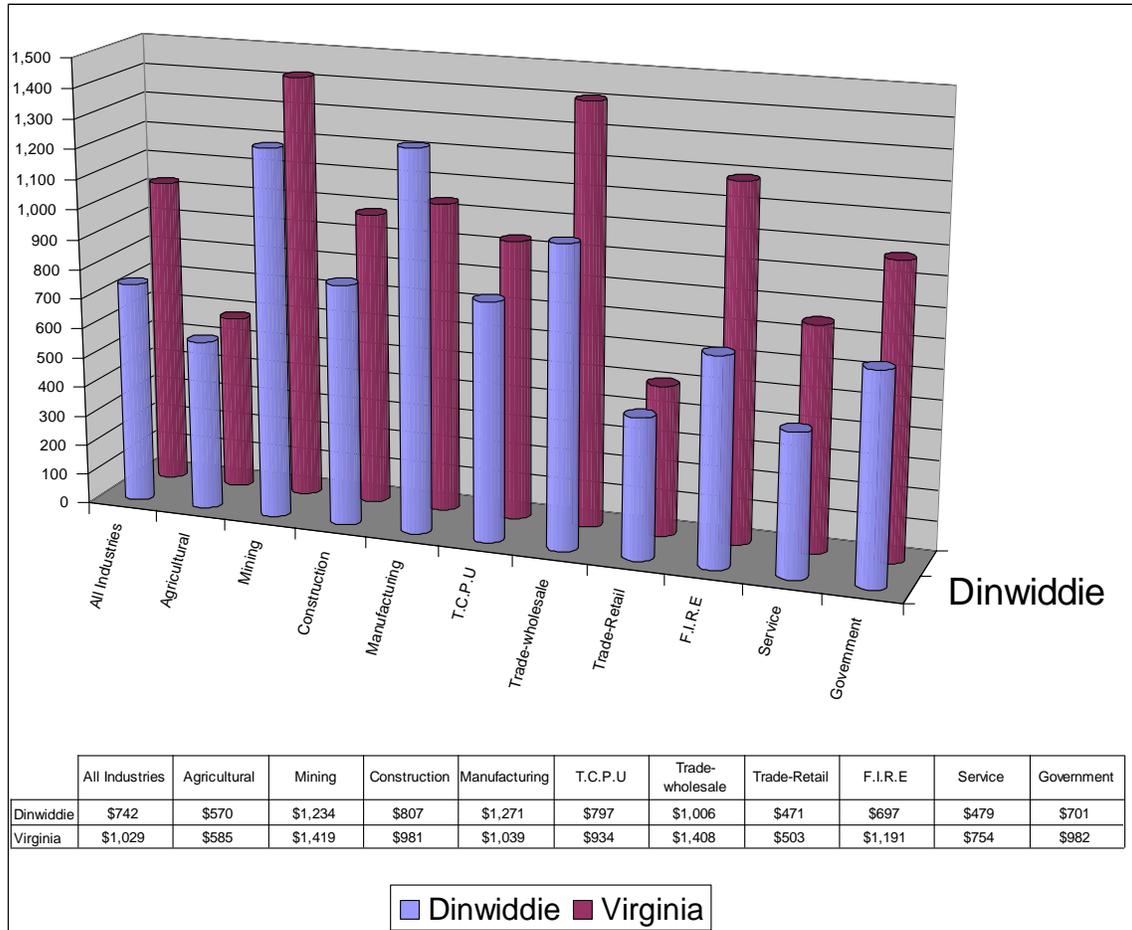
SOURCE: Virginia Employment Commission, Covered Employment and Wages 2010.
(D) = Withheld to avoid disclosing data for individual companies.

Exhibit IV-5
Dinwiddie County, Virginia
Employment By Size of Establishment: 2010



NOTE: Employment range is based on the total number of employees per establishment.
SOURCE: Virginia Employment Commission, Covered Employment and Wages, 2010; VEC 2012.

Exhibit IV-6
 Dinwiddie County, Virginia
 Average Weekly Wage by Industry: 2010

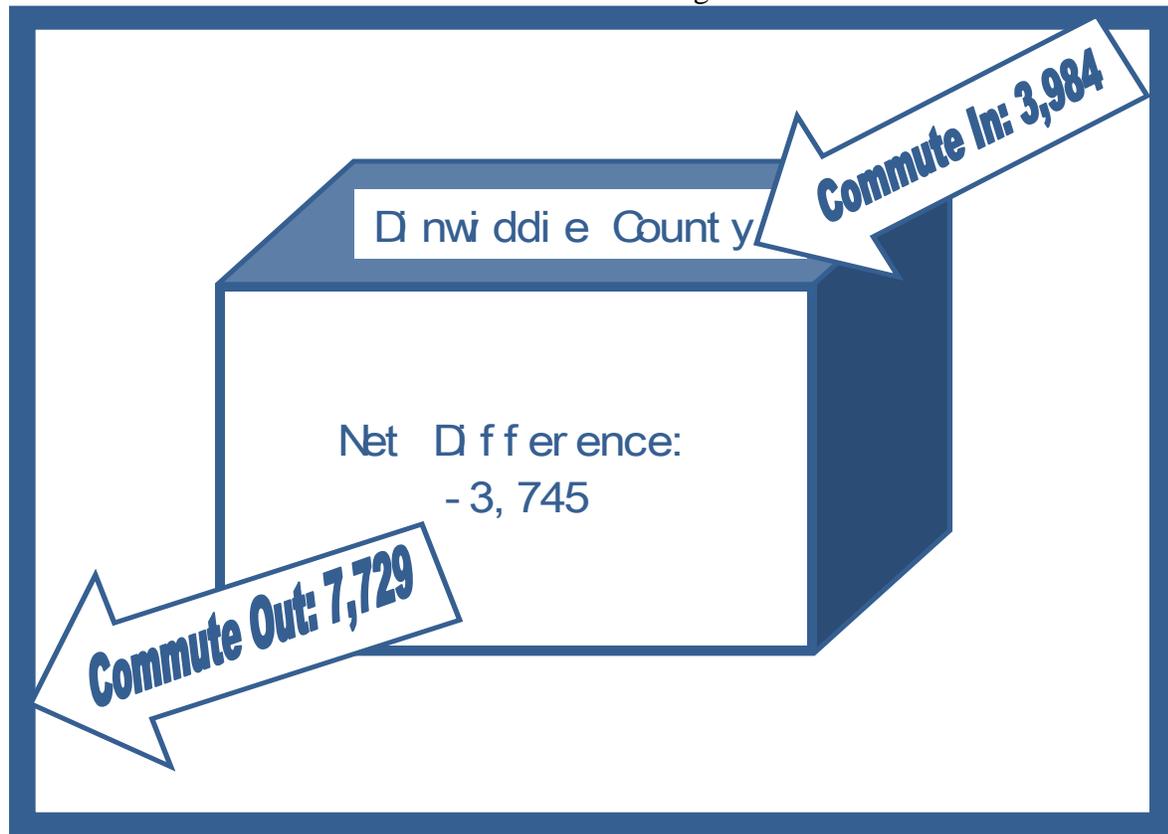


T.C.P.U. – Transportation, Communication, Public Utilities

F.I.R.E. – Finance, Insurance, Real Estate

SOURCE: Virginia Employment Commission, Covered Employment and Wages, 2010; VEC 2001.

Exhibit IV-7
Dinwiddie County, Virginia 2010
Workforce Commuting Patterns



3,585 people LIVE and WORK in Dinwiddie

SOURCE: Virginia Employment Commission 2010 Census of Population and Housing.

B. Agriculture

Various figures have been put forth as to the number and size of farms in Dinwiddie County. The U.S.D.A., National Agricultural Statistics Service estimates that average farm size in 2007 was 211 acres. This represents a decrease from the 256 acres shown for 2002.

Agriculture service-businesses make up an important segment contributing to the County's economy. Included are dealers in fertilizers, seeds, chemicals, farm equipment, garages, grain storage, packing houses, and others. Information on the number, size and value related to farms is provided in Exhibit IV-8 on the following page.

The data points to an increase in the number of farms but the size of farms has decreased from 2002 to 2007. Also, residential development on agricultural land has become more prevalent in recent years. Numerous residential developments scattered throughout farming areas can threaten farming operations and cause the inevitable conflict. Recognizing that an agricultural land economy is in place and has proven to be a maintstay of the County economy, development must be guided by an awareness of the important role that agriculture will continue to play.

Agriculture is presently a major contributor to the economy of Dinwiddie County. When coupled with the very favorable soil and climatic conditions and with current production and diversification trends, a positive future-outlook for agriculture in the County emerges.

The data shown in Exhibit IV-9 on page IV-10 indicates a diverse yet limited livestock and poultry production combination in Dinwiddie County.

As indicated in Exhibit IV-10 on page IV-11, Dinwiddie County produces a variety of crops on its 29,217 acres of harvested cropland, with the most acreage devoted to the raising of wheat.

C. Industrial Development

Dinwiddie County is the home to a limited number of industrial concerns. However, its industrial community boast some well known firms such as Gerdau Steel, Vulcan, Tindall (concrete beams), WalMart Distribution Center, Lemac Corporation, and an Amazon.com Fulfillment Center.

The County is in the process of developing a regional industrial park in northeastern Dinwiddie County at a site located at the intersection of I-85 and V.A. Route 460. The development has received significant funding from the Virginia Tobacco Indemnification and Community Revitalization Commission. This site will be the home of the Amazon.com facility dealing with shipping products that have been bought online.

Exhibit IV-8
Dinwiddie County, Virginia
Farms, Size, and Values: 2002 and 2007
Dinwiddie County/State of Virginia

	Dinwiddie Co. 2002	Virginia 2002	Dinwiddie Co. 2007	Virginia 2007
Number of Farms	361	47,606	374	47,383
Land in Farms (Acres)	92,429	8,624,829	78,840	8,103,925
Average Size of Farm (Acres)	256	181	211	171
Estimated Market Value of Land/ Buildings				
Per Farm (\$)	\$426,650	\$490,064	\$670,930	\$720,538
Per Acre (\$)	\$1,635	\$2,675	\$3,183	\$4,213
Estimated Market Value of All Machinery/Equipment	\$15,576,000	\$2,005,079,000	\$24,939,442	\$3,120,923,000
Average Per Farm (\$)	\$43,146	\$43,303	\$66,683	\$65,870
Market Value of Agricultural Products Sold	\$14,695,000	\$2,360,911,000	\$12,590,000	\$2,961,128,000
Average Per Farm (\$)	\$40,707	\$49,593	\$33,663	\$62,493
Crops including Nursery/ Greenhouse Crops	\$9,447,000	\$718,219,000	\$8,263,000	\$248,153,000
Livestock, Poultry, and their Products	\$5,249,000	\$1,642,692,000	\$4,327,000	\$2,712,975,000
Total Farm Production Expenses	\$13,595,000	\$2,045,598,000	\$14,657,000	\$2,711,537,000
Average Per Farm (\$)	\$37,869	\$42,969	\$39,190	\$57,226
Net Cash Return Agricultural Sales for the Farm Unit (Total)	\$4,171,000	\$503,957,000	\$1,702,000	\$419,946,000
Average Per Farm (\$)	\$11,556	\$10,586	\$4,552	\$8,863

SOURCE: 2002 and 2007 Census of Agriculture, Virginia: State and County Data.

Exhibit IV-9
Livestock & Poultry: 2007

	Dinwiddie Co. 2002	Virginia 2002	Dinwiddie Co. 2007	Virginia 2007
Cattle and Calves Inventory				
Farms	145	27,733	147	25,957
Number	6,886	1,622,767	6,050	1,566,217
Beef Cows				
Farms	131	23,030	130	21,907
Number	3,145	680,610	3,197	695,061
Milk Cows				
Farms	5	1,580	6	1,154
Number	646	114,724	405	98,917
Cattle and Calves Sold				
Farms	121	23,970	118	21,884
Number	3,112	931,879	3,581	880,607
Hogs and Pigs Inventory				
Farms	11	855	23	1,240
Number	(D)	409,284	2,256	371,176
Hogs and Pigs Sold				
Farms	11	834	21	964
Number	(D)	847,002	4,537	965,117
Sheep and Lambs Inventory				
Farms	7	1,697	9	2,132
Number	310	71,819	159	77,648
Chickens Three Months Old or Older Inventory				
Farms	15	1,937	39	3,464
Number	775	3,222,127	1,018	3,208,912
Broilers and Other Meat- Type Chickens Sold				
Farms	2	855	3	672
Number	(D)	266,103,921	(D)	249,184,367

(D) Withheld to avoid disclosing data for individual farms.

SOURCE: 2002 and 2007 Census of Agriculture, Virginia: State and County Data.

Exhibit IV-10
Dinwiddie County, VA
Cropland and Crops: 2002 and 2007
Dinwiddie County/ State of VA

	Dinwiddie Co. 2002	Virginia 2002	Dinwiddie Co. 2007	Virginia 2007
Total Cropland				
Farms	332	41,047	263	41,173
Number of Acres	46,133	4,194,158	35,330	3,274,137
Harvested Cropland				
Farms	240	33,791	194	30,563
Number of Acres	24,533	2,623,691	29,217	2,653,600
Corn for Grain or Seed				
Farms	23	4,395	29	3,063
Number of Acres	2,686	318,208	5155	405,000
Bushels	108,716	29,480,704	326,321	34,425,000
Wheat				
Farms	54	2,888	18	1,348
Number of Acres	4,156	257,063	2,974	205,000
Bushels	223,432	15,504,394	208,298	13,120,000
Soybeans for Beans				
Farms	107	3,135	*	2,104
Number of Acres	12,761	487,001	*	480,000
Bushels	244,404	11,406,611	*	12,960,000
Hay-Alf, Other, Wild Silage				
Farms	134	25,028	*	23,187
Number of Acres	5,004	1,189,425	*	1,340,000
Tons (dry)	8,633	2,291,672	*	2,489,000

* Withheld to avoid disclosing data for individual farms

SOURCE: 2002 and 2007 Census of Agriculture, Virginia: State and County Data

D. Commercial and Retail Enterprises

Fourth quarter average in 2010 as reported by the Virginia Employment Commission indicates conducting retail trade in Dinwiddie County. Of these, 17 were food stores and 7 were eating and drinking establishments. 1,832 persons were employed in retail trade in the fourth quarter of 2010 which accounted for about 14.7% of the employment in the County.

E. Government Employment

In Dinwiddie County, the fourth quarter average for 2010 lists 32 governmental establishments employing approximately 3,720 persons, or approximately 43% of the County's total employment. There are 17 state establishments, 7 local establishments, and eight Federal establishments shown, employing 2,732, 938, and 46 persons, respectively.

F. Income

There are over 11,400 housing units in Dinwiddie County and the median household income (in 2010) was \$51,459. In 2010 an estimated 9.3% of the County's population lived below the poverty line. Per capita income levels for Dinwiddie County from 1999 to 2010 are shown on Exhibit IV-11.

Periodically, the Virginia Bureau of Economic Analysis, through the Regional Economic Information System, releases "BEARFACTS," a summary of economic and income data comparing a locality's (or localities') ranking over a selected period of time with respect to various categories.

Dinwiddie County is grouped with Colonial Heights and Petersburg in the regional summary. The following paragraphs discuss

income and earning characteristics of the three localities combined.

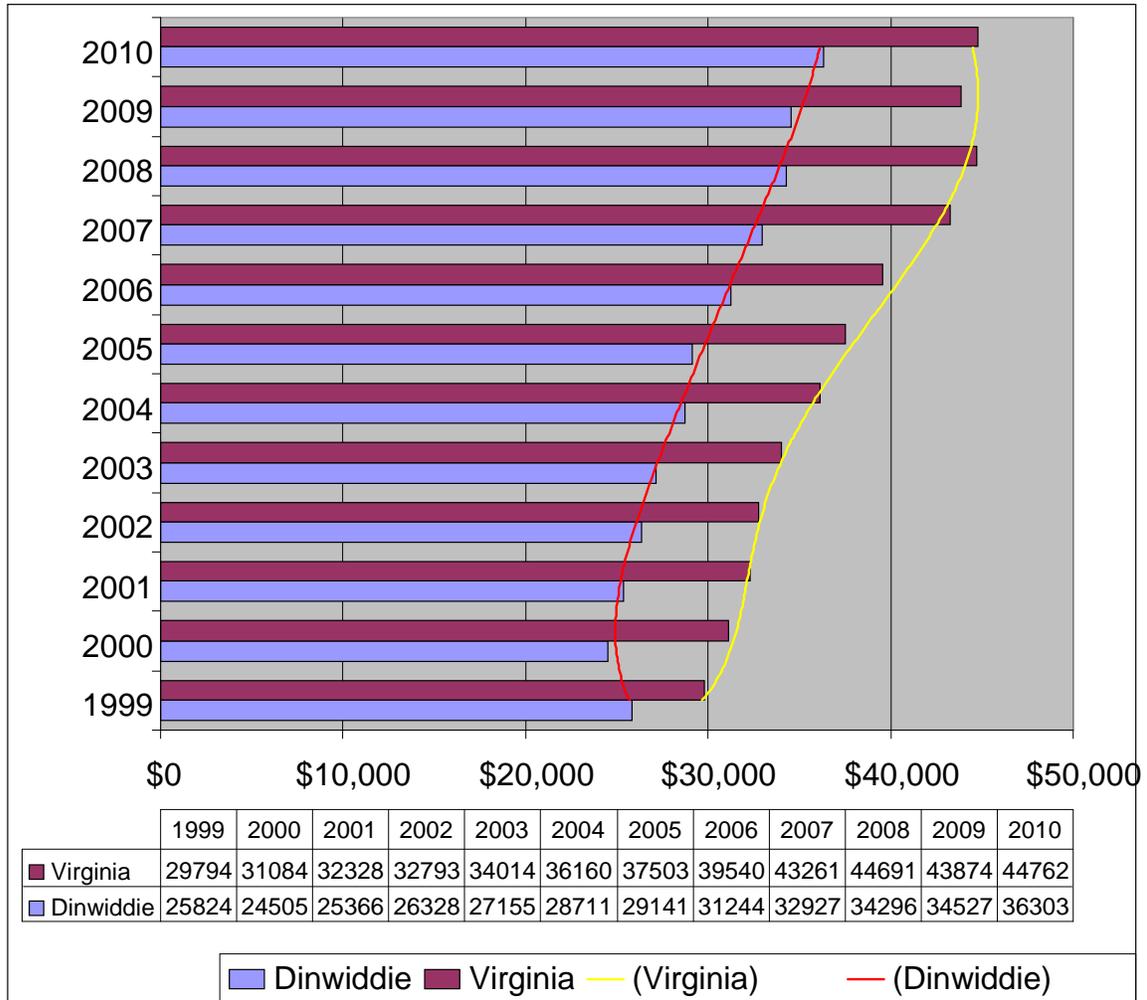
In 2010, Dinwiddie, Colonial Heights, and Petersburg had a per capita personal income (PCPI) of \$36,303. This PCPI ranked 41st in the state, and was 82% of the state average, \$44,267, and 91% of the national average, 39,937. The 2010 PCPI reflected an increase of 5.1% from 2009. The 2009-2010 state change was 2.5% and the national change was 2.8%. In 2000 the PCPI of Dinwiddie, Colonial Heights, and Petersburg was \$24,836 and ranked 42nd in the state. The 2000-2010 compound annual growth rate of PCPI was 3.9%. The compound annual growth rate for the state was 3.4% and for the nation was 2.8%.

In 2010 Dinwiddie, Colonial Heights, and Petersburg had a total personal income (TPI) of \$2,829,028*. This TPI ranked 32nd in the state and accounted for 0.8% of the state total. In 2000 the TPI of Dinwiddie, Colonial Heights, and Petersburg was \$1,866,154* and ranked 31st in the state. The average annual growth rate of TPI over the past 10 years was 4.2%. The average annual growth rate for the State was 4.7% and for the nation was 3.7%.

* Note: Total personal income estimates are in thousands of dollars, not adjusted for inflation.

TPI includes the earnings (wages and salaries, other labor income, and proprietor's income); dividends, interest, and rent; and transfer payments received by the residents of Dinwiddie, Colonial Heights, and Petersburg. In 2010, earnings were 58% of TPI (compared to 62% in 2000); dividends, interest and rent were 13% (compared to 16% in 2000); and transfer payments were 29% (compared to 22% in 2000). From 2000 to 2010, earnings increased on average 3.4% each year; dividends, interest, and rent increased on average 2.7%; and transfer payments increased on average 7.2%.

Exhibit IV-11
 Dinwiddie County, Virginia
 Per Capita Income: 1999 through 2010



*Combined Area with Colonial Heights City and Petersburg City

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis

Chapter V. Housing

The housing analysis identifies recent housing trends in Dinwiddie County and discusses some of the housing needs and problems experienced by some of the County's citizens.

Standard housing units provide, among other things, shelter, one of man's basic needs. Many groups and individuals, for a host of reasons, are confronted with a myriad of housing and housing-related problems. The most prevalent and crucial problems, and those on which the most attention is centered, are related to too many substandard dwelling units and an inadequate supply of standard units to meet the demand and needs of the general population, at prices affordable by the general population.

A number of reports have indicated a correlation between the occupancy of substandard dwelling units and the occurrence of other problems (immoral and antisocial behavior, physical and mental diseases, poverty, etc.). Substandard dwellings units, whether occupied or vacant, are a problem. Entire communities, those within which such units exist and those adjacent thereto, can be negatively impacted by the problems associated with the existence and occupancy of less than standard dwelling units. All levels of government should do all that is possible to insure that decent housing and suitable living environments are made accessible to all citizens.

A. Housing Inventory

Exhibit V-1 on page V-3 shows the estimated number of housing units in the County as of 2008. This information was found by combining the Census 2010 data with the County's building inspection new housing unit counts from 2000-2008. The housing units are further broken down into single family, manufactured housing, and multi-family. There has not been any

reported information for the years 2009 and 2010.

Additional general housing characteristics for Dinwiddie County are presented in Exhibit V-2 on page V-4 which utilizes Census data from 1990-2010 supplied data. Some fields may be missing as the U.S. Census changed some of their standard data collection items from 1990 to 2010.

B. Distribution of Housing

There are approximately 501 square miles of land in Dinwiddie County. Only a small portion of the total unincorporated area of the County is developed. Residential uses are found throughout Dinwiddie County.

Single-family structures have been the dominant housing type in Virginia and in Dinwiddie County. Multi-family residential development has not been very prevalent in the County. Mobile homes/manufactured home placement in the County continues at a steady pace. According to Census 2010 profile information, in 2010, there were 11,186 housing units, of which 9,800 (87.6%) were occupied year-round.

C. Distribution of Rental Housing

Of the 9,107 housing units occupied by the total population of Dinwiddie County in 2000, 7,215(79%) were owner-occupied and 1,892 (21%) were renter-occupied. By 2010, there were 9,800 occupied housing units. Owner-occupied housing units accounted for 7,427 (66%) of the total while renter-occupied units accounted for 2,373 (34%) of the total. The median monthly rent was \$817. As this shows the number of renter-occupied housing units is increases as well as the median monthly rent amount.

D. Housing Conditions

In 2010, the median value of specified owner-occupied homes was \$163,800.

Most people know that inflation has a large impact on home purchase and home ownership costs. In many places, site values, labor costs, construction material costs, maintenance and repair costs, mortgage interest payments, property taxes, and property insurance costs have increased. Inflation does not, however, completely explain the increased values. More amenities were attached to the typical house in many places. Census data shows that the mean number of rooms for houses in the County in 2010 was 5.7. It is known that a large percentage of homes in the county had complete plumbing facilities in 2010. The increased number of rooms and more complete plumbing facilities added to the value of home in the County. Of the year-round housing units in the County in 2010, 1,386 or 14% were vacant.

E. Plumbing Conditions

There are a number of variables which can indicate that a dwelling unit is substandard. It is common practice to use “lacking complete plumbing facilities” to approximate the number of substandard units. The potential fallacy of this method relates to the fact that a unit may have all plumbing facilities but still be substandard. The problem with this method would appear to be potentially more acute in a rural area such as Dinwiddie County, in which such a larger percentage of the houses are not served by public water and sewer facilities.

The 2010 Census indicates that of the 11,186 housing units of the County, 11,143 (99%) had complete plumbing facilities.

F. Affordable Housing Conditions

Of the 9,707 housing units in the County in 2000, about 6% (600) were vacant. In 2010, there were 11,186 housing units reported of which 14% (1,386) were vacant. The County should seek to promote refurbishment of older homes throughout the County as an alternative to manufactured housing; an ancillary benefit being preservation of some outstanding architectural representations.

Though proportion-wise the quality of the housing stock has improved, there are many families living in houses that might not be suited to their needs.

The housing problem is made more evident when attention is focused on the demand for housing. One part of the housing problem, as mentioned earlier, relates to the inability of many families to afford rent or purchase standard dwellings. It is known that many people who now own homes could not afford to purchase such houses if they were purchasing them at today's prices. A general rule of thumb is that a family can afford to purchase a home valued at three times its annual income and that a family should not pay more than 30% of its income to rent a unit.

G. Mobile Home/ Manufactured Home Development

In Exhibit V-1, shows a decrease in the percentage of new manufactured housing units. The mobile/ manufactured home cannot be ignored as a low-cost affordable housing option. The County should continue to carefully regulate the placement and construction of these homes to ensure quality and compatibility with more traditional housing units. Manufactured homes are allowed by law in agriculturally zoned areas.

Exhibit V-1
Dinwiddie County, Virginia
Estimated Housing Units as of 2008

	Single Family		Manufactured		Total
2000 Housing Units					9,707
New Units 2000	142	60%	96	40%	238
New Units 2001	193	67%	97	33%	290
New Units 2002	172	60%	113	40%	285
New Units 2003	212	76%	68	24%	280
New Units 2004	172	67%	84	33%	256
New Units 2005	174	77%	53	23%	227
New Units 2006	172	77%	50	23%	222
New Units 2007	206	82%	45	18%	251
New Units 2008	118	66%	62	34%	180
New Units 2009	81	70%	35	30%	116
New Units 2010	71	62%	44	38%	115
New Units 2011	62	62%	38	38%	100
New Units 2012	54	63%	32	37%	86
Estimated Housing Units as of 2012					12,353

SOURCES:

U.S. Census Bureau, Census 2000.

Dinwiddie County Building Inspection Database, 2000-2012.

Exhibit V-2
Dinwiddie County, Virginia
Housing Units-- 1990, 2000, and 2010

	1990	2000	2010
TOTAL HOUSING UNITS	8023	9707	11422
Year-Round Housing Units	7492	9107	10504
Vacant (Includes Seasonal and Migratory)	531	600	918
SELECTED CHARACTERISTICS			
Lacking Complete Kitchen Facilities	180	95	15
Lacking Complete Plumbing Facilities	194	193	33
SOURCE OF WATER			
Public System or Private Company	2366	*	*
Individual Drilled Well	3571	*	*
Individual Dug Well	2030	*	*
Some Other Source	56	*	*
SEWAGE DISPOSAL			
Public Sewer	2011	*	*
Septic Tank/Drainfield	5677	*	*
Other Means	335	*	*
HOUSING UNITS			
1 Unit	6535	*	9028
2 Units	67	*	24
3 or More Units	25	*	45
Mobile Home, Trailer, or Other	1396	*	1662
OWNER-OCCUPIED UNITS	6002	7215	7427
Percent Owner-Occupied	75%	79%	66%
RENTER OCCUPIED UNITS	1490	1892	2373
VACANT HOUSING UNITS	531	600	1386
Held for Seasonal, Recreational, or Occasional Use	69	41	98

*Detailed data from Census 2000 and 2010 not available at the time of this writing

SOURCES:

1. Virginia Employment Commission, 1990 Census of Population and Housing
2. U.S. Census Bureau, Census 2010, Table DP-1 – Profile of General Demographic Characteristics: 2010, Dinwiddie County, Virginia
3. U.S. Census Bureau, Census 2000, Table DP-1 – Profile of General Demographic Characteristics: 2000, Dinwiddie County, Virginia

Chapter VI Transportation

A balanced transportation system consisting of highway, rail, public transit, and airport facilities offers many opportunities for community development. The provision of future-oriented transportation facilities to service the urbanizing portion of Dinwiddie County as well as to maintain existing transportation service levels in the rural portion of the County are both important functions of the local comprehensive planning process.

A. Transportation Facilities

1. Highways

According to the Virginia Department of Transportation, Dinwiddie County contains a total of approximately 645 highway miles. Exhibit VI-1 which follows, presents a breakdown of the County's roadway system by functional class and gives the estimated number of miles in each class. Map VI-1 shows the general location of interstate and main Primary routes.

2. Rail Service

Dinwiddie County is served by two major railroad lines; Norfolk Southern and CSX. The Norfolk Southern line runs through the northern section of the County connecting this area with Hampton Roads to the east. The CSX line operates through the eastern portion of the County. This line is an important north-south carrier serving the east coast from New York to Florida.

3. Dinwiddie County Airport

Air transportation is provided through the Dinwiddie County Airport, a public-use facility located in the northeastern portion of the County. Ground access to this facility is by I-85, Route 1, or Route 460. The airport has two runways; the main runway is 5,001 feet long and 100 feet wide and the second runway is 3,061 feet long and 50 feet wide. The main runway is

Exhibit VI-1
Dinwiddie County, Virginia
Estimated Highway Miles by Functional Class

Interstate	Principal Arterial	Minor Arterials	Major Collectors	Minor Collectors	Local	Total
24.68	42.91	45.25	113.3	36.42	382.42	644.98

Source: Virginia Department of Transportation as of 1995.

fully lighted and there are non-precision instrument approaches available at the main runway for aircraft landing at night during periods of inclement weather. Dinwiddie County airport is classified as a “General Aviation” airport by the Federal Aviation Administration. The airport is capable of accommodating aircraft from small, single engine, privately owned planes up through the largest of corporate business jets. In addition to a fixed-base operator who provides fueling services to aircraft, the facility also offers flight instruction, aircraft maintenance, air charter services, and aircraft hangars available for lease.

Planned improvement projects for the airport are shown on Exhibit VI-2.

4. Transportation Services for Elderly and Disabled Persons

A limited amount of demand-response transportation service is currently available to elderly and disabled residents of Dinwiddie County. The Crater District Area Agency on Aging and the Petersburg Foster Grandparents Program currently administer capital and operating grant funds available by federal, state, and local government agencies for one van. Persons over 60 years or persons who are disabled may contact these agencies to schedule transportation services for any trip purpose; however, priority is given for medical trips. There is no formal fee structure for this service, but voluntary contributions are accepted. Medicaid reimbursement requests are processed. During the calendar year ending September 30, 1994, this service provided 1,907 one-way person trips for Dinwiddie County residents. In

addition, private contractors are also available to provide van transportation service to County residents.

5. Mass Transit Service

The need to expand public transit service is evaluated periodically in conjunction with the Tri-Cities Area metropolitan transportation planning process. The metropolitan transportation planning process is administered by the Crater Planning District Commission and the Department of Transportation in cooperation with the area’s local governments. The latest assessment on the need for mass transit service extension in the metropolitan area does not identify a need for mass transit service in Dinwiddie County; however, the need to encourage consideration for various forms of vanpooling has been identified. This form of mass transit service would be oriented towards the major employers in Dinwiddie County such as: Central State Hospital, Southside Training School, Ingram Book, and the Walmart Distribution Center. Dependent upon the service option selected, vanpooling may or may not involve public subsidies.

The main private inter-city and charter bus service in the Tri-Cities Area is Trailways Inc., located on Washington Street in downtown Petersburg. This private carrier concentrates its inter-city service on the I-85 and I-95 corridors.

A bus system in Blackstone is working with Dinwiddie as well. The Blackstone Area Bus System (BABS) has a bus route known as the Dinwiddie Express. The Dinwiddie Express is operated by BABS and is

sponsored by the County of Dinwiddie with assistance from the Virginia Department of Rail and Public Transportation. The bus route starts on Route 460 East towards Dinwiddie County with several stops along the way with major stops at the Wal-Mart Distribution Center and at Dinwiddie

Commerce Park. The bus then loops around on Route 1 through Dinwiddie, DeWitt, and McKenney and then makes its way back to Blackstone along Route 40. Maps will be shown on the following page of the current bus routes through Dinwiddie.

DINWIDDIE EXPRESS								
	MORNING				AFTERNOON			
1 LEAVE BABS - BLACKSTONE	6:00 AM	---	---	9:47 AM	2:15 PM	---	---	6:00 PM
ROUTE 40 TO MCKENNEY	---	---	---	---	---	---	---	---
2 BAXTER'S DRUG STORE	6:27 AM	---	---	---	2:42 PM	---	---	---
3 WALLACE'S SUPERMARKET	6:28 AM	8:01 AM	8:01 AM	9:20 AM	2:43 PM	4:15 PM	4:15 PM	5:32 PM
4 DEWITT POST OFFICE	6:34 AM	7:55 AM	8:07 AM	9:14 AM	2:49 PM	4:09 PM	4:21 PM	5:26 PM
5 DINWIDDIE GOVERNMENT CENTER	6:39 AM	7:49 AM	8:13 AM	9:08 AM	2:54 PM	4:04 PM	4:26 PM	5:21 PM
6 FOOD LION	6:41 AM	---	8:15 AM	9:06 AM	2:56 PM	---	4:28 PM	5:19 PM
7 QUICK MART	6:47 AM	---	8:21 AM	9:00 AM	3:02 PM	---	4:34 PM	5:13 PM
8 GREEN ACRES	6:48 AM	---	8:22 AM	8:59 AM	3:03 PM	---	4:35 PM	5:12 PM
9 EASTSIDE ENHANCEMENT CTR.	6:50 AM	---	8:24 AM	8:57 AM	3:05 PM	---	4:37 PM	5:10 PM
10 COMMUNITY STOP GROCERY/HARRISON MOBILE COURT	6:51 AM	---	8:25 AM	8:56 AM	3:06 PM	---	4:38 PM	5:09 PM
11 DINWIDDIE HEALTH & REHAB	6:52 AM	---	8:26 AM	8:55 AM	3:07 PM	---	4:39 PM	5:08 PM
12 DUNCAN RD./BOYDTON PLANK RD.	6:53 AM	---	8:27 AM	8:54 AM	3:08 PM	---	4:40 PM	5:07 PM
13 SOUTHSIDE VA TRAINING CTR./CENTRAL STATE	6:57 AM	---	8:31 AM	---	3:12 PM	---	4:44 PM	---
14 PETERSBURG TRANSFER	7:07 AM	---	8:41 AM	---	3:22 PM	---	4:54 PM	---
15 EDGEHILL SHOPPING CENTER	7:17 AM	---	8:51 AM	---	3:32 PM	---	5:04 PM	---
16 ROUTE I TO 460W	7:19 AM	---	---	---	3:34 PM	---	---	---
17 COURTHOUSE RD.	7:34 AM	---	---	---	3:49 PM	---	---	---
18 ROUTE 645 WHEELERS POND RD.	7:38 AM	---	---	---	3:53 PM	---	---	---
19 ROUTE G11 WILKINSON RD.	7:43 AM	---	---	---	3:58 PM	---	---	---

In case of inclement weather, please call 434-292-3025 for bus schedule.

Please Note:

Individuals may request, 24 hours in advance, to be picked up and dropped off curbside ANYWHERE within ¼ of a mile of our regular route. Just call 24 hours in advance for special pick-up and drop-off requirements. BABS buses are ADA accessible, and equipped with the latest wheelchair lifts and securement systems.



SCHEDULE AND ROUTE MAP

EFFECTIVE DECEMBER 1, 2011

FARE 50¢



THE BUS IS EQUIPPED WITH A WHEELCHAIR LIFT FOR THE DISABLED. PLEASE ASK THE DRIVER FOR HELP IF YOU NEED ASSISTANCE WHEN BOARDING THE BUS.

THE DINWIDDIE EXPRESS IS OPERATED BY THE BLACKSTONE AREA BUS SYSTEM AND IS SPONSORED BY THE COUNTY OF DINWIDDIE WITH ASSISTANCE FROM THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION.

DINWIDDIE EXPRESS

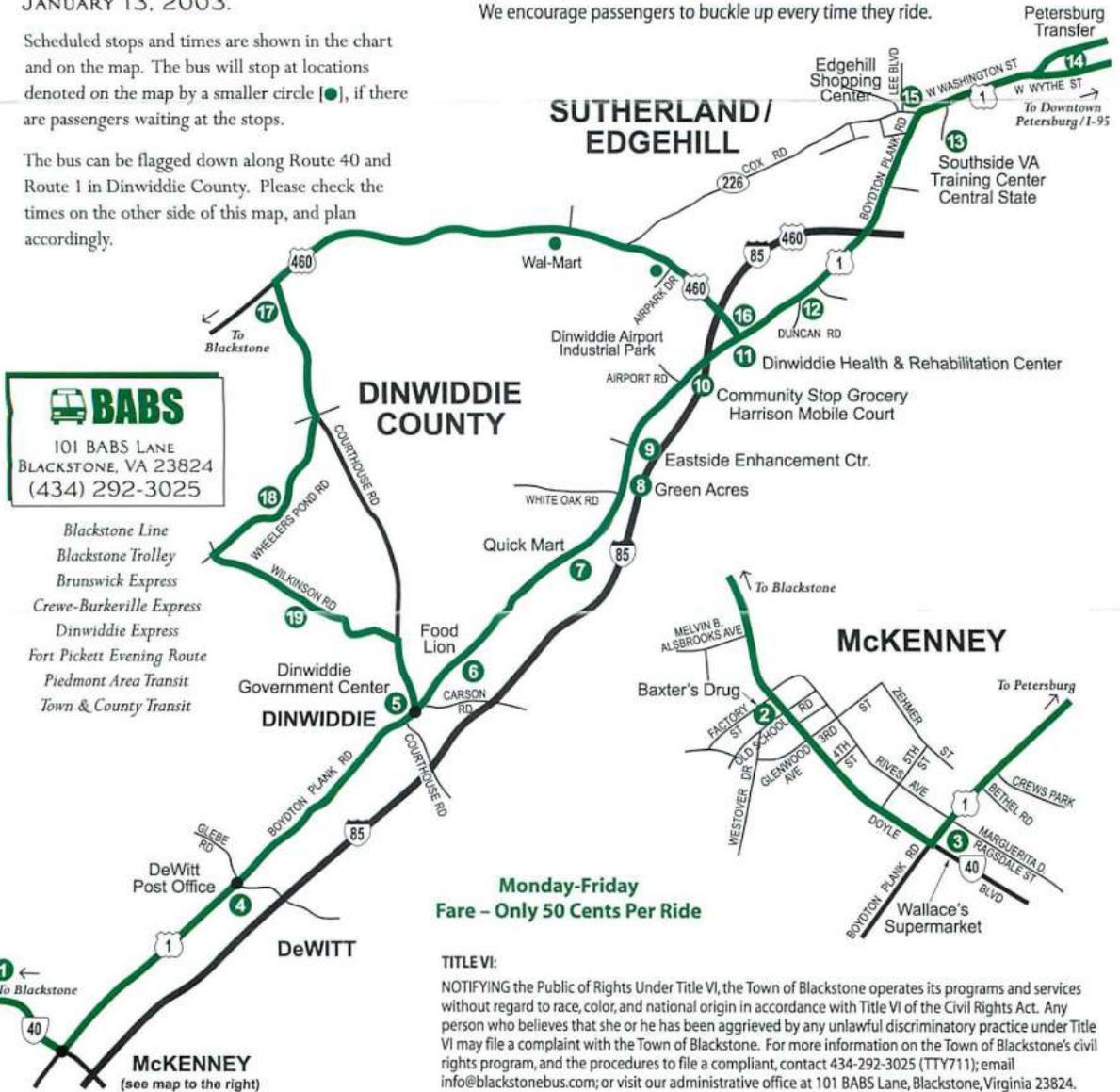
TAKE BABS... SHE'LL GET YOU THERE.

THE DINWIDDIE EXPRESS BUS RUNS MONDAY THROUGH FRIDAY. THE BLACKSTONE AREA BUS SYSTEM (BABS) WITH ASSISTANCE FROM THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION BEGAN ON JANUARY 13, 2003.

Scheduled stops and times are shown in the chart and on the map. The bus will stop at locations denoted on the map by a smaller circle [●], if there are passengers waiting at the stops.

The bus can be flagged down along Route 40 and Route 1 in Dinwiddie County. Please check the times on the other side of this map, and plan accordingly.

- If no passenger is at stop, the bus will not stop. Schedules do not permit waiting.
- No bus will proceed from a stop more than 2 minutes ahead of schedule. Please arrive at stop at least five minutes prior to scheduled departure time.
- Loading assistance is provided to wheelchair users. The driver is required to remain on the bus at all other times.
- NO SMOKING, DRINKING, EATING or FOOD in open containers allowed.
- Carry-on items (groceries, laundry, packages, etc.) are limited to what passengers can bring on and take off the bus by themselves as they board or disembark. Excessive items are not allowed; no assistance will be provided.
- For passenger safety, seat belts are provided on the bus. We encourage passengers to buckle up every time they ride.



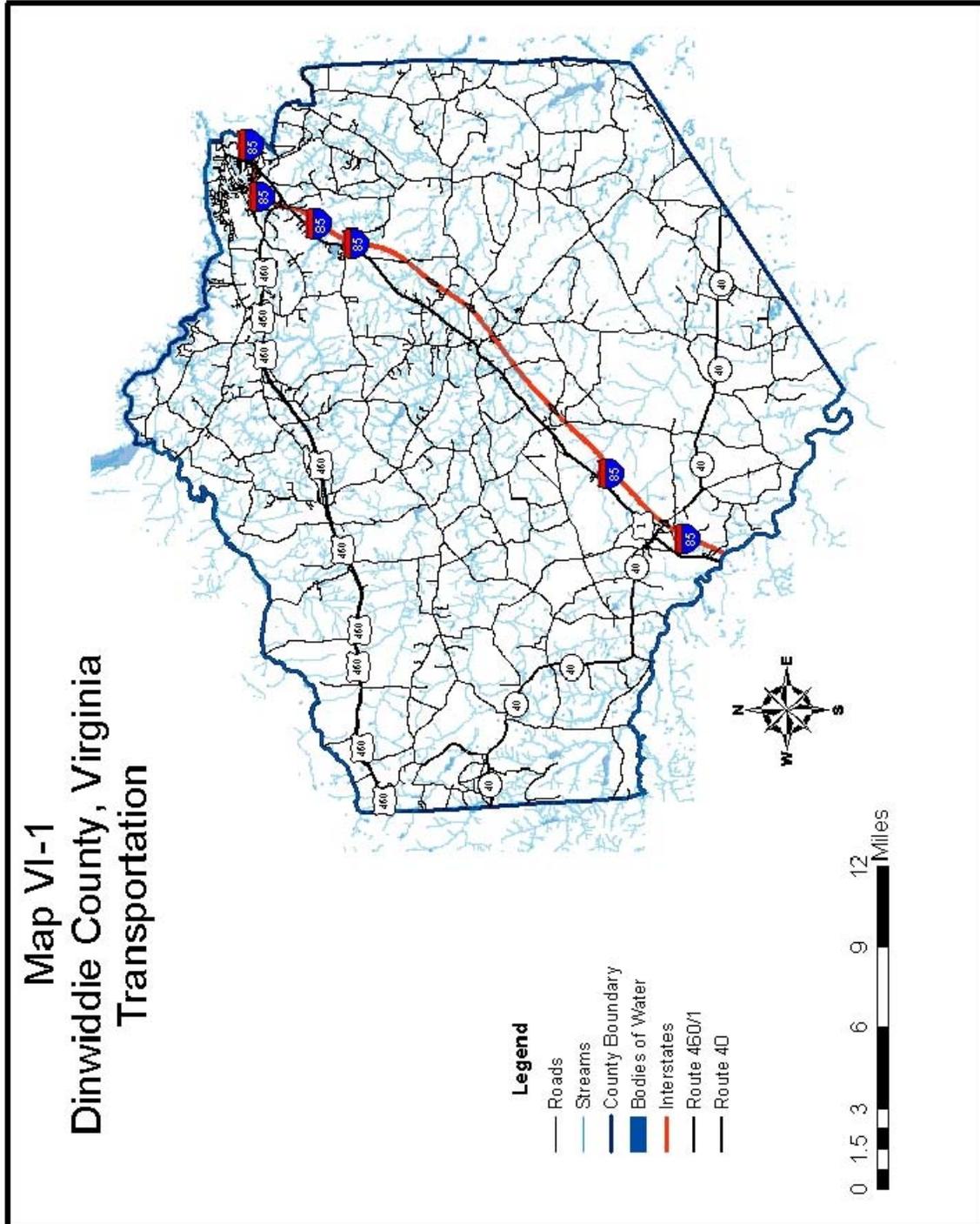
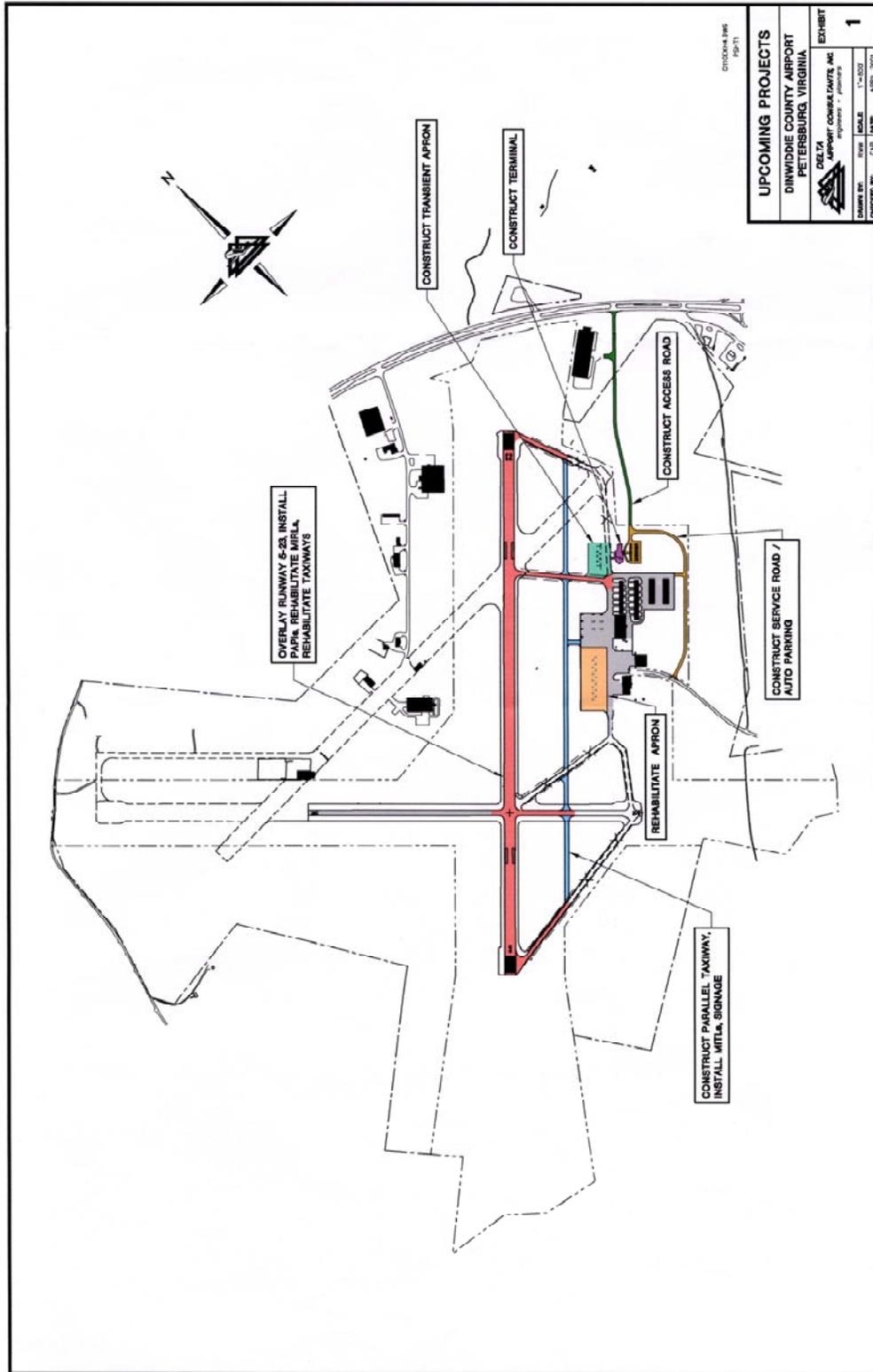


Exhibit VI-2 Dinwiddie County Airport



6. *Bikeways*

The Unified Transportation Work Program for the Crater Planning District Commission is a multi-modal document dealing with the relationship between all modes of transportation. Realizing the growing usage of bicycles, congested roadways, and energy conservation needs, the Crater Planning District Commission prepared a bikeway plan in order for the jurisdictions within the Tri-Cities area to have guidelines to follow for their bikeway planning needs.

A bikeway system in the northeastern portion of the County is proposed as follows:

- 1) U.S. 1 – Route 613 – Virginia 226: A Class II bicycle lane (portion of roadway exclusively for bicycle use) should carry cyclist along U.S. Route 1 from the West Washington Street bike lane in Petersburg to Route 613 beyond the Lake Jordan area. Routes 613, 631, and 632 could be developed as Class III (Officially marked as a bicycle route, but shared with motor vehicles) collector bike routes up to Route 460.
- 2) Route 632 – Route 601 – Route 776: Development of a Class III bike route system along Route 601 toward Route 600 where the City of

Petersburg has developed the Appomattox River Park is suggested. This a linear historic park along the river providing Class I bike paths and bike trails throughout. Virginia 226 should be designated as a Class III bicycle route until Dinwiddie County makes specific plans for the development of a County Park and recreational site in the Brickwood area, at which time this highway should be developed for Class II bicycle trails. The recreational site should contain Class I bike trails throughout

- 3) Route 672 – Route 613 – Defense Road: The bicycle route designation should continue from Petersburg along historic Defense Road, past the entrance to Central State Hospital into Dinwiddie County. A Class III bike route designation should also be introduced along Routes 603, 672, and 613, encompassing the Petersburg National Military Park along Route 613. This will connect to the historic Flank Road coming from Petersburg.
- 4) South Johnson Road – Route 677: This will connect Richard Bland College with the Johnson Road bike lane Class

II system, and provide a bike route designation along Route 677 connecting Halifax Road to the Dinwiddie bikeways.

B. Tri-Cities Transportation Study Area

The Tri-Cities Transportation Study Area is comprised of the Cities of Petersburg, Colonial Heights, and Hopewell, and portions of Chesterfield County, Prince George County, and Dinwiddie County. The northeastern, urbanized portion of Dinwiddie County is located in this study area. Representatives from each of these six localities within the study area, along with representatives from the Virginia Department of Transportation (VDOT), the Crater Planning District Commission (CPDC), Petersburg Area Transit (PAT), and the U.S. Department of Transportation, Federal Highway Administration (FHWA) comprise the Metropolitan Planning Organization (MPO) for the Tri-Cities area. The MPO is responsible for conducting the continuing, cooperative, and comprehensive transportation planning process as required by the Federal Highway Act of 1962. The MPO technically assisted by the Technical Committee, which is comprised of representatives from public works, engineering, zoning, planning, and traffic engineering staffs of the six local jurisdictions, VDOT, and the CPDC. The District Engineer from VDOT, the Deputy Director of Facilities Engineering at Fort Lee, and a representative of the National Battlefield also serve on the Technical Committee in an ex-officio capacity.

The MPO is responsible for carrying out both short and long-range planning for the metropolitan area. The Tri-Cities Area year 2035 Long Rang Transportation Plan, which identifies current and future conditions and future transportation needs, is prepared by the organization. Exhibit VI-3 and Exhibit VI-4 list and show projects in Dinwiddie County that is included in the plan. Dinwiddie County, like other member jurisdictions, supplies the MPO with its identified transportation needs. From this long-range plan, a short-range plan, kown as the Transportation Improvement Program (TIP), is developed. The TIP is a three-year schedule of projects selected from the long-range plan in coordination with the Virginia Department of Transportation's Six-Year Improvement Program. The TIP identifies short-range needs of the northeastern, urbanized portion of Dinwiddie County and the rest of the MPO.

Dinwiddie County has also composed a set of Rural and Secondary Road System construction Programs. Exhibit VI-4 shows the Rural Transportation Projects. Exhibit VI-5 shows the list of projects ranking them in order of highest to lowest priority, along with the estimated allocations.

C. Mixed Use Development

The urban and planned growth areas of the County have been identified as prime candidates for MU zoning in Dinwiddie County. The urban growth area is located in the more urbanized northeastern part of the county, including the intersection of

US Route 1 (Boydton Plank Road) and US Route 460, approximately six (6) miles southwest of downtown Petersburg. The planned growth area surrounds the urban growth area in the northeast quadrant of the County and extends southwest along Interstate 85 and Route 1. The potential transportation benefits of developing portions of these areas using mixed use development are described below. For further description of the targeted areas, see Chapter X (“Future Land Use”) of this document.

The northern portion of the urban/planned growth area is located east of, and directly adjacent to, Interstate 85. The area is currently served by three major roadways (I-85, US Route 460 Business, and US Route 1), and a pair of secondary roads (Route 615 and Route 670). Access to and from I-85 is via a major interchange at Route 460.

Traffic data from the Virginia Department of Transportation indicates the year 2009 average annual daily traffic (AADT) volumes on the key roads within the area were as follows:

- Interstate 85 north of Route 460: 40,000 vehicles per day
- Route 1 north of Route 460 Bus.: 12,000 vehicles per day
- Route 1 south of Route 460 Bus.: 8,000 vehicles per day
- Route 460 Business between Route 1 and I-85: 7,000 vehicles per day
- Route 670 east of Route 1: 1,100 vehicles per day

Traffic volumes of this magnitude are not indicative of a congestion problem, although they are characteristic of a well-traveled urbanized area. Due to the area’s close proximity to I-85, the City of Petersburg, the Dinwiddie airport and Dinwiddie Commerce Park, any successful mixed-use development in this area is likely to attract a significant number of vehicle trips from outside of the area boundaries. A major benefit of a mixed use/traditional neighborhood development plan for this area is the enhanced street connectivity required within the mixed use development, usually consisting of some form of street grid to allow the dispersion of vehicle and non-motorized trips throughout the area. Street networks within future mixed use developments would be designed to capture external vehicle trips, and the internal street grid would allow people within and just outside a development to walk to their destinations. This would reduce traffic congestion and improve walkability within the area, but would likely require some upgrades to the existing roadway network within the growth area. However, a major transportation benefit of the mixed use development concept is the concentration of roadway upgrades in a small area around the mixed use development project area, as opposed to the numerous piecemeal upgrades that would be necessary if the same amount of development were to occur across a larger portion of the county.

The central portion of the urban/planned growth area is anchored by Dinwiddie Courthouse. The area is currently served by five roadways: US Route 1 (Boydton Plank Road), Route 703 (Carson Road), Route 627 (Courthouse Road), Route 619 (Courthouse Road), and Route 647 (Nash Road). The primary roadway serving the area is Route 1. Access to and from Interstate 85 is via an interchange at Route 703. The four secondary roadways all intersect with Route 1 within the same ¾-mile segment. This confluence of roadways could support the development of a town center, or village core, at this location, which would complement the existing County government buildings and the elementary school already located here.

According to the Virginia Department of Transportation (VDOT), the average annual daily traffic (AADT) volume on Route 1 north of Hwy. 460 was 3,800 vehicles in 2009. South of the Rt. 1 and Hwy 460 intersection, the year 2009 AADT on Route 1 was 2,200 vehicles. The second-most traveled road in the area is Route 703, with a year 2009 AADT of 3,600 vehicles between Route 1 and the I-85 interchange. These volumes are consistent with the rural character of the surrounding area, and indicate that capacity-related traffic congestion is not a regular occurrence in this area. Placing higher-density and mixed-use development in this area is not likely to attract a significant number of trips from outside of the general Courthouse area. The commercial component of a mixed-use development in this area would primarily be served by the population

living within the residential component of the Courthouse area, as well as by the low density-populated surrounding rural area. Therefore, significant increases in traffic volumes on the existing roadway network, and the corresponding increases in delay and decline of levels of service, are not likely to occur with a mixed use development at this location.

There are currently no traffic signals located along any of the five key roadways in the Courthouse area; each of the major intersections along Route 1 has stop sign control for the minor street approaches. Each of the key roads consists of one lane per direction with narrow shoulders or no shoulders at all, except for Route 1 south of the Courthouse area, which is a four-lane divided roadway with no shoulders. The posted speed limits in the currently developed portion of the Courthouse area range from 25 to 35 mph. Outside the area, the posted speed limit along Route 1 is 55 mph, and the posted speed limit along Route 703 outside the area is 45 mph.

A major benefit of a mixed use development is the enhanced street connectivity within the development, usually consisting of some form of street grid to allow the dispersion of vehicle and non-motorized trips throughout the area. The existing roadway system in the Dinwiddie Courthouse area channels all of the traffic onto one ¾-mile segment of Route 1. A street grid supplementing this system would improve mobility in the area by providing options for motorists, and would distribute the additional vehicle trips generated by higher density

development, reducing the likelihood of traffic congestion. Depending on the volume of additional traffic generated by proposed mixed use development in this general area, a traffic signal may be warranted at one or two key intersections in the area. Future analysis of development will be necessary to determine the need for a signal at this location. One key goal of planning for a mixed use development is to reduce the speeds of vehicles traveling through the area to make the area more conducive for pedestrian and bicycle activity, which helps reduce traffic and increases foot traffic for local businesses. The current low posted speed limits on the local roads are compatible with the type of development and street network generally associated with a mixed use development. The proposed street system would also include sidewalks along every street, and possibly bicycle paths or shared-use paths along certain streets. These facilities for non-motorized modes of transportation would be a significant improvement over the limited or non-existent facilities present today. The increased pedestrian and bicycle connectivity provided by these facilities would also reduce the need for residents of the area to use their cars to patronize the local businesses or access the government offices in the area, further reducing the traffic impact of the higher density development.

The portions of the area that are not located adjacent to the nexus of roads currently meeting at Route 1 would require a simpler street network than the village core area described above, and would likely support lower density

development. However, by adequately connecting the streets in this area to a village core near Route 1, only limited connections would be needed to existing roads such as Route 647 and Route 627. This would reduce or eliminate the need for upgrades on those roads.

The southern portion of the urban/planned growth area also is along Interstate 85 and Route 1 near the Town of McKenney. Areas around the Town may be appropriate for mixed use development, but any such development would have to be coordinated with the Town of McKenney and its land use regulations.

Exhibit VI-3
 2035 MPO Long Range Transportation Plan
 Dinwiddie County

From	To	Distance	Description
Rt. 142 Simpson Rd	Petersburg City Limits	1.36 Mi.	Widen 2 to 4 Lanes
Rt. 226 Cox Rd.	Rt. 601 River Rd.	1.0 Mi.	Widen 2 to 4 Lanes
Rt. 670 Duncan Rd	Rt. 615 Blue Tartan Rd	0.16 Mi.	Connecting Roadway
Rt. 670 Duncan Rd	Elmwood Dr. Intersection	0.0 Mi.	Intersection Realignment
Rt. 708 Namozine Rd	Rt. 601 River Rd.	0.0 Mi.	Intersection Realignment

SOURCE: Crater Planning District Commission- Dinwiddie RSTP Projects

Exhibit VI-4

RTPID	NAME	Dist.	FROM	TO	TYPE	DEFICIENCY	SHORT TERM	COST EST.	MID TERM	COST EST.	LONG TERM	COST EST.	Rating
1	US 1 (Boydton Plank Rd)/VA 40 (Doyle Blvd)				Intersection	O and S	Stripe lane use arrows on US 1 approaches; redesign right turn channelization and install additional stop sign on eastbound approach of VA 40	\$ 395,000.00	Study installation of right turn lane on eastbound VA 40	\$ 25,000.00			13
2	US 1 (Boydton Plank Rd)/VA 627 (Courthouse Rd)				Intersection	O and S	Construct concrete central island for stop sign on VA 627 southbound approach; install advance intersection warning signs (W2 series) on US 1	\$ 285,000.00	Study installation of right turn lane on Courthouse Rd	\$ 25,000.00			18
3	US 1 (Boydton Plank Rd)/VA 619 (Courthouse Rd)				Intersection	Safety	Trim vegetation on north side on US 1 to improve sight distance; paint stop bar on VA 619 approach	\$ 125,000.00					14
4	VA 661 (Boisseau Rd)/VA 627 (Courthouse Rd)				Intersection	Safety	Additional stop sign on centerline for southbound Boisseau Rd; raised pedestrian warning for mid-block pedestrian crossing	\$ 60,000.00					13
5	VA 40 (Doyle Blvd)/VA 619 (Courthouse Rd)				Intersection	Safety	Install concrete islands on VA 619 centerline; install stop bar on northbound VA 619; trim vegetation on NW corner to improve sight distance	\$ 145,000.00	Enhance speed reduction measures on VA 40 including flashers	\$ 80,000.00			14
6	US 460 (New Cox Rd)/VA 627 (Courthouse Rd)				Intersection	Safety	Install one-way and do not enter signs on median and VA 627 approaches per MUTCD; stripe centerline and stop bars on US 460 storage space	\$ 165,000.00			Study safety issues on US 460 crossovers	\$ 25,000.00	11
7	VA 40 (Doyle Blvd)	0.52	VA 1009	US 1	Segment	Operation	Install right turn bay on eastbound VA 40 at US 1	\$ 230,000.00	Widen to 4 lanes	\$ 3,432,000.00			7
8	VA 613 (White Oak Rd)	2.45	VA 40	VA 639	Segment	Safety					Develop Class III bike route; replace bridge	\$ 1,647,250.00	7
9	VA 646 (Glebe Rd)	3.59	VA 613	VA 647	Segment	Safety					Reconstruct road to address geometric deficiencies (10' lanes) and replace bridge	\$ 10,902,500.00	7
10	US 1 (Boydton Plank Rd)	2.57	VA 657	VA 647	Segment	Safety	Install horizontal alignment (W1) signs at curves	\$ 125,000.00			Replace bridge over Stoney Creek and bridge over Little Cattail Creek	\$ 624,000.00	7
11	VA 703 (Carson Rd)	3.74	VA 667	I-95 Ramps	Segment	Safety					Replace bridge	\$ 312,000.00	8
12	VA 611 (Trinity Church Rd/Wilkinson Rd)	8.50	US 460	VA 627	Segment	Geometric					Reconstruct road to address geometric deficiencies (10' lanes)	\$ 25,075,000.00	8
13	VA 622 (Baltimore Rd)	3.46	VA 613	US 460	Segment	Geometric					Reconstruct road to address geometric deficiencies (12' lanes)	\$ 17,300,000.00	8
14	VA 613 (White Oak Rd)	8.24	VA 40 E	VA 646	Segment	Geometric					Reconstruct road to address geometric deficiencies (11' lanes)	\$ 32,754,000.00	9
15	VA 646 (Glebe Rd)	2.41	VA 647	US 1	Segment	Geometric					Reconstruct road to address geometric deficiencies (10' lanes)	\$ 7,109,500.00	12
16	VA 661 (Boisseau Rd)	2.42	VA 627	VA 613	Segment	Geometric					Reconstruct road to address geometric deficiencies (12' lanes)	\$ 12,100,000.00	16
17	VA 644 (Brills Rd/Depot Rd)	7.47	VA 40	VA 650	Segment	Geometric					Reconstruct road to address geometric deficiencies (12' lanes)	\$ 37,350,000.00	8
18	VA 626 (Flatfoot Rd)	4.51	VA 619	VA 609	Segment	Geometric					Reconstruct road to address geometric deficiencies (12' lanes)	\$ 22,550,000.00	10
19	VA 609 (Old Stage Rd)	1.16	VA 626	VA 682	Segment	Geometric					Reconstruct road to address geometric deficiencies (10' lanes)	\$ 3,422,000.00	9
20	VA 619 (Courthouse Rd)	4.72	VA 658	VA 40	Segment	Geometric					Reconstruct road to address geometric deficiencies (12' lanes)	\$ 23,600,000.00	15
21	VA 626 (Flatfoot Rd)	2.78	VA 665	VA 40	Segment	Geometric					Reconstruct road to address geometric deficiencies (10' lanes)	\$ 8,201,000.00	10
22	VA 670 (Duncan Rd/Old Stage Rd)	7.79	VA 613 S	VA 609	Segment	Geometric					Reconstruct road to address geometric deficiencies (11' lanes)	\$ 30,965,250.00	10
23	VA 613 (Dabney Mill Rd)	2.91	VA 1 S	VA 670 W	Segment	Geometric					Reconstruct road to address geometric deficiencies (12' lanes)	\$ 14,550,000.00	10
24	VA 627 (Courthouse Rd)	1.39	VA 611	VA 661	Segment	O and S	Install horizontal alignment (W1) signs, chevrons and shoulder rumble strips at appropriate locations	\$ 125,000.00			Widen to 4 lanes	\$ 51,414,000.00	10
25	VA 703 (Carson Rd)	2.05	US 1	VA 660	Segment	Safety	Install chevrons at horizontal curves; install stop ahead signs on I-85 off-ramps	\$ 250,000.00			Rural 2-lane 24' from I-85 to VA 660	\$ 10,250,000.00	10

Exhibit VI-5
 Secondary System
 Dinwiddie County
 6 Year Construction Program
 Estimated Allocations

Priority #	PPMS ID	Project #	Road Name	From	To	Length	Description	Ad Date	Estimated Cost Total
1	80993	600026268	FERNDALE ROAD	On Rte 226, 0.105 Mile West of Rte 600	On Rte 226, 0.041 Mile East of Rte 600	0.2 Mi.	Roundabout	12/9/2014	\$4,907,239
2	97761	666026583	BAUGH ROAD	0.13 Mi. E. Rte 626 (Flatfoot Rd)	Rte. 670 (Shady Lane)	1.1 Mi.	Resurfacing	6/25/2013	\$317,512
3	-14154	620026600	FOSTER ROAD	Rte 639	Rte. 642	1.2 Mi.	Resurfacing	3/1/2017	\$145,705
4	-14155	760026601	SUTHERLAND ROAD	Station Road	Dead End	0.4 Mi.	Resurfacing	3/1/2017	\$50,000
5	-14156	663026602	BAIN ROAD	Rte. 659 (Jones Rd)	Rte. 665 (Walkers Mill Rd)	1.8 Mi.	Resurfacing	3/1/2017	\$145,705
6	-14157	696026603	BOURBON CREEK ROAD	Rte. 687 (Cutbank Rd)	Dead End	1.0 Mi.	Resurfacing	3/1/2017	\$70,000
7	-14158	642026604	CONTINENTAL ROAD	0.80 Mi. Brills Rd	Rte. 644 (Brills Rd)	0.8 Mi.	Resurfacing	3/1/2017	\$94,706
8	100093	1204005	N/A	Various Location In County		N/A	Preliminary Engineering	N/A	\$250,000

SOURCE: Virginia Department of Transportation 2013

Chapter VII Community Facilities

Community facilities and services include those government and quasi-public improvements that serve the general public. Community facilities include buildings, land and improvements that provide utilities, solid waste disposal, recreation, and library services. Community facilities are among the basic necessities needed for the growth and development of Dinwiddie County.

A. Education

The public school system in Dinwiddie County has been and will continue to be one of the most important factors in providing services to the County residents. The schools and school sites provide multiple services in that they fulfill State mandated educational requirements, offer community education programs, encourage civic groups to use the facilities, and allow and assist public recreational programs.

There are a few schools in Dinwiddie County which are not governed by the public school system. Richard Bland College is located on the Dinwiddie-Prince George border. The college is a two-year branch of the College of William and Mary. Day and evening classes are offered in fields leading to an associate degree, continuing education and special hobbies / arts and crafts.

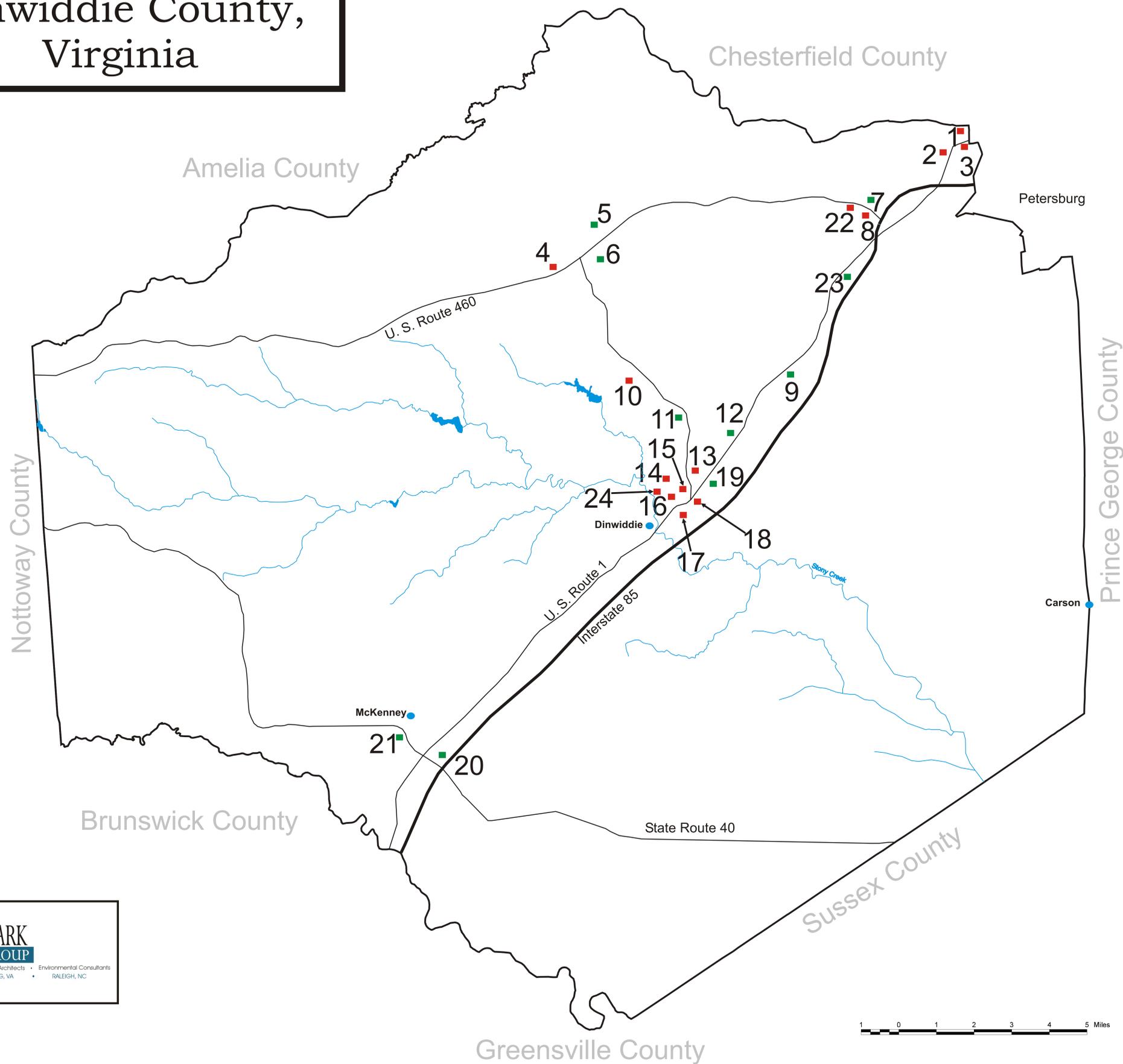
The Graceland Baptist School is located in the northeastern portion of the County along River Road (Route 601). The facility contains grades 1-12 on a site of approximately 31.6 acres.

Dinwiddie County currently maintains seven public school facilities; a high school, a middle school and five elementary schools. These schools are identified on Map VII-1 and a description of each school's general needs and 2006 student enrollment are provided in Exhibit VII-1.

Projecting school enrollment is necessary for the planning of new school facilities and the renovation of current facilities. Exhibit VII-2 presents the total school enrollment for Dinwiddie County for the 1999-00 and 2000-01 school years as well as projections for the years 2001-02 to 2003-04. As can be seen by these figures, total enrollment is expected to increase by approximately 10.7 percent over the next ten years. The County is currently accommodating for these increases. Options include renovation and additions to existing facilities and the possibility of a new elementary school facility.

Dinwiddie County, Virginia

Map VII-1
Dinwiddie County, Virginia
Community Facilities



Map Symbol Key

- Public Buildings
- Schools
- Roads
- County Boundary
- 🌊 Lakes
- 🌊 Rivers

Map Number Key

1. Southside Training Center
2. Virginia Dept. of Transportation
3. Central State Hospital
4. Camp 27
5. Midway Elementary
6. Northside Elementary (abandoned)
7. Rohoic Elementary
8. Dinwiddie County Airport
9. Southside Elementary
10. Landfill & Dog Pound
11. Dinwiddie High School
12. Dinwiddie Middle School
13. Forestry Department
14. County Administration, School Board
15. Health Department
16. Social Services
17. Jail
18. Farm Bureau
19. Dinwiddie Elementary
20. McKenney Elementary (Alternative Center)
21. Sunnyside Elementary
22. Dinwiddie County Water Authority
23. Eastside Enhancement Center
24. Courts Building

LANDMARK DESIGN GROUP
 Engineers • Planners • Surveyors • Landscape Architects • Environmental Consultants
 VIRGINIA BEACH, VA • WILLIAMSBURG, VA • RALEIGH, NC



Exhibit VII-1
Dinwiddie County, Virginia
Public School Facilities

<u>Facility</u>	<u>March 2006 Enrollment</u>	<u>Capacity</u>
Dinwiddie High School	1,447	1,200
Request for 3,700,000 to complete renovations, many areas of the building were not addressed during previous renovation. Examples of needs are Asbestos floor tile removal, Roof System replacement, remaining HVAC replacements, window and door replacements, and other needs identified by facility study. Also identified for up-grade are the field house, concession stands and restrooms, press box, field lights, and additional home side bleachers. The building needs are still relevant even though as of September 2008 this building will house 7th and 8th grades. The New High School is scheduled to open as of September 2008 with a capacity of 1,600.		
Dinwiddie Middle School	1,161	1,100
362 students currently housed in the annex. Request \$1,167,250 for main building and site. Request for \$1,252,375 for annex building. Need to add a cafeteria to main building. As of As of September 2008, the plan is to house the 6th grades in the main building. The remaining un-used area of the building is still to be determined, however may be used to consolidate Support Services or expand alternative education and GED programs. Pending growth may need to revert back to full middle school.		
Midway Elementary School	357	450
Request for \$3,200,000 to renovate the remaining area of the building not addressed in previous renovations, including site work and the gym building. Need to enlarge cafeteria and re-locate office.		
Rohoic Elementary School	484	308
Request for \$3,200,000 to renovate the building in order to operate as K-5. Currently there is a new 600 student elementary school under construction for the Rohoic district to open January 2008. Other considerations for existing Rohoic is to be used as a Pre-K facility. Due to population and growth of this area this school will need to become another K-5 in the near future.		
Dinwiddie Elementary School	392	600
Currently used as a K-5 facility. Building was renovated in 2001. However, there are still work needs, landscaping issues and parking lot improvements that need to be addressed.		
Southside Elementary School	373	450
Request \$7,800,000 for total renovations and additional space. Currently used as K-5 facility. Building has never been renovated. Examples of needs are upgrades, window and door replacement, roofing upgrades, kitchen upgrades, domestic water upgrades, address ADA issues, and space for special needs mandated by law.		
Sunnyside Elementary School	317	Current 324
Request for \$5,700,000 for renovation and additional space for this school. School built in 1980 has never been renovated. Examples of needs are HVAC upgrades, roofing upgrades, kitchen upgrades, domestic water upgrades, address ADA issues, and space for special needs mandated by law.		

SOURCE: Dinwiddie County Schools, March 2006

B. Safety Facilities

1. Fire Protection

Six volunteer fire companies provide fire protection to Dinwiddie County. Each fire company has a primary response area within a 5-mile radius as indicated on Map VII-2; however, the companies routinely respond to other areas to assist as necessary. The facilities and equipment for the companies are provided by the County.

Wildland fire protection and response are provided by the local office of the Virginia Department of Forestry in cooperation with the County's fire departments. A bulldozer is located at the area office on Courthouse Road just west of the Dinwiddie Courthouse area.

The leaders of the various fire and emergency service agencies have joined together to form the Dinwiddie County Fire and Rescue Association. The association strives to enhance the working relationship of the organizations to better serve the citizens and businesses of the County.

New fire stations may be needed to accommodate current and future growth. The following areas should be furthered studied for potential fire station sites: Sutherland, Darvills, and Vaughan Road.

2. Law Enforcement

Law enforcement is provided by the Dinwiddie County Sheriff's Office. The Sheriff's Office and jail is located on Sycamore Drive in the Dinwiddie Courthouse area. Basic law enforcement, administrative services, routine patrol, centralized enhanced 911 dispatching, investigations, maintenance of the jail, and security to the court system are provided by this office and civil process.

Currently, the Sheriff's Office has 67 employees. These include: 15 sworn corrections officers, five dispatchers, one drug enforcement officer, two civil processors, two school resource officers, two clerical, five courthouse security officers, one cook, and 32 other sworn law enforcement officers.

The jail capacity is 64 inmates. The average daily population is 130. In order to house the additional inmates the County has had to enter into contracts with other jurisdictions.

The Sherriff's Office and the County Administrator's Office have entered into discussions with other localities in reference to a regional facility being constructed. In addition, a satellite station in the northern part of the County should be considered.

The creation of a County Police Department should be studied as well as a necessary facilities to accommodate such a force.

Additional office space is needed for law enforcement, civil processors, magistrate and administrative staff of this office. The present office space was built in 1970 to accommodate nine employees. In 1993, an addition was added to provide some relief. Currently, 14 years later, the office is again at its limits and will require another addition or possible relocation of the facility.

The Virginia State Police assists with law enforcement, accident scene investigation, and enforcement of traffic laws. In addition, specialized assistance can be provided.

3. Emergency Medical Services

Emergency Medical Services (EMS) are provided by three separate agencies. The Dinwiddie Volunteer Rescue Squad maintains three transport ambulances. Dinwiddie Fire and Rescue Co. 4 maintains one transport ambulance. One professional transport ambulance at the advanced life support level is provided by Dinwiddie County EMS to supplement the volunteer corps.

The fire companies of the County provide first responder, quick response, EMS service. As shown on Map VII-2, they are located throughout the County and can often provide much quicker response to emergency scenes.

Training for the membership of the EMS agencies is conducted in accordance with standards established by the Virginia Department of Health and the Office of Emergency Medical Services.

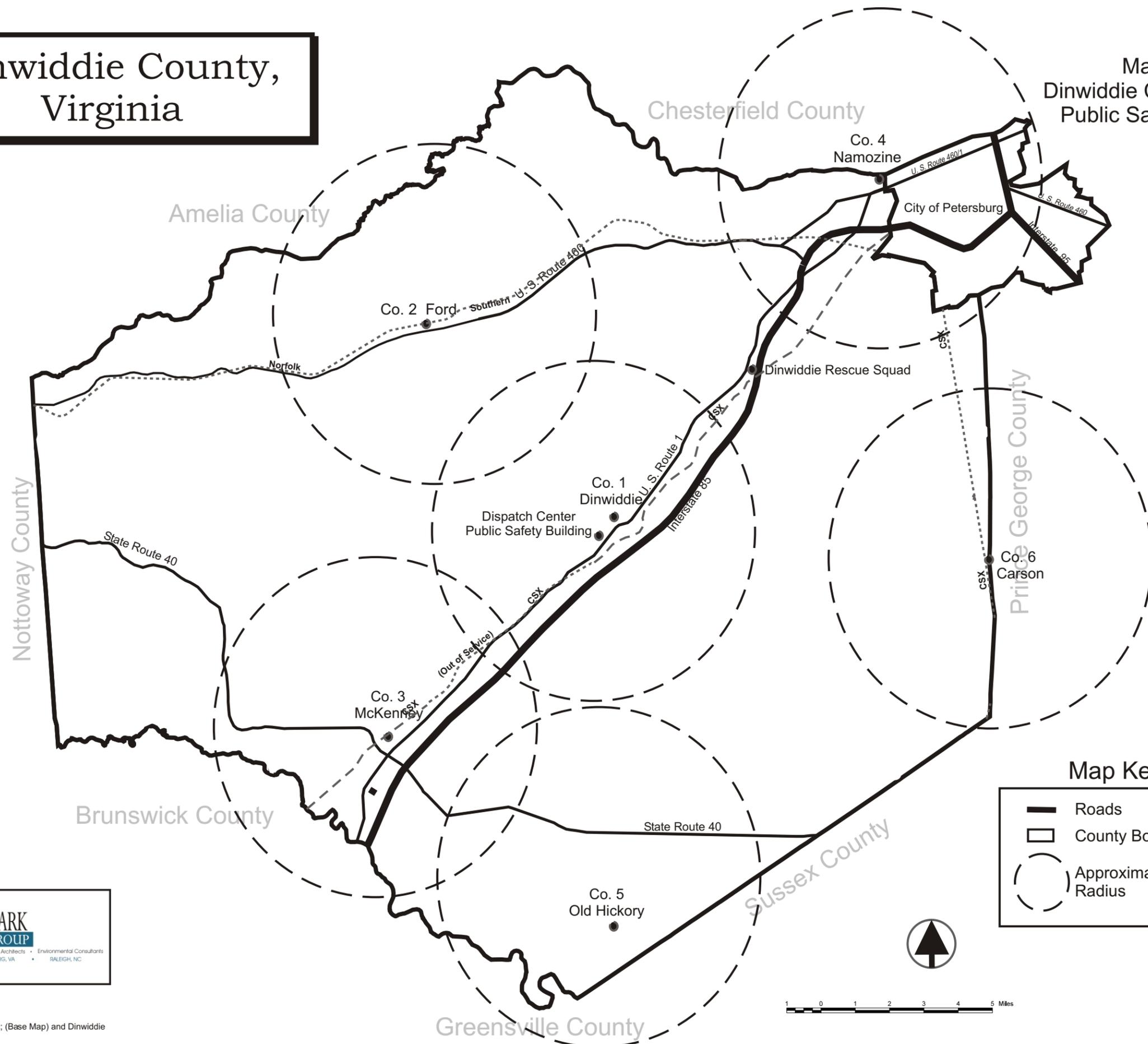
4. Public Safety/Emergency Services

The Dinwiddie County Office of Public Safety, located in the Pamplin Administration Building, houses the Office of Emergency Services and the Office of the Fire Marshal.

The Office of Emergency Services provides emergency planning and preparedness and coordination of all agencies in the event of a local declared emergency. This office maintains the Emergency Operations Plan and the Hazardous Materials Response Plan as required by State Federal law. Primary responsibility for coordination with the Virginia

Dinwiddie County, Virginia

Map VII-2
Dinwiddie County, Virginia
Public Safety Facilities



Map Key

- Roads
- County Boundary
- Approximate 5-Mile Radius



Sources: Virginia Department of Transportation; (Base Map) and Dinwiddie County Planning Department, 1995.

Department of Emergency Services rests with this department.

Assisting the Office of Public Safety is the Dinwiddie Local Emergency Planning Committee (LEPC). The LEPC is a committee consisting of the response agencies, businesses and community leaders.

C. Water and Sanitary Sewer Systems

The Dinwiddie County Water Authority (the Authority) was created by the Board of Supervisors of Dinwiddie County for the purpose of acquiring, financing, constructing, operating, and maintaining water and sewer systems, pipe lines and other facilities incidental thereto to furnish water service and sanitary sewer service for residential, commercial, and industrial uses in the County.

The Authority is specifically authorized to furnish water and sewer facilities in the northern part of the County. It may also furnish water and sewer facilities to supplement and complement these facilities where deemed appropriate.

The Authority is composed of a five member Board of Directors appointed by the County Board of Supervisors. In order to implement programs and carry out policies of the Board of Directors, the Authority employs a staff of fourteen (14) employees, headed by an executive director.

Initial construction of water and sewer lines began in 1977 and in 2006 the system has grown to include:

- 65 miles of water distribution lines
- 65 miles of sewer collection lines
- 22 sewer pump stations
- 278 fire hydrants
- 2 water pump stations
- 4 water storage tanks totaling 3.4 million gallons storage capacity
- 3 wastewater flow metering stations
- office, maintenance shop, storage yard
- .05M gallon per day Wastewater Treatment Plant located in the Courthouse area

Currently, the Authority is expanding the Courthouse Wastewater treatment plant from .05 million gallons per day (mgd) to .10 mgd. This expansion will be complete in late 2007 and provide additional wastewater capacity to the Dinwiddie Courthouse area.

The source of water for the Authority's principle service area, northern Dinwiddie County, is the Appomattox River Water Authority (ARWA) at Lake Chesdin. The County is a member of ARWA, but the Authority, being a creation of the County, cannot be a member. Therefore, the Authority must purchase all water from Dinwiddie County which purchases water from ARWA. Since Dinwiddie County is a member of ARWA, water is purchased at a favorable rate which is passed on to the Authority. It is understood that obtaining adequate supplies of water will not pose a problem in the foreseeable future.

Currently, sewage treatment and disposal for the Authority's principal service area is provided by County membership in the south Central Wastewater Authority located in

Petersburg, Virginia. Flow originating in northern Dinwiddie County is collected, metered and discharged through the Petersburg system at three (3) points adjacent to Central State Hospital on Rohoic Creek where it then flows to the regional plant for treatment and disposal. Contract capacity through the Petersburg system and at the regional plant is 2.3 million gallons per day. Currently, about 1.14 mgd of the allotted capacity are used. Future residential growth and economic development efforts in the County will quickly consume the remaining capacity. Planning for the expansion of the wastewater capacity will be the main issue facing the County in the near future.

The Authority also provides sewage treatment and disposal service in the Courthouse area of the County with a 50,000 gallon per day sewage treatment plant constructed in 1993.

Since the primary responsibility of the Authority is in the northern portion of the County, an office with adequate outside storage space is located in this area at 23008 Airpark Drive, Petersburg, Virginia 23803.

Maps VII-3 and VII-4 present current water and sewer service areas of the Authority.

The Town of McKenney operates a public water and sewer system within the Town limits. The system is completely controlled by the Town, not the Dinwiddie County Water Authority.

Future growth in the County around the Town will be dictated by the ability of the Town system to absorb the new growth.

The Authority has a development pays for development policy. In other words, the Authority's water and sewer system is extended by developers at developer's cost. The developers make business decisions to determine if and where they want to extend the water and sewer system.

D. Electric Power Services

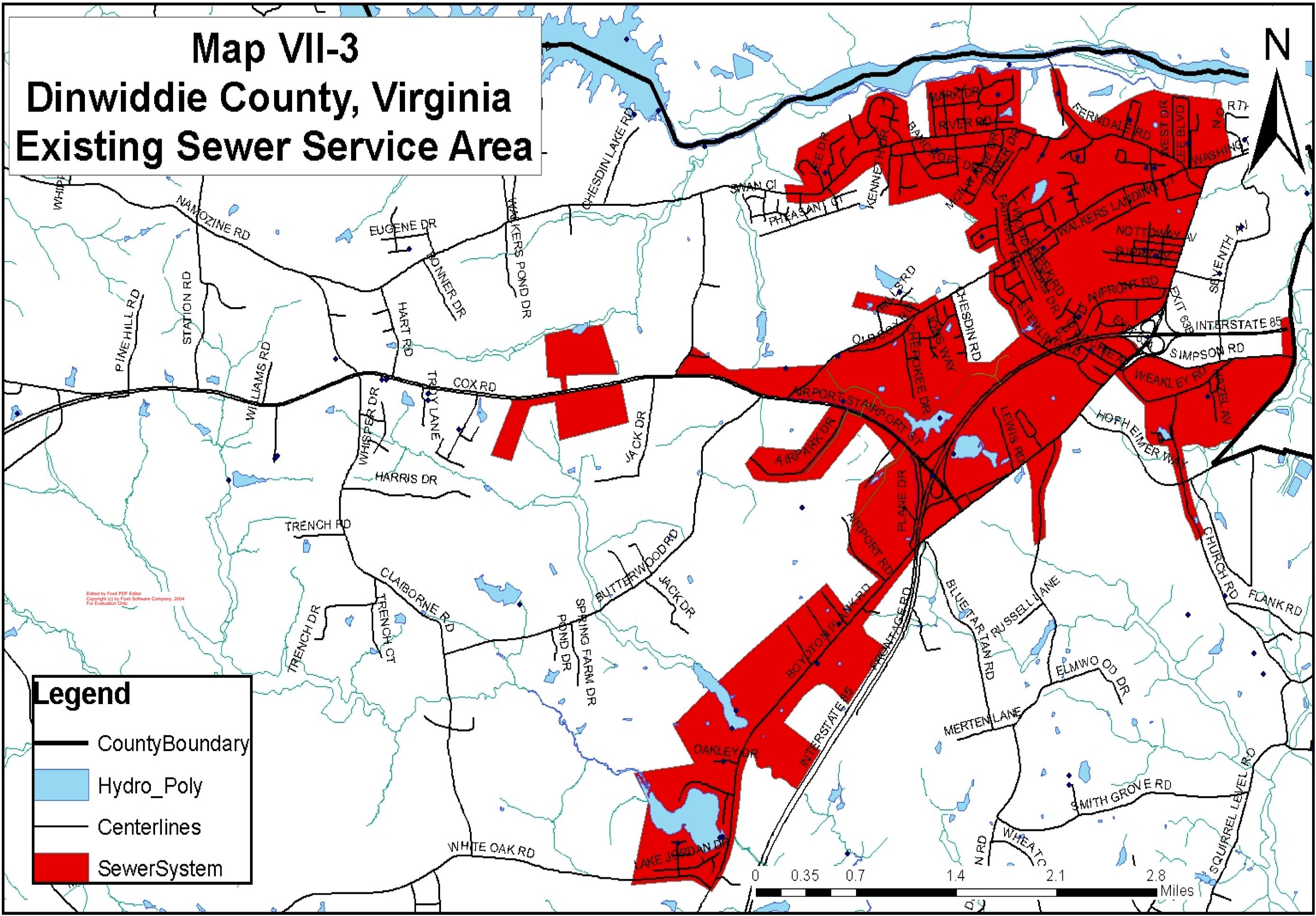
Two electric companies operate in Dinwiddie County; Virginia Power and Southside Electric Cooperative.

Virginia Power's main office is located in Petersburg. It has stations serving Dinwiddie County residents in the following areas:

- Petersburg - northern Dinwiddie County and west to Poole Siding
- Poole Siding (step down station) - Poole Siding area and west to Wilson
- Edge Hill Park - Central State Hospital only
- Dinwiddie - Dinwiddie Courthouse area
- McKenney - Town of McKenney
- Sapony Line - Area between Town of McKenney and Dinwiddie Courthouse
- Carson - Serves as a switching station only

The Southside Electric Cooperative, located in Crewe, serves those rural areas not served by Virginia Power. The cooperative purchases electricity from Virginia Power and sells it to cooperative members at cost. Southside is responsible for new construction and the maintenance / repair of its equipment and lines.

Map VII-3 Dinwiddie County, Virginia Existing Sewer Service Area

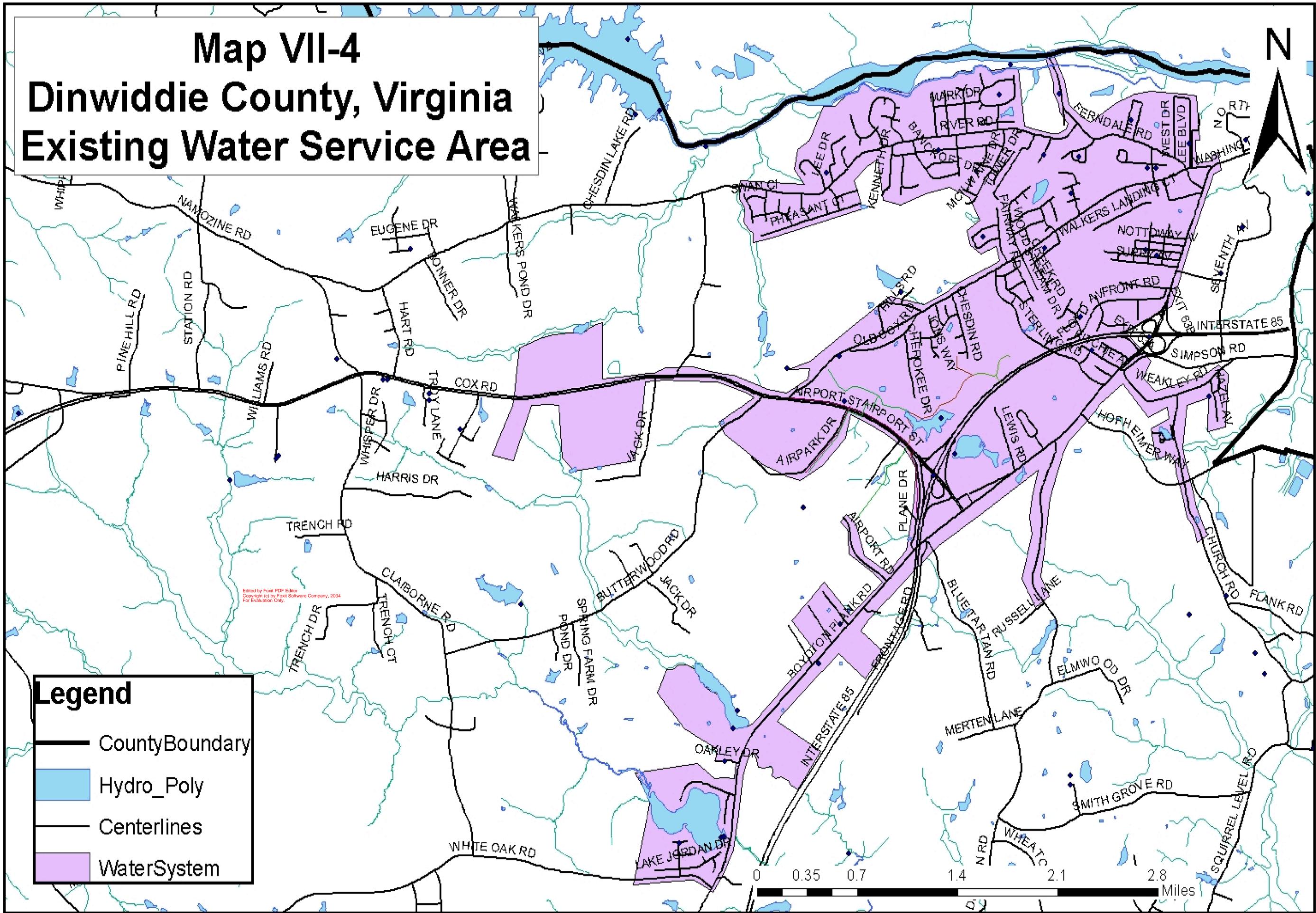


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Legend

-  CountyBoundary
-  Hydro_Poly
-  Centerlines
-  SewerSystem

Map VII-4 Dinwiddie County, Virginia Existing Water Service Area



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Legend

-  CountyBoundary
-  Hydro_Poly
-  Centerlines
-  WaterSystem

0 0.35 0.7 1.4 2.1 2.8 Miles

E. Telephone Service

Verizon provides telephone services to Dinwiddie County.

F. Public Facilities and Services

1. County Administration Building

The County Administration Building was completed in the Fall of 1977. The building contains approximately 24,000 square feet of which the ground floor has 8,000 square feet and the first floor has 16,000 square feet. The building was designed to meet the County's needs until the year 2000. There is a meeting room for 99 people and a staff lounge. The building can be expanded if the need should arise.

2. Social Services Building

The social services building was renovated in 1977 and houses 31 full time staff. The gross floor area is 7788 square feet and is currently at capacity with offices, a file room and a waiting room. There is no conference room or break room facilities for staff and storage needs must be met offsite. The current building is not in ADA compliant and renovation would require consideration of compliance with ADA and Fire standards. At present there is no back up system and generators would be needed to function with the barest of services.

3. Courthouse Complex

A new courthouse building was constructed in 1997. The courthouse complex is adjacent to the Administration Building.

All court-related functions operate within the Courthouse including probation and clerk, magistrates, Commonwealth Attorney and secretary, District Court Clerk and assistants, courtrooms, public waiting areas, law library, defense attorney/client rooms, judges' chambers, and rest rooms.

4. Farm Credit Mall

The Natural Resource Service and the Appomattox River Soil and Water Conservation District Commission (ARSWCD) occupy the building. It is situated across the street from the County Administration Building, is centrally located, and is sufficient for the present operation.

5. Appomattox Regional Library System

The Dinwiddie, McKenney, Carson, and Rohoic Libraries are all members of the Appomattox Regional Library System (ARLS), a regional system serving the citizens of Hopewell, Prince George, and Dinwiddie. Regional cooperation among the libraries ensures easy access of a variety of information to the citizens of the County. In addition to the libraries serving the citizens of Dinwiddie County, Book Mobile services are also available. A site has been selected in the courthouse area for a future library facility.

6. Solid Waste Transfer Station

The County terminated the landfill operation in 1994. At present, Dinwiddie County operates a collection system consisting of a transfer station and numerous container sites for residential refuse and recyclables strategically located throughout the County. The transfer station is located off Route 645 near Five Forks. All of the waste collected at the station is delivered to Atlantic Waste in Sussex County for disposal. In 1994, the County collected approximately 40 tons of solid waste per day.

A dog pound utilized by the County's dog warden is located at the old landfill site. The construction is of cinderblock and has eight dog runs enclosed in cyclone fencing.

The Sheriff's Department maintains a shooting range at the old landfill site.

7. Health Department

The Health Department building is easily accessible to Routes 1 and 627. Its current location in the Courthouse complex is ideal for serving area residents. The building was constructed in 1951 and renovations were completed in 1999. Lack of storage is a primary concern. The Health Department building is the oldest within the Crater Health District. A new roof will be required to address leakage.

8. Central State Hospital and Southside Training Center

These facilities are located in the northeastern portion of Dinwiddie County and serve as a boundary line between the County and the City of Petersburg. Combined, the facilities occupy approximately 219 acres. Central State Hospital employs approximately 1,275 people while the Southside Training Center employs just over 1,000 persons.

9. Dinwiddie County Airport

This facility enhances business and industry opportunities in Dinwiddie County and Petersburg, thereby helping to broaden the County's tax base and creating employment opportunities for County residents. The Airport Authority updated the Airport Master Plan in 1994. The airport is discussed in more detail in Chapter VI, Transportation.

10. Fort Pickett

This 45,000-acre military facility is located, in part, in the southwestern corner of Dinwiddie County. The Dinwiddie portion contains approximately 15,166 acres. Fort Pickett is one of the military bases targeted for closing in the late 1990's by the Department of Defense. The nature of the Dinwiddie portion of Fort Pickett is rural and currently only used for summer training exercises. Principal

assets of this facility include recreation, fishing, and hunting. Possible reuse of the Nottoway portion of Fort Pickett for industrial development may directly affect Dinwiddie County in the future.

11. Detention Center

The Crater Juvenile Detention Center is located in Prince George on U.S. Route 460 near the Petersburg Jail Farm. Seven political jurisdictions participate in the administration of the facility; the Counties of Dinwiddie, Prince George, Surry, and Sussex, and the Cities of Petersburg, Hopewell, and Emporia. While the participants are assured of access to the facility's services, the services are offered on a per diem basis to any other jurisdiction in the event of vacancies.

There are 22 living quarters contained in the building. Also accommodated are office space, storage, dining and kitchen facilities, a central activity room, two lounges, rest rooms, and a large fenced-in recreation area.

12. Information Technology

Two onsite personnel provides technical support for approximately 170 units to Courts Building, Sheriff's Office, Public Safety, Pamplin Building, Dump, Eastside, and CSA Dept. Primary role of IT has been set-up, maintenance, emergencies,

and new projects. Website functions and management have to be outsourced. Recently a "Help Desk" has been offered to offices in the Pamplin Building for technical support. The current email system is outsourced to VITA with no local server. Some IT services are shared with the School Board server, such as the BAI financial package which is also used by the Treasurer's Office and Commissioner of the Revenue.

G. Town of McKenney

McKenney is the only incorporated town found in Dinwiddie County. It has a 2000 population of 441. Schools, industry, business, and residential uses are found in the community. It is served by a public water and sewer system which could be extended into the County. There is easy access to Interstate 85 as well as Routes 1 and 40 which intersect in the middle of the Town.

Chapter VIII Recreation

Dinwiddie County's predominantly rural landmass lends itself naturally to provide the passive outdoor recreation enthusiast an abundance of opportunities. Its scores of timberland, agricultural open-land, and numerous ponds, lakes, streams, and rivers provide ample habitat to facilitate hunting and fishing. The Appomattox River's Class I – Class IV rapids to the Nottoway River's calm flow offers the canoeist and kayaker a choice in adrenaline flowing adventure or a day in serenity. On the open land, horses are found dotted all along the scenic back roads of the County. The back roads themselves provide wonderment from the cyclist getting a scenic, high mileage route to the Sunday driver sightseeing the hallowed civil war battlefields or exploring the many historic homes dotting the County.

A. Public Recreation Facilities

While there is an abundance of acreage dedicated as public recreation and open space, a significant amount has limited accessibility. Recreation facilities, indoors and outdoors, that are available are primarily found at, or adjacent to, public schools. The various facilities and locations are shown on Map VIII-1 and listed on Exhibit VIII-1. The growing interest, participation, and demands by citizens continue to show that expanding / diversified recreation programs and facilities to carry out these programs are needed.

- 1) County-owned facilities that are used for recreation include all schools, especially the gyms and auditoriums. Outdoors, significantly more use is put on the Dinwiddie Middle School and Dinwiddie High School. At the middle school, physical education classes dominate the day hours and recreation youth and adult softball leagues occupy the evenings and weekends during the fall and spring. At the high school, 32 acres were designated as a countywide recreational facility. Tennis courts, a track, practice field(s), a lighted slow-pitch softball field, and lighted baseball field are utilized. This site has potential for additional recreation amenities.

Additional County facilities include the (17,000 sq. ft.) Eastside Community Enhancement Center, partially renovated in 2001. Sitting idle for 15+ years, this old school has been rejuvenated to provide an enhanced, more diversified recreation program. Specifically designed to be multi-functional, the Center has a youth room, senior citizens room, and a general classroom that will double as meeting and leisure education space in the evening; a 1,400 sq. ft. conference / meeting room with kitchenette; a 2,400 sq. ft. multi-purpose room for banquets, special functions and fitness programs; and a fully-equipped kitchen to serve the users and planned outdoor recreation activities. The Parks and Recreation Department office is

located here as well as the Rohoic Branch of the Appomattox Regional Library System. Included at this facility are soccer fields for scheduled leagues and open fields for general use and special events.

- 2) The National Park Service and several non-profit organizations own properties associated with the Civil War. While these organizations do not allow metal detection enthusiasts to dig, they do provide historical interpretation and educational opportunities. Not associated with the war, these areas are home to an abundance of wildlife, both flora and fauna.
- 3) Off of Ferndale Road (Rt. 600) and just prior to crossing into Matoaca is the Appomattox Riverside Park. The park is owned by the City of Petersburg, operated by the Department of Leisure Services and maintained by the Department of Public Works. It consists of picnic, hiking, and other passive recreation within its approximate 137 acres.

B. Private Recreation and Open Space

Private recreational facilities and open space are listed in Exhibit VIII-2 and shown on Map VIII-1. While these facilities are numerous, they are selective in their activities and clientele. A fee may be attached to activities utilizing these facilities thus precluding certain economic groups from participating in these activities.

Private recreation programs do provide some recreational opportunities not offered by the County. The Dinwiddie Youth Association and Dixie Youth Baseball are two private organizations which provide such opportunities to the County.

The County recognizes that private facilities and programs are necessary and desirable. It is not the intention of Dinwiddie County to compete with the private sector, but to complement and supplement those activities desired by the community.

Most of the open space land in Dinwiddie County is under the ownership of large corporations. There are several other companies within the County which have smaller land holdings. Additionally, many private landowners have land in timber production. It is estimated that over 240,000 acres of land are in some sort of timber production. This figure represents approximately 76 percent of the entire land area in Dinwiddie County.

The timber land is not only important to the County's economy, but serves as an open space / recreation area. Hunting and fishing are favorite sports of local residents as well as hiking, camping, and horseback riding. Timberland also provides a buffer zone between urbanized and rural areas.

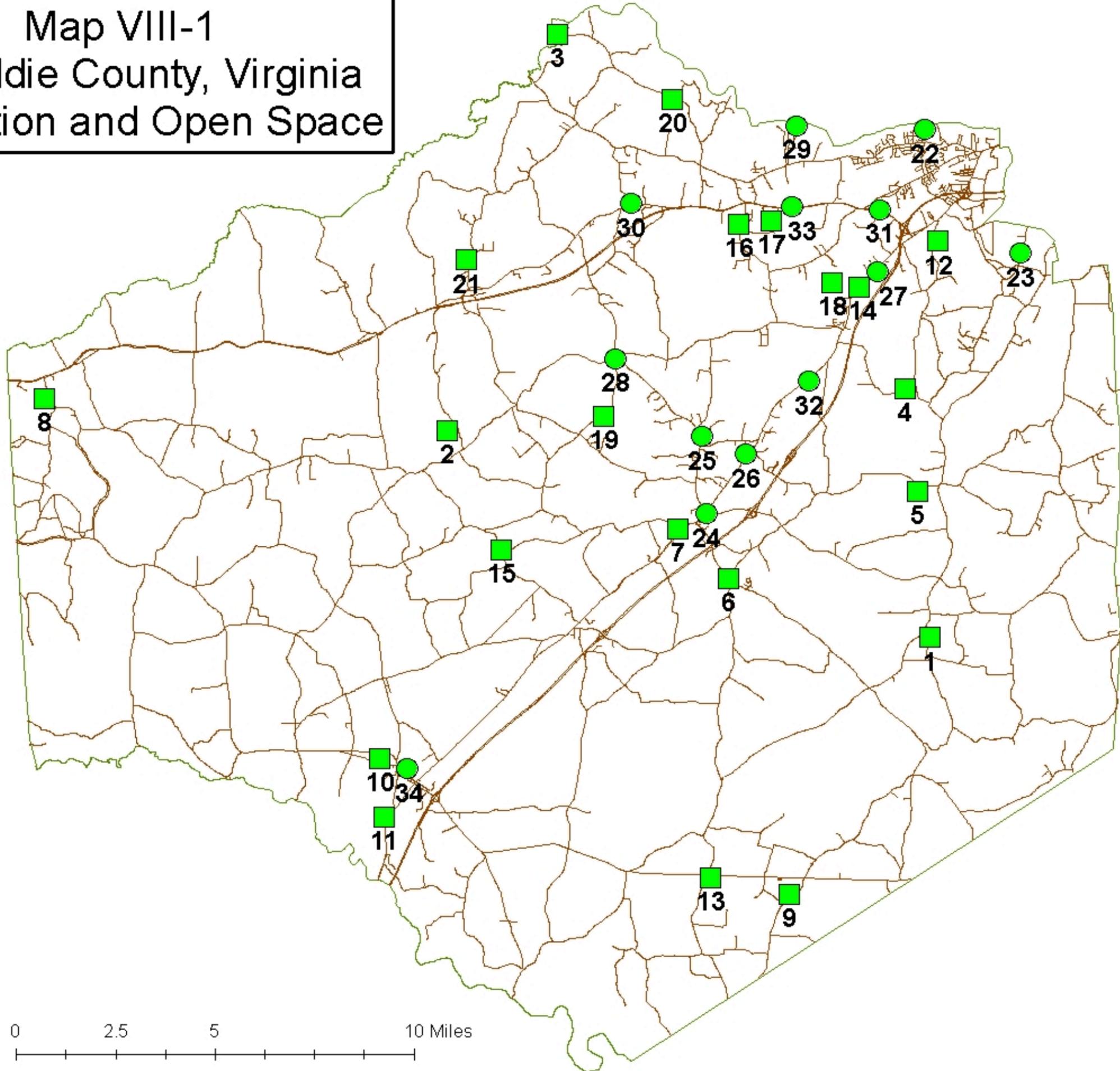
C. Five Forks Tail Plan

Referred to as the "Waterloo of the Confederacy" in later years, the capture

Map VIII-1 Dinwiddie County, Virginia Recreation and Open Space

Legend

- Public Recreation and Open Space
- Private/Semi-Private Recreation
- Centerlines
- CountyBoundary



■ Private/Semi-Private Recreation and Open Space

Bethel Red Sox Baseball Field	1
Colemna's Lake	2
Cozy Cove Marina and Campground	3
DC Giants Baseball Field	4
Dinwiddie Oriole's Baseball Field	5
Dinwiddie Ruritan Club	6
Dinwiddie Swim Club	7
Fort Pickett Recreational Areas	8
Masontown Expos Baseball Field	9
McKenney Ruritan Community Building	10
Morris Elder Bal Park	11
Pamplin Park	12
Patterson's Mill	13
Picture Lake Campground	14
Rocy Run Ball Park	15
Sutherland Ruritan Ball Fields	16
Sutherland Swim Club	17
Virginia Motorsports Park	18
Whealers Pond	19
Whippnock Marina	20
Wilson-Hebron-Ford Ruritan Rec. Center	21

● Public Recreation and Open Space

Appomattox Riverside Park	22
Battlefield Natinal Road	23
Dinwiddie Elementary School	24
Dinwiddie High School	25
Dinwiddie Middle School	26
Eastside Community Enhancement Center	27
Five Forks Park	28
Lake Chesdin Boat Ramp	29
Midway Elementary School	30
Rohoic Elementary	31
Southside Elementary School	32
Sports Complex (Rt. 460)	33
Sunnyside Elementary School	34



Exhibit VIII-1
 Dinwiddie County, Virginia
 Private/Semi Private Recreation and Open Space

Map ID #	Site or Facility	Acreage	Activities
1	Bethel Red Sox Baseball Field		Ball Field
2	Coleman's Lake	100	Fishing
3	Cozy Cove Marina and Campground	15.1	Fee Ramp, Swimming
4	DC Giants Baseball Field		Ball Field
5	Dinwiddie Oriole's Baseball Field		Ball Field
6	Dinwiddie Ruritan Club	9	General Recreation
7	Dinwiddie Swim Club	1	Swimming
8	Fort Pickett Recreational Areas	50	General Recreation, Fishing
9	Masontown Expos Baseball Field	8	Ball Field
10	McKenney Ruritan Commun. Bldg.	1.2	Dances, Basketball
11	Morris Elder Ball Park	8.2	Ball Field (Lighted)
12	Pamplin Park		Civil War Site, Park, Hiking
13	Patterson's Mill		Soccer Field
14	Picture Lake Campground	63	Fee Camping, Swimming
15	Rocky Run Ball Park	10	Ball Field
16	Sutherland Ruritan Ball Fields		Ball Fields (Lighted)
17	Sutherland Swim Club	2	Swimming, Tennis
18	Virginia Motorsports Park		Racetrack
19	Wheeler's Pond	150	Fee Fishing
20	Whippemock Marina	10	Fee Ramp, Swimming, Camping, Gen. Rec.
21	Wilson-Hebron-Ford Ruritan	10	Ball Field (Lighted)

Exhibit VIII-1

Dinwiddie County, Virginia

Public Recreation and Open Space

Map ID #	Site or Facility	Acreage	Activities
22	Appomattox Riverside Park	137	General Recreation, Hiking, Boating
23	Battlefield National Road		Bikeway, Walking
24	Dinwiddie Elementary School	16	Baseball Field, Gym, Tot Lot
25	Dinwiddie High School	96.3	Basketball, Tennis, Gym, Football, Ball Fields(Lighted), Ropes & Initiatives Course, Track
26	Dinwiddie Middle School	41.7	Gyms, Basketball, Lighted Softball, Concessions
27	Eastside Community Enhancement	15.1	Soccer, Tot Lot, Picnic Area/Shelter, Rec. Center, Multi-Purpose Room, Library
28	Five Forks Park		Civil War Battlefield, Hiking Trails
29	Lake Chesdin Boat Ramp	2	Boat Ramp, Fishing
30	Midway Elementary School	13	Basketballs, Tot Lot, Gym, Outdoor Basketball
31	Rohoic Elementary School	14	Indoor Basketballs, Tot Lot, Gym, Practice Field
32	Southside Elementary School	23.7	Tot Lot, Gym, Basketball Indoor
33	Sports Complex (Rt. 460)		Baseball Fields
34	Sunnyside Elementary School	17.4	Basketball, Tot Lot

of Five Forks by the Union army allowed Gen. Ulysses S. Grant to make a general assault the next morning on Confederate lines defending Petersburg. Lee's last supply line was cut at Sutherland Station and evacuation of both Richmond and Petersburg began. Seven days later (April 9 1865), Lee surrendered his army. Map V11-2 shows the Five Forks Trail system.

D. Historical Landmarks

Dinwiddie County contains many historical buildings. These buildings are identified on Map VIII-3 and Exhibit VIII-3. The year of construction and architecture were used as the primary considerations to determine the historical significance of the structures. The year of construction is established by the oldest part of the building. In most cases, the date of construction was established through a deed search; however, in some cases, the architectural style was used to establish the approximate construction date. In all cases, the buildings predate the Civil War.

A Civil War Park, Pamplin Historical Park & The National Museum of the Civil War Soldier, has gained a national reputation for excellence and has won both national and international awards. The park consists of 422 acres and features world-class museums and exhibits, a historic Civil War battlefield, three antebellum plantation homes, a field fortifications exhibit, a slave life interpretive venue, living history demonstrations, and educational programs. Two of the Park's historic homes were used as military headquarters during the Civil War.

Lt. Gen. Ulysses S. Grant used the Banks House as his headquarters on April 2 and 3, 1865. Confederate general Samuel McGowan occupied Tudor Hall from October 1864 to March 1865. The entire park was developed by a private, non-profit foundation and is located on Boydton Plank Road (U.S. Highway 1). Future expansion of the park's facilities are planned into the year 2011. Civil War sites are shown on Map VIII-4.

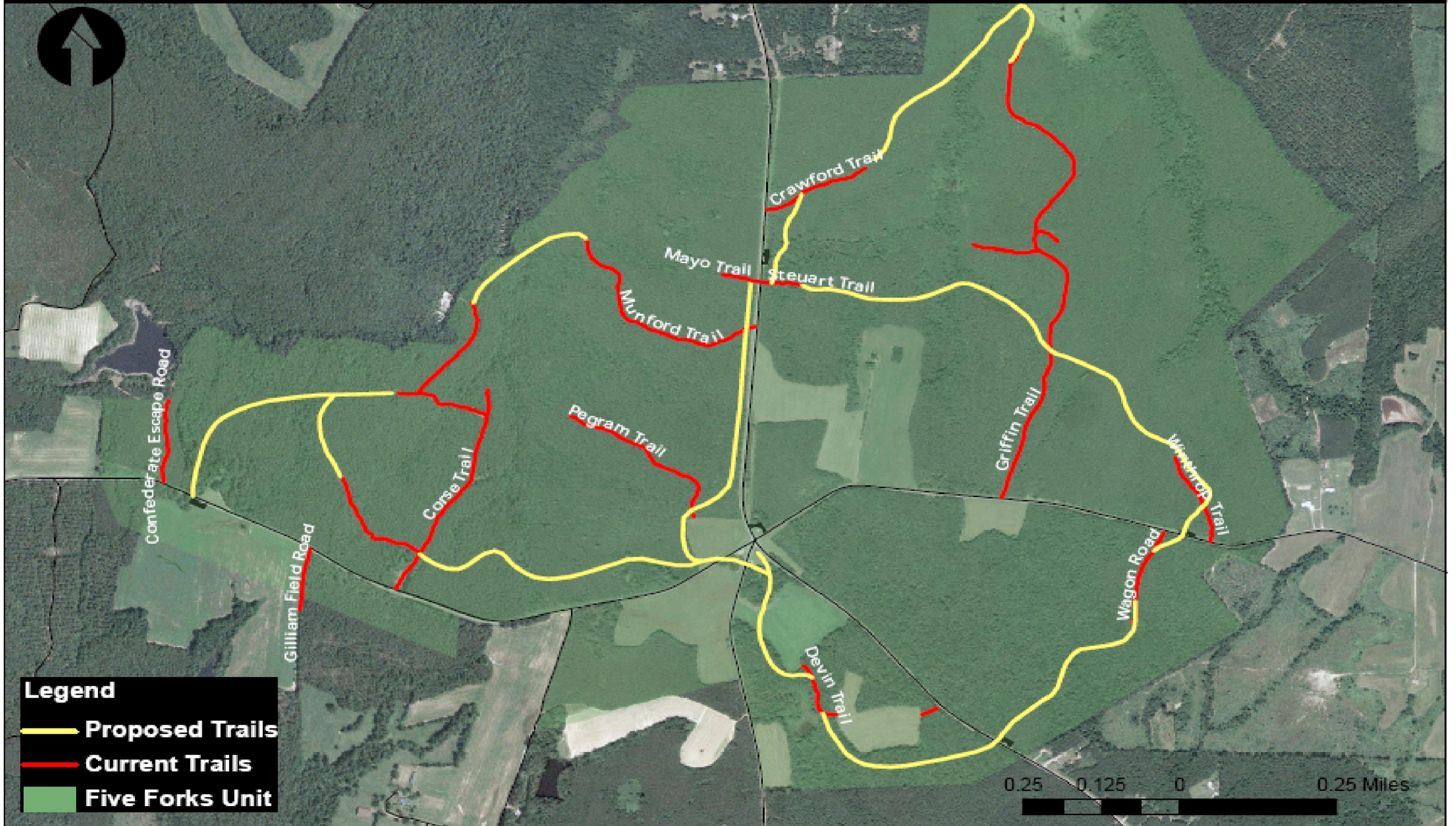
Special attention is directed to those structures and sites which the National Register of Historic Places (NRHP) and/or Virginia Landmarks Register (VLR), have noted as historic places in Dinwiddie County.

In October 2001, the Board of Supervisors endorsed the National Park Service's (NPS) application for \$1.88 million of TEA21 funding to construct and provide access to a visitor-use facility at the under-developed Five Forks Unit of Petersburg National Battlefield. The project will provide visitor services, access to the site and establish a central hub for park operations of all outlying sites within Dinwiddie County. Work to be performed will include the planning, design, site development, and the construction of utilities, roads, parking, trails, signage, interpretive and audio / visual space, and public restrooms. Included with this project is the demolition of three non-historic structures, site restoration, landscaping and the rehabilitation of sub-standard interpretive waysides on adjacent County roads. In addition, the Board endorsed the NPS's concept of a general management plan for the Petersburg National Battlefield. When developed, the management plan would



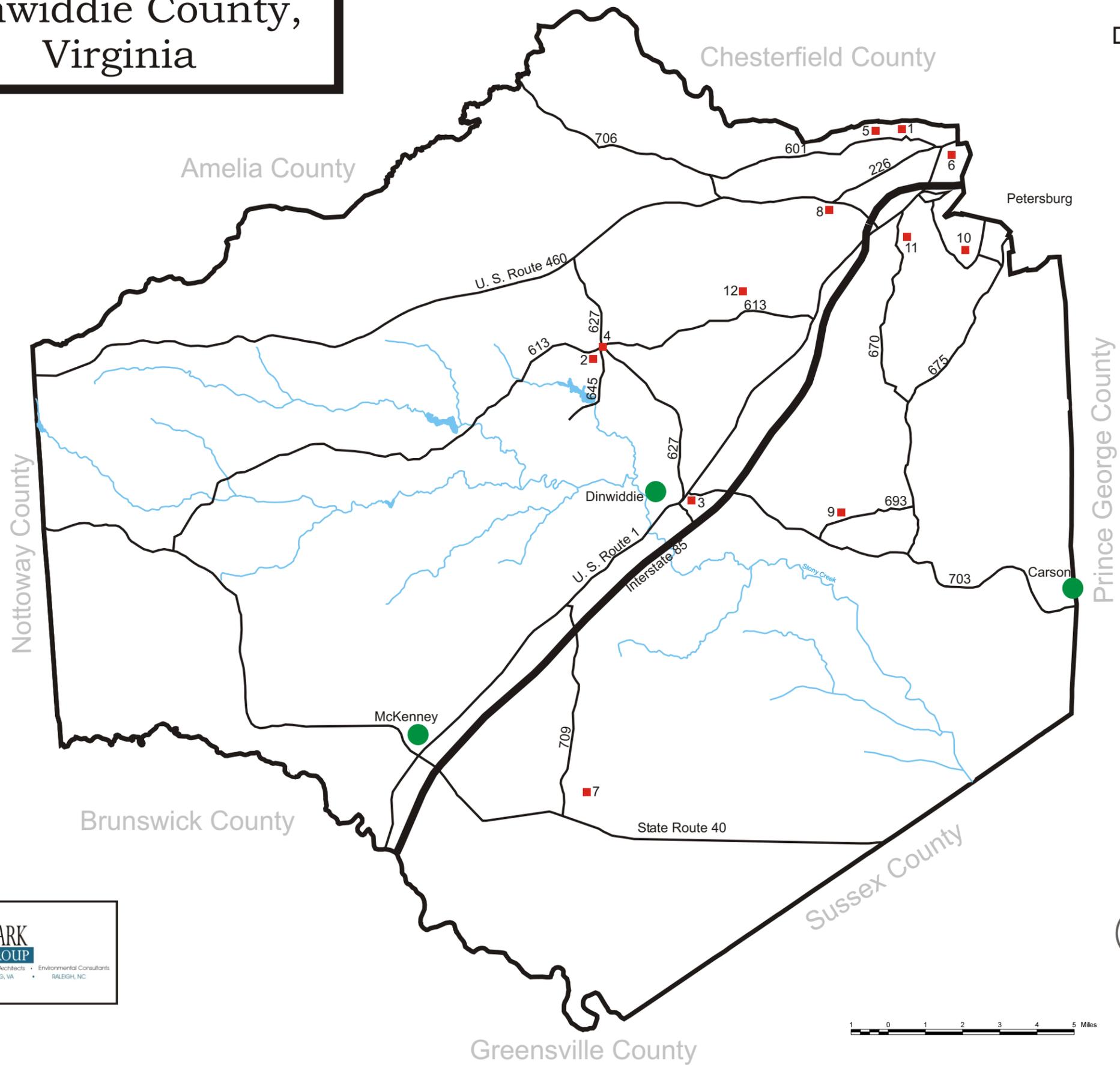
National Park Service
U.S. Department of the Interior
Petersburg National Battlefield

Five Forks Unit
Existing/Proposed Trails



Dinwiddie County, Virginia

Map VIII-3 Dinwiddie County, Virginia Historical Landmarks



Map Key

- Roads
- County Boundary

Map ID Key

- 1 Burlington
- 2 Burnt Quarter
- 3 Dinwiddie County Courthouse
- 4 Five Forks Battlefield
- 5 Mansfield
- 6 Mayfield
- 7 Sapony Church
- 8 Wales
- 9 Williamson Site
- 10 Petersburg National Battlefield
- 11 Pamplin Civil War Site
- 12 White Oak Engagement Park

LANDMARK DESIGN GROUP
 Engineers • Planners • Surveyors • Landscape Architects • Environmental Consultants
 VIRGINIA BEACH, VA • WILLIAMSBURG, VA • RALEIGH, NC



Base Map Source: Virginia Department of Transportation, Dinwiddie County Planning Department, 1995 and Virginia Historical Landmarks Commission, 1978.

Exhibit VIII-3
 Dinwiddie County, Virginia
 Historical Landmarks

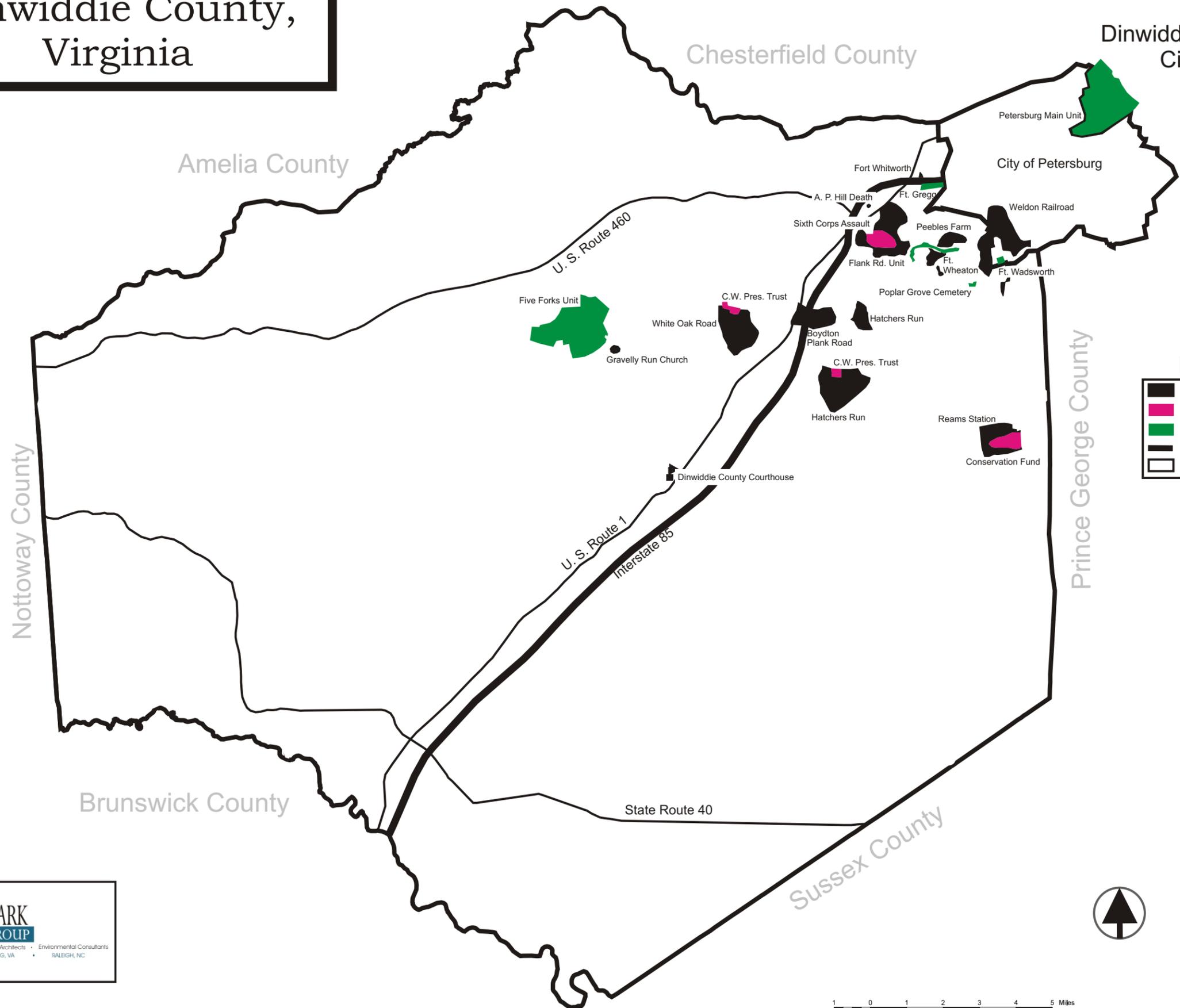
<u>Site or Structure</u>	<u>Construction Date</u>	<u>Description</u>	<u>Listings*</u>
1 Burlington	1730-1740	pre-Revolutionary house	VLR, NRHP
2 Burnt Quarter	third quarter 13th century	one of the most prominent Colonial plantation dwellings in southside VA	VLR, NRHP
3 Dinwiddie County Courthouse	1851	Greek Revival style courthouse has housed County's gov't and courts since 1851	VLR, NRHP
4 Five Forks Battlefield	Civil War	site of decisive battle leading to the end of the Civil War	VLR, NRHP
5 Mansfield	approximately 1757	temporary home of Roger Atkinson	VLR, NRHP
6 Mayfield	mid-18th century	oldest brick house in Dinwiddie County	VLR, NRHP
7 Sapony Church	1728	after division of Bristol Parish in 1746, served as 1 of the parish churches of Bath Parish	VLR, NRHP
8 Wales		used as Civil War headquarters	VLR, NRHP
9 Williamson Site	approximately 9,000 B.C.	one of only 4 Paleo Indian quarry workshops in the Eastern U.S.	VLR, NRHP
10 Petersburg National Battlefield	Civil War	site of the longest siege any American city has ever endured	NRHP
11 Pamplin Civil War Site	Civil War	Site of April 2, 1865 battle and Tudor Hall was used as Civil War headquarters	
12 White Oak Engagement Park			

* VLR - Virginia Landmarks Register; NRHP - National Register of Historic Places.

SOURCE: Virginia Department of Historical Resources, March 1995.
 Dinwiddie County Planning Department, May 1995.

Dinwiddie County, Virginia

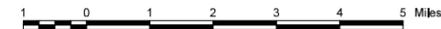
Map VIII-4
Dinwiddie County, Virginia
Civil War Sites

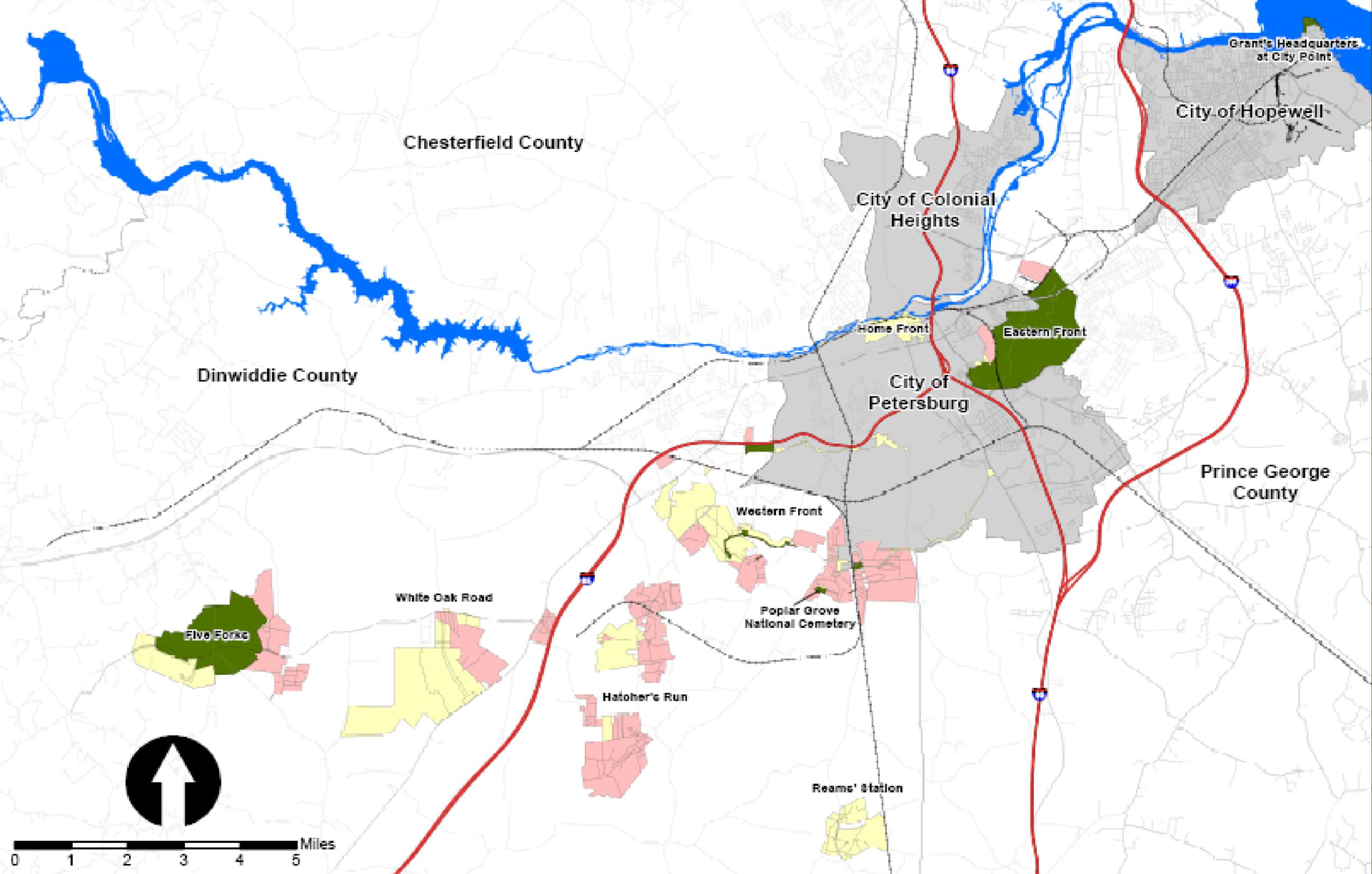


Map Key

- Privately Owned
- NGO Owned
- NPS Owned
- Primary Roads
- County Boundary

LANDMARK DESIGN GROUP
 Engineers • Planners • Surveyors • Landscape Architects • Environmental Consultants
 VIRGINIA BEACH, VA • WILLIAMSBURG, VA • RALEIGH, NC





Preferred Alternative Lands

- Protected
- Not Protected
- NRS Property - Protected

Political Boundaries

- City
- County

Roads

- Primary Roads
- Secondary Roads
- Minor Roads
- Interstates



Map produced by PETE GIS
Last updated: February 28, 2007



assist in planning for maintenance, preservation, and improvements at core areas of historic sites and battlefields called epicenters. Exhibit VIII-4 on page VIII-11 displays the NPS’s draft planning document for the general management plan.

Some of Dinwiddie County’s most important yet passive recreational opportunities are closely tied to its abundant cultural and historical assets. Recent initiatives and proposals are aimed toward enhancing the experience of the visitor to the County as well as reacquainting the citizenry with the treasures of Dinwiddie County and its place in our nation’s history.

One such initiative is “Trekkling Dinwiddie.” The purpose of the initiative is to use a greenway trail system to educate visitors and citizens alike, link communities in the County, boost the local economy, provide a source of fitness and recreational activity, and build civic pride. Trail maps are available from the County Parks and Recreation Department. See Exhibit VIII-5.

Dinwiddie County endorses efforts to explore the concept of developing a Dinwiddie County Battlefield Trails Plan. The concept for a proposed trail system focuses on developing a regional network

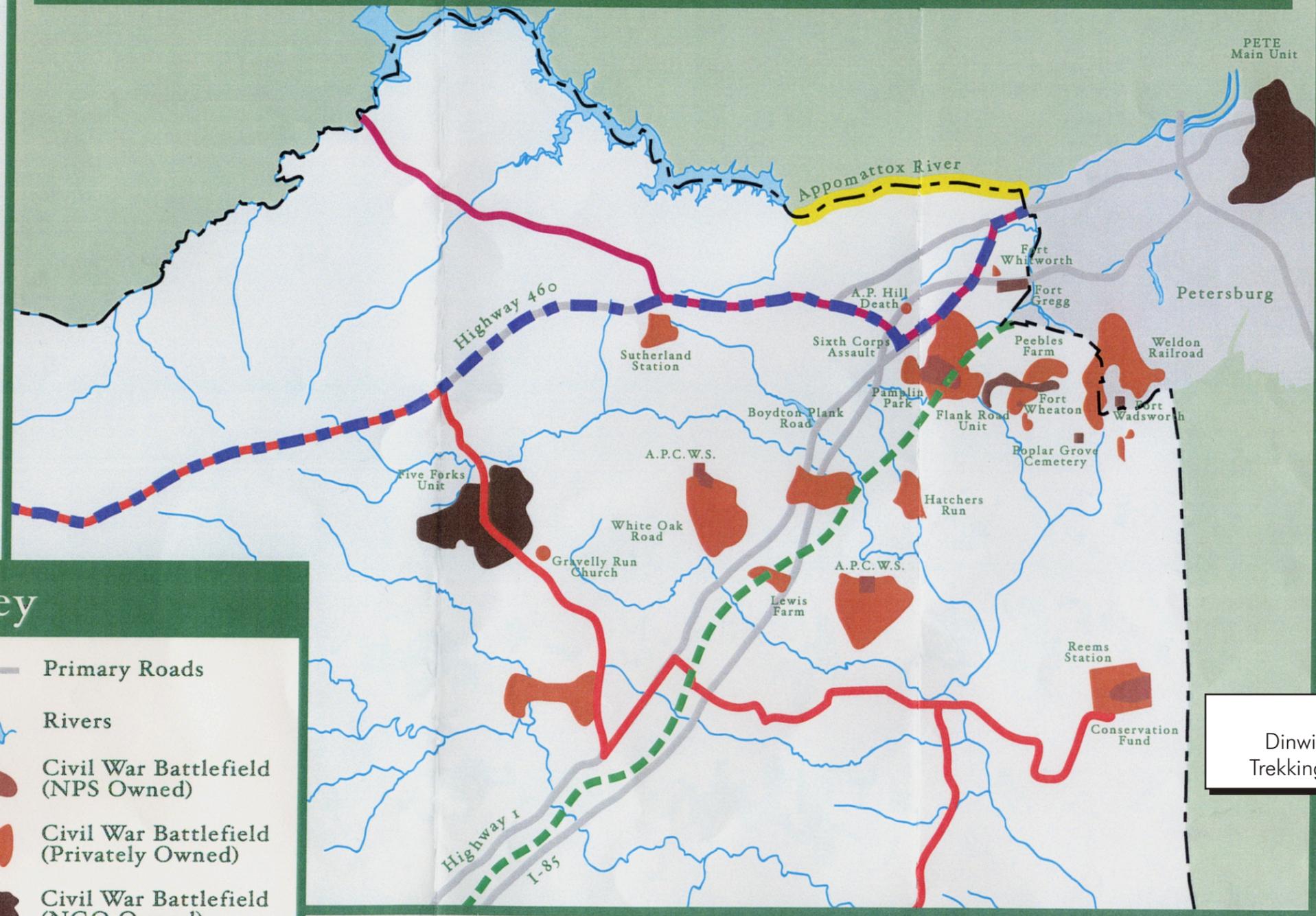
linking Dinwiddie battlefield sites, schools, and facilities with extensions to the Appomattox River and neighboring localities. The foundation for this system currently exists by utilizing inactive railroad rights-of-way, utility corridors, and roads that could total approximately 100 miles. Multiple trails for walking, biking, and equestrian use could be developed with numerous trailheads. These trails could connect regional destinations such as Appomattox Riverside Park, Lake Chesdin, Petersburg National Battlefield, and Pamplin Historical Park with communities such as DeWitt, Carson, Sutherland, and Dinwiddie.

The proposed battlefield trails network would link sites identified by the Civil War Sites Advisory Commission as significant to the Petersburg Campaign. These battlefield areas include: Boydton Plank Road, Five Forks, Globe Tavern, Hatchers Run, Lewis Farm, Peebles Farm, Petersburg Breakthrough, Reams Station, Sutherland Station, and White Oak Road. Four of these areas currently have some measure of resource protection and public access. As part of the next trail planning phase, more detailed routes would be identified and considered for connections to these sites. Exhibit VIII-6 on page VIII-14 shows the trail system concept.

Trekking Dinwiddie

Benefits of a Greenway Trail System...

- Education
- Links Communities
- Health Fitness & Recreation
- Boosts Local Economies
- Builds Civic Pride



Map Key

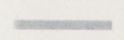
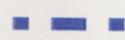
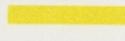
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|---|--|---|---|
|  | Lee's Retreat Driving Tour |  | Primary Roads |
|  | Civil Rights in Education Driving Tour |  | Rivers |
|  | Wilson-Kautz Driving Tour |  | Civil War Battlefield (NPS Owned) |
|  | Appomattox River Corridor (Proposed) |  | Civil War Battlefield (Privately Owned) |
|  | Inactive Railroad |  | Civil War Battlefield (NGO Owned) |

Exhibit VIII-5
Dinwiddie County, Virginia
Trekking Dinwiddie Trails Map

Design provided by Terrapin Studios.
www.terrapinstudios.com



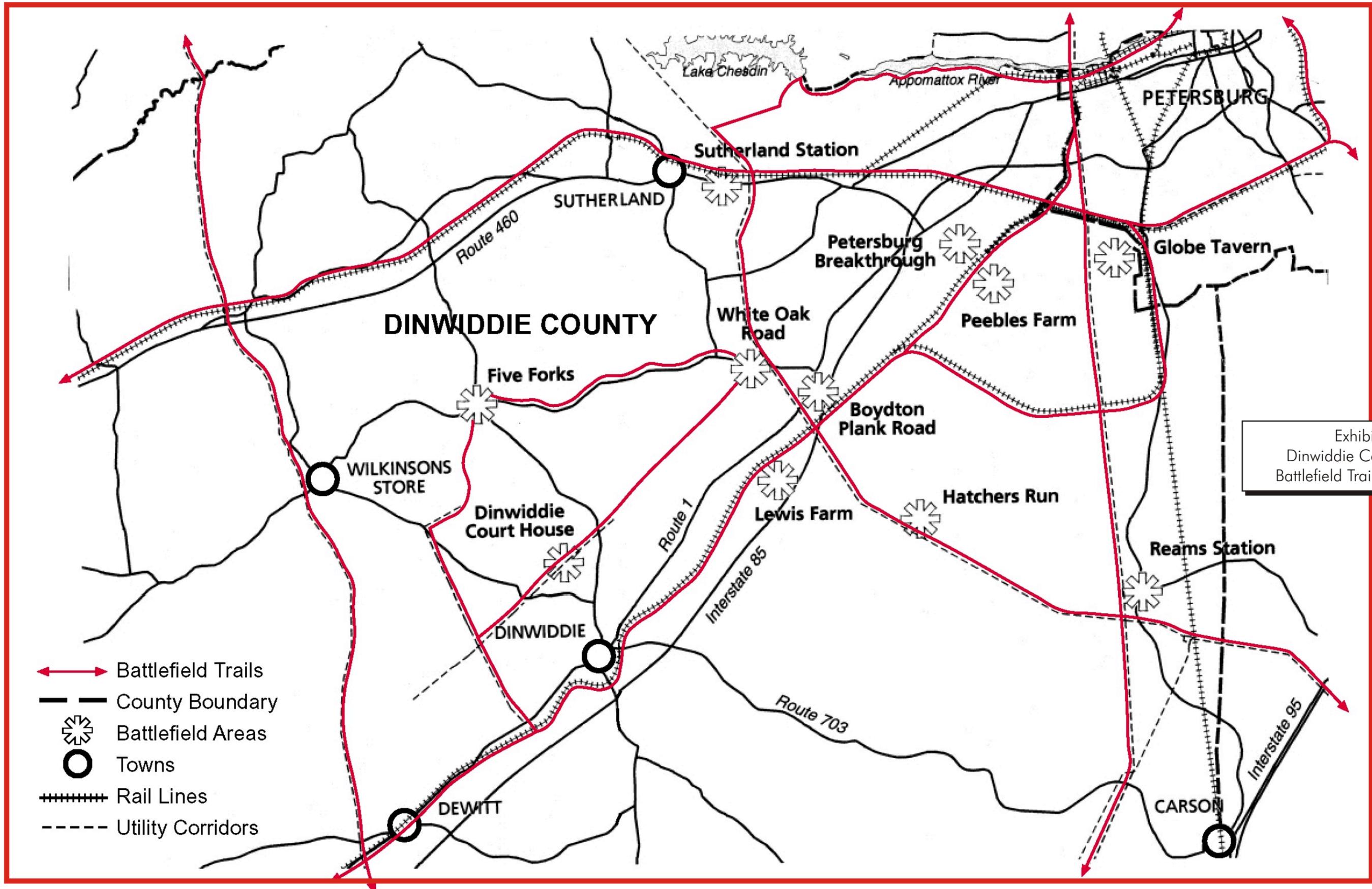


Exhibit VIII-6
 Dinwiddie County, Virginia
 Battlefield Trails Concept Plan

Chapter IX Existing Land Use

The overall land area of Dinwiddie County is 320,640 acres. Over three-fourths of this total, approximately 244,000 acres, is used for commercial forestland purposes.

Growth in the County has generally occurred as:

- development extending along major highways - principally along River Road, U.S. Route 1, and U.S. Route 460.
- clusters of development located in outlying areas of the Town of McKenney and existing villages and crossroads such as Dinwiddie Courthouse and Sutherland areas.
- development as a result of the continual outward expansion of the Petersburg area reflected in the clustering of residential subdivisions in the northeastern sector.

A. Residential

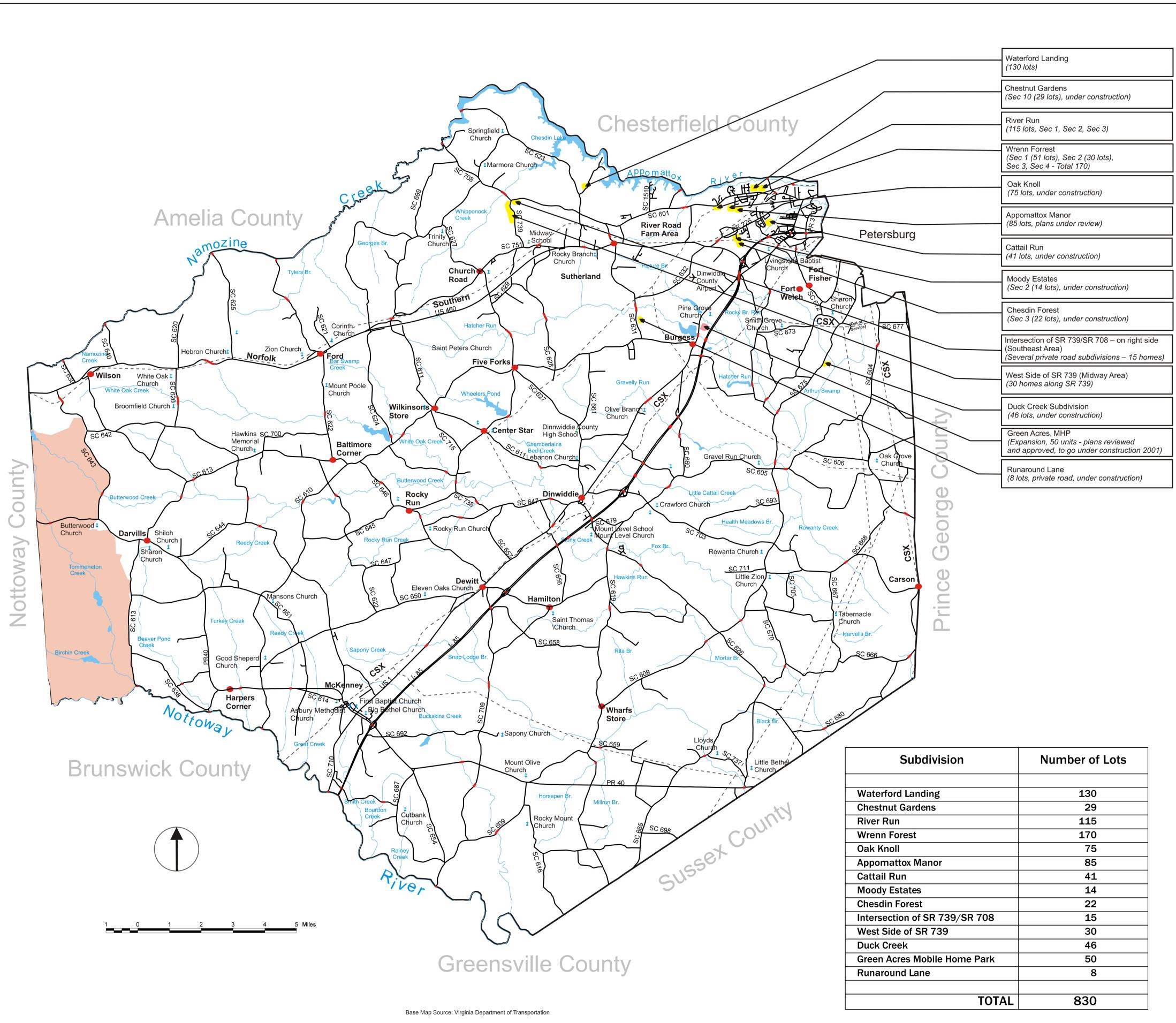
Approximately 40 percent of the County residents live in the urbanized northeastern Dinwiddie area in which public utilities are available. The average residential density in the urbanized area is the highest in the County. Developments of single-family and duplex units, apartment complexes, and manufactured housing parks occur in this area. Although northeastern Dinwiddie has attracted the majority of the County development in recent years, much room in this area is still available for growth. Exhibit IX-1 shows the

general locations of recent residential subdivision developments (subdivision activity), as well as the 50-space Green Acres Mobile Home Park, since about 1995.

Other urbanized settlements in the County are located in the outskirts of the Town of McKenney and the Courthouse area.

In contrast to the more distinct and recognizable form of community growth found in the urbanized areas is the scattered development of non-farm homes located along major and rural highways in the County. Such houses occur singly or in small strips. Because of the improvement of transportation and communication technologies in recent decades, housing developments have become more dispersed. Families are seeking low land prices and rural living. Lower land costs are possible because the lots are subdivided from farmland or other "unimproved" land which has a relatively low price per square foot. No costs of road construction are involved, since the road has already been built and maintained at public expense. Although the County has had scattered development for years, the emergence of secondary road strip development and large rural lots has increased sharply in recent years. From a planning standpoint, such development is inefficient and costly in the provision of utilities and public services. Strip development tends to reduce the safety of highways by adding to roadside friction and decreasing their capacity to perform their primary transportation function.

Map IX-1 Dinwiddie County, Virginia Subdivision / Mobile Home Activity (Since Circa 1995)



Waterford Landing (130 lots)
Chestnut Gardens (Sec 10 (29 lots), under construction)
River Run (115 lots, Sec 1, Sec 2, Sec 3)
Wrenn Forrest (Sec 1 (51 lots), Sec 2 (30 lots), Sec 3, Sec 4 - Total 170)
Oak Knoll (75 lots, under construction)
Appomattox Manor (85 lots, plans under review)
Cattail Run (41 lots, under construction)
Moody Estates (Sec 2 (14 lots), under construction)
Chesdin Forest (Sec 3 (22 lots), under construction)
Intersection of SR 739/SR 708 – on right side (Southeast Area) (Several private road subdivisions – 15 homes)
West Side of SR 739 (Midway Area) (30 homes along SR 739)
Duck Creek Subdivision (46 lots, under construction)
Green Acres, MHP (Expansion, 50 units - plans reviewed and approved, to go under construction 2001)
Runaround Lane (8 lots, private road, under construction)

Map Key

Symbols

- Community Name
- ⚓ Church
- 🎓 School
- ✈️ Airport
- 📍 Subdivision
- 🏠 Mobile Home Park
- 🌉 Bridges
- 🛣️ Roads
- ⋯ Utility
- 🌊 Rivers
- 🏞️ Fort Pickett
- 🏰 Military Reservation
- ▭ County Boundary

Subdivision	Number of Lots
Waterford Landing	130
Chestnut Gardens	29
River Run	115
Wrenn Forrest	170
Oak Knoll	75
Appomattox Manor	85
Cattail Run	41
Moody Estates	14
Chesdin Forest	22
Intersection of SR 739/SR 708	15
West Side of SR 739	30
Duck Creek	46
Green Acres Mobile Home Park	50
Runaround Lane	8
TOTAL	830



B. Commercial

Commercial development tends to follow residential development, seeking locations easily accessible for prospective customers in established and growing areas. Most of the commercial establishments are located in the northeastern Dinwiddie area. A new shopping center with a national grocery chain store and several retail businesses is located at the triangular intersection of U.S. Route 1 and State Route 226. The interchange area at U.S. Route 1 and Interstate 85 is a mecca for travel related businesses.

A few businesses are located in the Courthouse area. Though no major retail commercial development exists outside of the Town of McKenney, in each of the unincorporated places one or two stores, or a group of stores, offering groceries, convenience goods, and other farm-related services account for minor retail activity. Highway and service facilities for the traveler, such as gasoline stations, motels, and restaurants are located mainly along U.S. Routes 1 and 460. Throughout the rest of the County such facilities are limited except for an occasional grocery or general store with perhaps a gasoline pump.

C. Industrial

Dinwiddie County expanded its industrial bases in the last decade. Several large industries chose northeastern Dinwiddie as the place to do business. An industrial park was developed at the site of the Dinwiddie County Airport. Other major manufacturing operations are

located in the Town of McKenney. Forest-related operations are found throughout the County, but the major facilities are located in the western half of the County.

D. Institutions

There are a number of institutions of various sorts in the County; most, however, occupying relatively small areas and having little, if any, effect on the overall pattern of land use. Three, however, occupy substantial sites and constitute significant features to be recognized and considered because of their special character. Central State Hospital and the Southside Virginia Training Center are located in the northeastern corner of the County and a portion of Camp Pickett occupies a major section of the western border of the County.

E. Recreation and Open Space

The 32-acre site located northeast of Route 627 near the high school is the major recreational facility in the County. Tennis courts, a driver's education range, a track, baseball fields, practice fields, and a softball field are located on the site. Another public park is located along the Appomattox River off Route 600. The Petersburg-owned park consists of 137 acres of picnic, hiking, and other passive recreational facilities. The other significant recreation area is the Lake Chesdin area. Total acreage of land areas dedicated for public or private recreational uses is approximately 1,000 acres.

Over three quarters of Dinwiddie County is in forest or open space land. Most of the open space land in the County is under the ownership of three large timber companies.

F. Agriculture

In 1964 there were almost 1,000 farms in the County occupying an estimated 137,734 acres. In 1992 the number of farms in the County decreased to 344 and occupied approximately 85,954 acres, a decrease of 51,780 acres from the 1964 estimate. Contributing to this decline has been the mechanization of farm operations and continuing expansion of the urbanized portion of the County. This trend is especially true for those farms located at the fringe area of northeastern Dinwiddie.

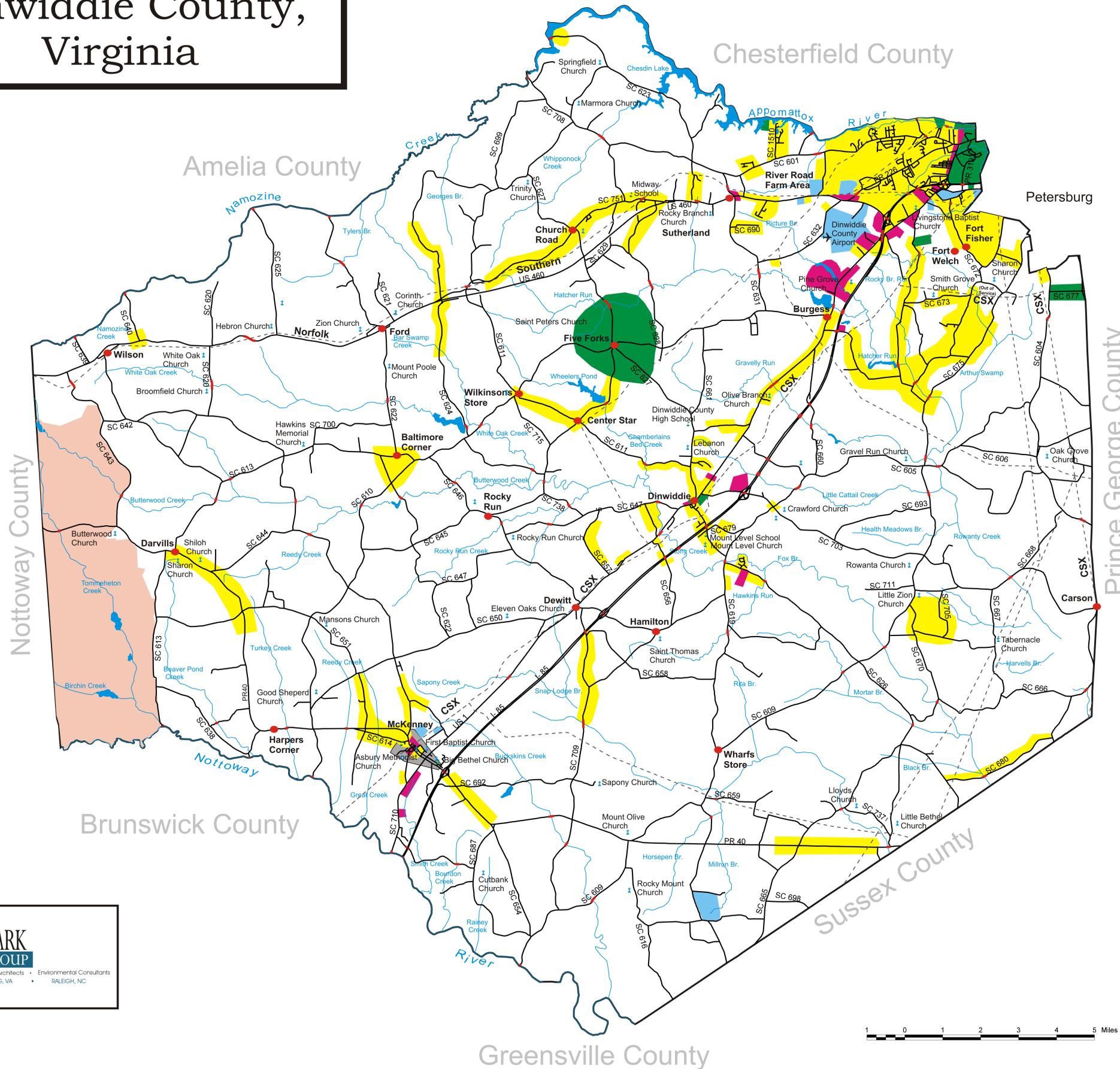
By 1997, the trend of decline for both farm numbers and land in farms (acres) had reversed. There were 351 farms and 89,260 acres of land in farms in 1997. The average size of farms increased from 250 acres in 1992 to 254 acres in 1997.

It becomes increasingly difficult for the farmer to retain land in agricultural use as suburban-type development pushes farther into rural sections. Such development tends to increase the assessed value of adjacent land. Faced with higher costs of operation and higher taxes, the farmer is under considerable pressure to sell his holdings.

Exhibit IX-2 displays existing land uses (general) for the County, northeastern Dinwiddie County, the Courthouse area, and McKenney.

Dinwiddie County, Virginia

Map IX-2
Dinwiddie County, Virginia
Existing Land Use (General)



Map ID Key

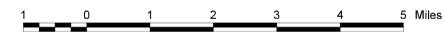
 Residential	 Commercial
 Agricultural	 Parks, Open Space and Public Facilities/Lands
 Industrial	

Map Key

Symbols

- Community Name
- + Church
- + School
- ✈ Airport
- ▒ McKenney
- Bridges
- Roads
- - - Railroad
- ▶ Lakes
- ~ Rivers
- Fort Pickett Military Reservation
- County Boundary

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Chapter X

Future Land Use

The Comprehensive Plan serves as a policy guide to decisions about the physical development of the County. It must be concerned with the quality of life within the County and attempt to set forth the basis for improvements and protective actions to insure a high quality of life in the future. Based upon preceding background and analysis, a Comprehensive Plan which includes general land use, transportation, and community facility proposals is recommended. The plan reflects policies which seek to preserve prime agricultural land and the rural character of the County and enhance the County's ability to coordinate a balanced land use program among various types of residential, commercial, and industrial interests by encouraging development within areas defined as growth centers or growth corridors.

A. Concept Plan

In general, if there are no land use guidelines, development of the County in the near future can be expected to follow trends of the past. That is, the growth will be centered around the urban northeastern area of the County and scattered throughout the rest of the County. In order to provide a positive growth and development direction for the County, a development concept which centers around the designated growth centers as a guide for the future

growth in Dinwiddie County is recommended. It calls for directing new growth and development into existing urbanized areas. Thus, for planning purposes, the County is proposed to be divided into three planning areas; urban, planned growth, and rural conservation. Different levels of service will be provided in each planning area. Development standards and density requirements will also be different. Map X-1 illustrates the development concept plan.

B. Special Planning Considerations

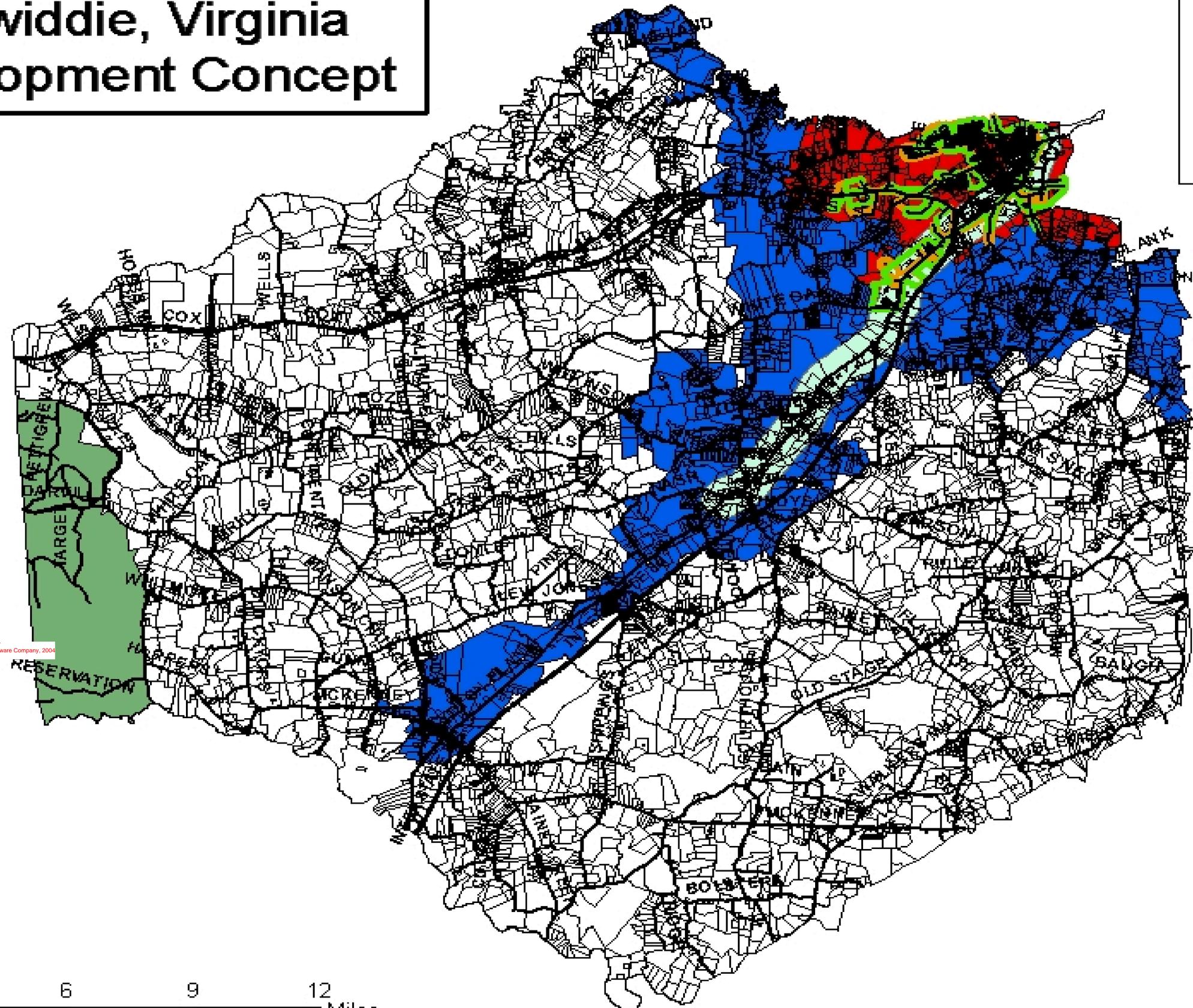
Not all the land in the County is suitable for development. Certain areas of the County are more easily developed for certain uses than others. Certain land-disturbing activities can possibly create hazards if unnatural use occurs. Additional costs may be incurred when overcoming the natural conditions existing in the area or when development in the area disturbs the natural process through environmental degradation, both on and off the site.

There are development constraints and several important factors that have affected Dinwiddie County's growth and will continue to have a major influence on the County's future. Special planning considerations are directed to address these development constraints and factors in order to guide the best possible land use for the County in the future. They are described below and are shown on Map X-3.

Map X-1 Dinwiddie, Virginia Development Concept

Legend

-  Centerlines
-  Sewer System
-  Water System
-  Rural Conservation Area
-  Route 1 Water/Sewer Overlay
-  Planned Growth Area
-  Urban Area
-  Fort Pickett

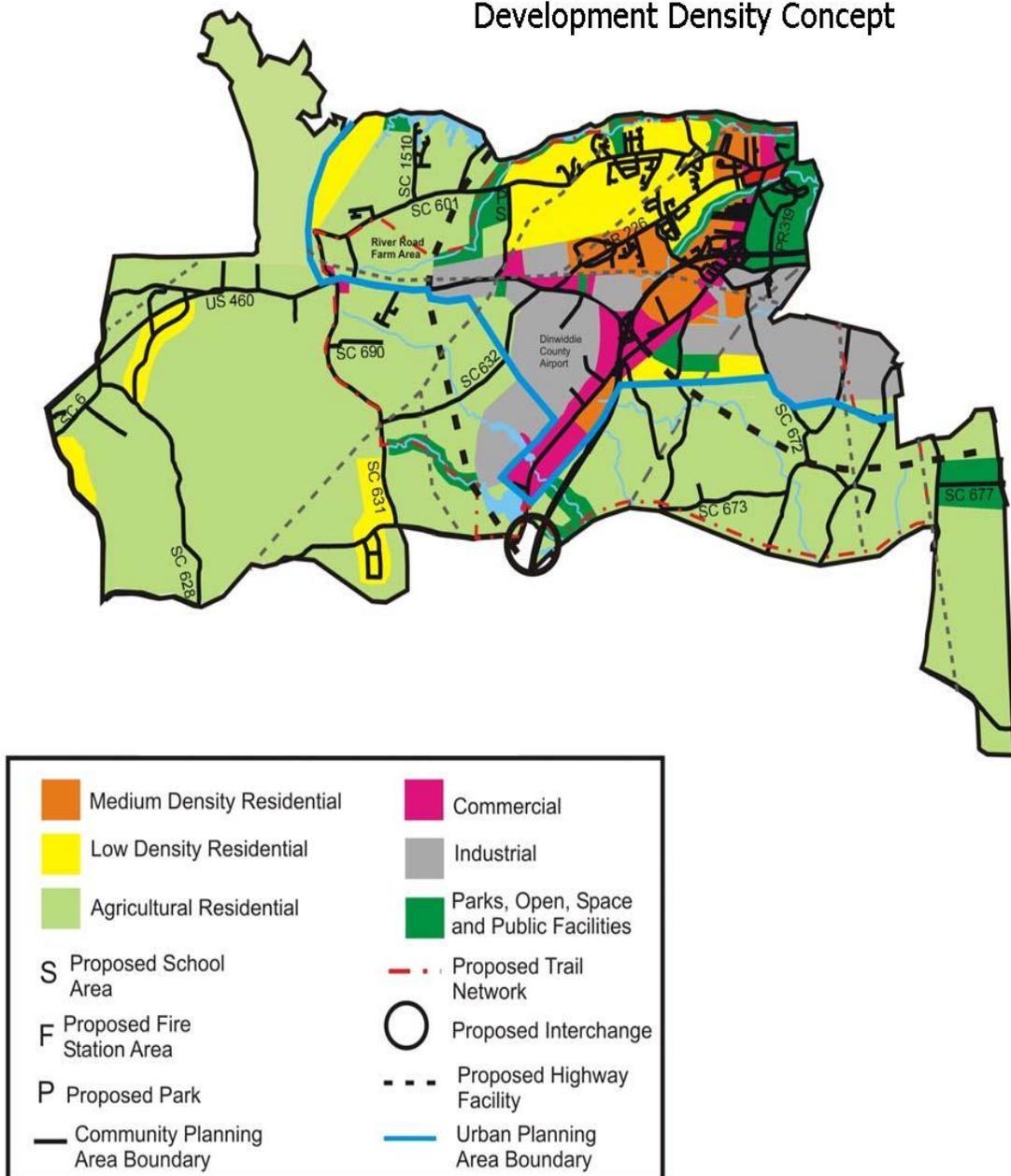


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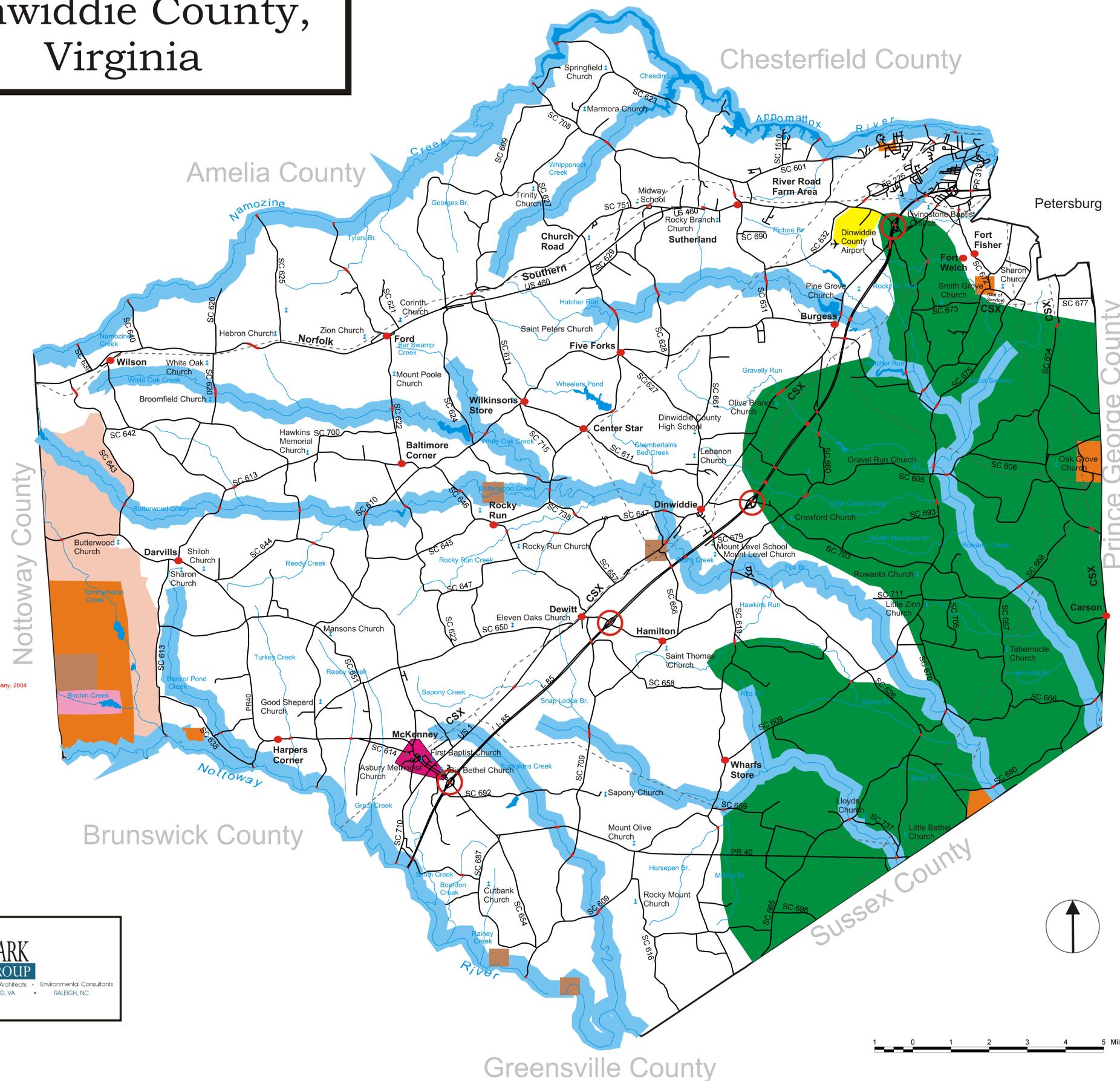
Dinwiddie County, Virginia

Map X-2
Urban Area
Development Density Concept



Dinwiddie County, Virginia

Map 8
Dinwiddie County, Virginia
Development Constraints



Map ID Key

- Prime Agricultural Land
- Flood Plain
- Airport (Noise Exposure Area)
- Federal Listed National Heritage Resource Area
- State Listed Natural Heritage Resource Area
- Natural Area (Natural Heritage Resource Area)
- Existing Interchange

Map Key

- Symbols**
- Community Name
 - + Church
 - S School
 - ✈ Airport
 - M McKenney
 - = Bridges
 - Roads
 - Utility
 - L Lakes
 - R Rivers
 - Fort Pickett Military Reservation
 - County Boundary

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1. **Critical Environmental Areas**

Critical environmental areas were legislatively defined as "areas of natural, scenic and historic value, including, but not limited to, wetlands, marshlands, shorelands and flood plains of rivers, lakes and streams, wilderness and wildlife habitats, historic buildings and areas." In Dinwiddie County, two areas were identified and delineated by the State as Virginia's critical environmental areas. They are the:

- 1) **Appomattox River Area -**
(Critical watershed and wildlife habitat, portions remain in relatively undisturbed condition. Immense recreational potential. Important adjoining sites include Lake Chesdin Park site and Appomattox River Gorge.) and the
- 2) **Nottoway River and Bottomlands Area -**
(Natural area of uniquely varied characteristics. Bottomlands are important fish and wildlife habitats, as well as non-tidal wetlands.)

The recognition of specific places does not solve the many problems associated with land use and the environment. Ultimately, the critical environmental areas that have been delineated should undergo a more detailed evaluation both through on-site analysis and in the context of a comprehensive planning process.

The very nature of a delineated critical area may be considered to be one of its most important "land uses"; therefore, any program for critical environmental area protection should be closely related to other immediate land uses and to the controls which might be used to regulate them.

2. **Air Quality**

In 1990, the Congress passed and the President signed into law amendments to the Federal Clean Air Act. These amendments require cleanup of polluted areas in accordance with a specific schedule, tighten emission standards, and grant federal agencies greater powers to enforce the Act's requirements. Those portions of the Act having the most direct bearing on this plan are those relating to ozone pollution. Ozone is formed by chemical reactions in the atmosphere when hydrocarbons and nitrogen oxides emitted by motor vehicles, industries, and power plants combine in sunlight.

While ozone in the upper atmosphere is beneficial because it blocks the sun's ultraviolet rays, ozone at and near ground level is harmful to humans and particularly to children.

Under the Act, the U.S. Environmental Protection Agency (EPA) identifies those areas which

do not meet National Ambient Air Quality Standards (NAAQS) and are designated as nonattainment areas. For ozone, there are five categories of nonattainment areas ranging from "marginal" (the least polluted) through "moderate," "serious," and "severe," to "extreme" (the most polluted). The severity of pollution determines the actions a State must undertake to meet the Act's requirements.

Presently, there are three ozone nonattainment areas in Virginia: Hampton Roads (marginal), greater Richmond (moderate) and Northern Virginia (serious). Those localities comprising the greater Richmond nonattainment area are: the counties of Charles City, Chesterfield, Hanover and Henrico, and the cities of Colonial Heights, Hopewell, and Richmond.

Under the Act, serious ozone nonattainment areas must reduce ozone forming pollutants by at least 15 percent by 1996 and by a further three percent per year in 1997, 1998, and 1999. Moderate ozone nonattainment areas need meet only the 1996 pollution reduction target of 15 percent. So long as their air quality does not deteriorate further, no similar pollution reduction targets apply to marginal ozone nonattainment areas (the assumption being that programs already in place or required will produce adequate continued improvements in air quality).

EPA requires states to develop implementation plans for cleaner air. The Commonwealth of Virginia, through the General Assembly, is developing programs to meet the mandates of the Federal Clean Air Act. In addition, the Virginia Department of Air Pollution Control will be charged with carrying out programs targeted to the greater Richmond area.

Although Dinwiddie County is an attainment jurisdiction, there is a need to remain vigilant of the Commonwealth of Virginia's directions concerning air quality due to the fact that the County falls within the greater Richmond air shed.

3. Water Quality

Dinwiddie County is located between two major river basins, the James and Chowan Basins. In the northern part of the County, constituting about 20 percent of the total County land area, water drains into the Appomattox River, flows through the James River and then eventually reaches the Chesapeake Bay. The remainder of the County is in the Nottoway River and Blackwater River Watersheds. Their tributaries include Stony Creek, Sapony Creek, Butterwood Creek, and White Oak Creek. The Nottoway and Blackwater flow into the Chowan, and its final receiving estuary is the Albemarle-Pamlico Sound.

4. Chesapeake Bay Preservation Act and Regulations

Protection of the water quality of the Chesapeake Bay, the James River, and its tributaries is essential to the welfare of the Commonwealth and the County of Dinwiddie. As a natural resource, the Chesapeake Bay has always been essential to the growth and vitality of Virginia. It is an attractive body of water for recreation and transportation, and it has always been a critical component of the state's ecosystem.

In December 1987, Governor Gerald L. Baliles acknowledged the significance of the Chesapeake Bay and the importance of protecting its water quality by signing the 1987 Chesapeake Bay Agreement, along with representatives from Maryland, Pennsylvania, the District of Columbia, the Environmental Protection Agency, and the Chesapeake Bay Commission. Passage of the Chesapeake Bay Preservation Act by the 1988 General Assembly demonstrates Virginia's commitment to the bay.

In an attempt to save the Bay from pollution that will be generated as millions live, work, and play along the Bay, the General Assembly mandated that preservation regulations be adopted. The final regulations became effective on October 1, 1991. These regulations affect shoreline development in all Tidewater

localities. Though not directly affecting Dinwiddie County, regulations affect the areas surrounding the County, such as the Counties of Chesterfield and Prince George, and the Cities of Colonial Heights, Hopewell, and Petersburg.

The regulations provide a framework within which local governments are to handle development requests in environmentally sensitive areas. All Tidewater localities are required to designate Chesapeake Bay Preservation Areas, to adopt performance criteria, and to incorporate these land use regulations into Comprehensive Plans, zoning ordinances and subdivision ordinances.

Although localities outside the Tidewater area have the option to adopt a program pursuant to the Bay Act and Regulations, to date only Albemarle County has done so. As the regulations stand now, the chances of expanding the Bay program to include additional localities in the Chesapeake Watershed in the near future is unlikely. However, many features and requirements of the Bay regulations are useful techniques for water quality protection. Dinwiddie needs to identify those environmentally sensitive areas in the County and employ certain water protection techniques, such as best management practices, to protect the County's valuable water source and water quality.

5. Albemarle - Pamlico Sound Study

The Federal Government, in cooperation with the states of Virginia and North Carolina, undertook a water quality management study of the Albemarle - Pamlico Sound. The study attempted to determine the extent of pollutants and what contaminants are in the waters of the Albemarle - Pamlico Estuary, and what the major sources of those pollutants are. The end effect of implementation of the study's findings and recommendations may be similar to the Chesapeake Bay Program. Round table discussions are being conducted at the time of this writing.

6. Flood Plains

In addition to the Nottoway and Appomattox Rivers, State designated critical environmental areas in the County, there are several other low-lying areas which are flood plains or wetlands. These areas are along the banks of the Namozine, White Oak, Butterwood, Sapony, Rowanty, and Stony Creeks, and Arthur Swamp. Map X-3 outlines flood plains which are subject to inundation depending upon the capability of river channels for carrying the water volume.

In general, flood plains are best left in a natural state. In addition to serving surface water hydrological functions, they are a prime habitat

for animal and plant life. If left undisturbed, flood plains can provide a useful function of filtering eroded soils and other debris resulting from land-disturbing activities. Preserving flood plains in a natural state can also serve as a quiet reserve for passive recreational activity. Flood plains are critical to our environmental and ecological balance and must be protected.

More detailed information about flood plains can be found in the Corps of Engineers' flood plain study and HUD flood-hazard maps.

7. Steep Slopes

Slope refers to the angle between the earth's surface and a horizontal plane. It is expressed in percentage as measured by the number of feet change in elevation per 100 horizontal feet. Slopes in excess of 15 percent often contribute substantial expense to development costs either through elaborately designed structures or massive cut and fill activities. In Dinwiddie County, steep slopes are generally found along stream channels. Their location, coupled with land-disturbing activity, creates a significant erosion potential resulting in sedimentation within stream channels. This process adversely affects water quality.

The development constraints map depicts areas where slopes exceed 15 percent. The potential for

erosion is moderately severe in areas where the slopes are from 12 to 20 percent. Slopes in excess of 15 percent are probably best left in a natural state; while areas with 6 to 15 percent slope, if a proper site plan is followed, can be developed with minimal land disturbance. Erosion and sedimentation control techniques are required of most land-disturbing activities. If properly enforced, the practices can do much to retard land erosion and reduce sedimentation of County surface waters.

8. Highway Interchange Areas

The County of Dinwiddie presently is served by one interstate highway, I-85, which carries traffic in a north-south direction, and has five interchange areas. Two of them are in the northeastern Dinwiddie urban area. As recommended in the transportation plan, a North-South Freeway may add one or two more interchanges in the northeastern Dinwiddie area. While interchanges with local arterials often are viewed as beneficial from both an economic and travel time viewpoint, they are not without certain costs. These interchanges will place considerable economic pressure on the landowners to develop intensive uses. Appropriate management of land use in this area will be critical to the success of the land use plan.

The following is a list of land use recommendations for the interchange areas. The listing intends to provide guidelines for safe and efficient ingress and egress to the interstate while accommodating the appropriate land use activities and minimizing possible adverse effects on adjoining properties.

- 1) Develop interchange areas as directed by the Comprehensive Plan and the availability of public services and facilities.
- 2) Maintain the character of established residential areas adjacent to the interchange through the provision of buffer zones.
- 3) Encourage planned-unit development of sites adjacent to interchanges to minimize the adverse effects of high-intensity activities on surrounding properties.
- 4) Promote planned industrial districts at interchanges to encourage the development of larger tracts of land, but require an approved site plan for industrial uses to prevent disruption of adjoining activities, especially in its traffic circulation plan.
- 5) Encourage larger-parcel development to minimize the number of curb cuts.

9. Lake Chesdin

Lake Chesdin is a very valuable asset to the County. It is a man-made lake and is planned to meet the following water use objectives: water storage for public water supplies, flood control, recreation and fish and wildlife management. It was created by damming the Appomattox River and backing up water in the river valley. The shorelines are very long and irregular.

There is one public boat landing area and three private marinas on the lakeshore of the Dinwiddie side. They are the most popular water recreation sites in the region. Most of the people using Lake Chesdin come from the Tri-City metropolitan area. At present, there are two major residential developments, Chesdin Manor and Waterford, situated along the lakeshore. The desirability of such a lakefront home is based largely on its natural setting. These homes are more desirable as both second homes and permanent residences.

Virtually everything that occurs in a lake community development, from motorboating to dishwashing to lawn and garden care, affects both the lake and the land surrounding it. The preservation and protection of a natural resource like Lake Chesdin must be considered in the County land use plan.

The problems usually associated with lakefront property development are:

- 1) Faulty septic tank / drain field operation is common because drain fields may be too close to the water table or to surface drains. The effluent or outflow is not filtered through soil to remove nutrients which stimulate algae production or to remove organic material which uses up oxygen dissolved in the water.
- 2) Erosion at the construction sites of new homes and from roads and the shore are major sources of sediment introduced into the lake.
- 3) Urban runoff is a particularly serious problem because the surface runoff which enters lakes through natural flow and drains contain virtually every substance which can be "washed" from the land such as lawn and garden fertilizers, pesticides, sediment from soil erosion, animal waste from pets, and oil and rubber fragments from streets and parking lots.

For future development, it is important that there be general development guidelines for the Lake Chesdin area. These guidelines must have preservation of the

natural setting and the protection of water quality as their primary focus. Some considerations include public water and sewer facilities, cluster development, commonly owned shorelines or buffer zones screening the homes from the lake.

The land near Lake Chesdin is generally in large parcels. To guide future growth and development of this area, which is mostly farms and forestland, a detailed area plan should be prepared. This document will address more specific and refined land use policies and actions dealing with the protection of the lake and its water quality. The study should include the land adjacent to Lake Chesdin and the Appomattox River which follows the River Road / Namozine Road / Sutherland Road corridor.

10. Composite Noise Rating

The Composite Noise Rating (CNR) is one of several means used to determine noise levels created by different modes of transportation. These CNR Zones have been adopted by the Federal Aviation Administration to determine the noise levels around the vicinity of airports. These zones are fixed by reviewing the noise from a single plane flying over and combining it with the number of times it occurs, the time of day, how much of the runway the plane uses, the type of engine and other relevant factors.

According to the CNR method, there are two major impact areas

associated with the airport. The CNR Zone 2 (exceeds 65dB(A) 8 hours per 24 hours) is shown on Map X-3. The CNR Zone 2 is the closest to the runway and has the harshest impact. There may be some potential risk of hearing loss in this zone. The second major impact area extends outward from the CNR Zone 2. While the noise level in this CNR Zone 1 (does not exceed 45dB(A) more than 30 minutes per 24 hours) is not as great, it is still objectionable to residents.

For the purpose of protecting the health, safety, and welfare of residents in the area surrounding the Dinwiddie County Airport, the following land use guidelines which are compatible to airport noise zones should be engaged:

- 1) Composite Noise Rating Zones should be used as the planning tool to designate certain land uses for the airport area.
- 2) Composite Noise Rating Zones should be updated on a continuing basis as noise abatement measures go into effect, airport expansion takes place, or any other factors occur which would change the zones to prevent inharmonious land use.
- 3) In Composite Noise Rating Zone 1, residential development should not be considered a suitable land use unless sound control features

are incorporated in building design. Auditoriums, churches, schools, hospitals, theaters, and similar activities should be discouraged in this area.

- 4) In Composite Noise Rating Zone 2 or greater, only agricultural, industrial and commercial uses should be allowed, that is, those activities that can tolerate a high level of sound exposure. Residential development of any type should be prohibited.
- 5) Building heights and restrictions with regard to approach zones and clear zones should be strictly regulated according to federal standards.
- 6) Land uses such as hospitals, shopping centers, schools or uses that concentrate many people in one area should be discouraged in approach and clear zones.

11. Prime Agricultural Land

Agriculture is the largest land use activity in Dinwiddie County. The number of farms and farm employment have been increasing in recent years and the farm income has been increasing. Agriculture remains the County's single largest industry and continues as the County's economic base.

Although agricultural land in Dinwiddie is respected for its role in the local economy, it is also valued

for its contributions to the open space, scenic beauty, and rural atmosphere of the County. Accordingly, the County has adopted a specific goal to reflect this attitude: preserve a significant portion of the County's productive agriculture and timberlands.

Exhibit X-3 outlines the area where soil is most suitable for intensive use in the production of all locally adapted crops. In terms of soil, it is the prime agricultural land of Dinwiddie County. This is based on the information from the United States Soil Conservation Services.

The prime agricultural soil creates a special well-suited situation for the production of specialty crops. The rich soil makes possible yearly increase of production of food, fiber and timber with a minimal increase in acreage. It reduces the cost of production, the amount of water needed and the amount of fertilizer required for high yields which results in high profits for the farmer and lower prices for the consumer. The citizens should be concerned for continuing to maintain a strong agricultural base of sufficient size to support a viable supply, transportation, and marketing system.

Some of the best quality soil for agricultural use is located in the urban area of the County, to the south of U.S. Route 1. With its closeness to urban centers and immediate availability of water and sewer utilities, this area will face

great pressure to convert prime farmland to more intensive development. In order to preserve these farmlands, as well as other prime agricultural lands in the County, the following strategies are recommended:

- 1) Identify the large parcel land areas containing the best agricultural soils, high historic yields, and high probability of continuing in agricultural use.
- 2) Restrict the encroachment of development of such agricultural areas by using low-density standards and minimizing public capital improvements in adjoining areas.
- 3) Encourage the location and continuation of agriculture related industrial and commercial uses which will support the agricultural economy.
- 4) Make regulations sufficiently flexible to permit site locations, where development occurs in identified prime agricultural land areas, that minimize interference with agricultural operations, that use marginally productive land and that cause a minimal loss of productive agricultural acreage.

It is recognized that effective conservation of agricultural land over the long term is dependent on

a combination of improved economic climate for farming and protection of agricultural areas from development pressures. It is recommended that the County prepare a more detailed soil and agricultural productivity map in an effort to conserve the best agricultural soil areas in Dinwiddie County.

12. *Manufactured Housing*

Manufactured housing units offer a relatively inexpensive housing alternative. The trend of locating this type of housing continues in the County. As a residence, a manufactured housing unit is small, compact, efficient, and relatively inexpensive. As such, it deserves a special consideration in the County's land use plan.

Manufactured housing units are dwellings and are recognized by the County as a form of housing suitable for manufactured housing parks and rural agricultural districts. Because some manufactured housing units are made to look sufficiently like conventional housing, they should be allowed in rural agricultural areas. Manufactured housing units which do not resemble traditional housing should be accommodated in manufactured housing parks in appropriate locations designed for residential use.

13. Strip Commercial Development

Strip commercial development is a common highway oriented situation. The characteristic of commercial development in the County has been the strip along major arterial highways, U.S. Routes 1 and 460. Commercial enterprises on these roads seek exposure to travelers, and, in a search for relatively inexpensive land, have formed intermittent strings of commerce, with vacant land alternating with business establishments. Such a pattern can be wasteful of public utilities and services, since it can extend the area which must be served. It also interferes with the principal function of the roads, which is to carry traffic, and is visually chaotic and unattractive.

Land uses other than commerce and some public services are not particularly suited to highway frontages and most residential developments are set back several hundred feet from the right-of-way. This may have been done in anticipation of more profitable commercial development of the frontage, or because of the adverse environmental effects of the road; however, it is a common practice. The land use plan cannot prohibit the continuing existence and expansion of recent strip commercial development, but the following standards should be met.

- 1) Encourage shopping centers or large-parcel planned

commercial development to limit the number of curb cuts from the major arterial highways.

- 2) Protect the traffic carrying capacity of major roads and highways by providing controlled access, parallel roads, adequate building setbacks, and off-street parking.
- 3) Require adequate buffering to shield adjacent residential areas from commercial intrusion.
- 4) Limit commercial areas to those functions which are compatible with surrounding developments.

The County should discourage strip commercial development along existing state roads by such means as encouraging shopping centers, zoning land not suitable for development (i.e., flood plains, marshlands, etc.) as open space conservation, mixing various types of compatible land uses (high-density residential, light industrial conservation, etc.) so that monotonous strip commercial development cannot occur.

A U.S. Route 1 corridor study should be conducted. The study area should cover the corridor from the Petersburg City limits to the Dinwiddie Courthouse. This is a growing area where development

pressure is soaring. The study should examine specific actions and policies to protect the corridor from unappealing commercial strip development and resultant traffic congestion.

A similar study should be done along U.S. Route 460 through the County.

14. Battlefield Preservation

The nationally significant Civil War battlefields in the County should be recognized as a major cultural resource. When these predetermined sites are threatened by non-compatible development, policy should be prepared as a guide to any proposed action that may impact any cultural or natural resources in these areas.

C. Planning Guidelines

The County is divided into three planning areas; urban, planned growth, and rural conservation. The Development Concept Map (Map X-1) is a policy guide for making a wide range of land use decisions. The Development Concept Map serves as a knowledge base for the County staff and the community to visually understand the future land use policies of the County. It is a policy tool for staff and the Planning Commission when making recommendations concerning rezonings, variances, and special exceptions. It is also an economic development tool that can assist the development community by revealing growth patterns within the County. Additionally, it serves as a valuable guide for road, sewer, water, and other needed community service capital projects.

1. Planned Growth and Urban Areas

A majority of the recent and projected growth within the county is in the Urban Planning and Planned Growth Areas (see Map X-1). The Planned Growth Area is designed to accommodate medium to high density, single-family and multifamily subdivision development, as well as complimentary service and convenience commercial activities and regional commercial centers. Industrial/Manufacturing development is encouraged in the Planned Growth Area and Urban Area along Hwy. 460 into Rt. 1; along Frontage Road and Blue Tartan Road; along Simpson Road, and Weakley Road, Flank Road, the Collier Railroad Yard, Church Road, and Squirrel Level Road in general.

The County's census defined Urban Planning Area contains medium to high-density residential, commercial, and industrial development. Sewer, water and roads are available for future growth with some upgrades and extensions needed to accommodate higher density residential and heavy commercial and industrial development.

2. Rural Conservation Land

The remaining land in the County is in the Rural Conservation Area (see Map X-1) and is to remain in the following least intensive land use categories: low density residential, agricultural, and natural Conservations areas. The Rural Conservation Area includes existing large-lot, low density, single-family subdivisions with lot sizes averaging

five (5) acres or greater with limited commercial and industrial development. The above existing uses are compatible with the uses permitted in the A-1 and A-2 zoning classifications.

3. Route 1 Water/Sewer Overlay

The Route 1 (Boynton Plank Road) Water/Sewer Overlay extends 1/2 mile out from the centerline east and west along the Route 1 corridor from the southern urban area boundary down to the Dinwiddie Courthouse community area. When development occurs in this water/sewer overlay, subsequent public water and sewer infrastructure improvements must be extended by the developer to the proposed development within this area along the Rt. 1 corridor. The sewer and water overlay will facilitate public water and sewer to be extended from the Urban Area south through the Planned Growth Area.

D. Community Facilities Plan

The plan for community facilities shows locations and types of proposed schools, parks, recreation areas, and other significant community facilities. They are important components of a community and add immeasurably to the quality of life.

In order to continue providing and upgrading the services in the County, plans for community facilities to be improved or modified are necessary. Also, the provision of new facilities should be programmed where the need is confirmed.

The major proposals of this plan are as follows:

1. A new elementary school in the northeastern Dinwiddie area is complete. As the student population grows, an additional school is needed.
2. The reuse of Rohoic Elementary School is being considered. The school is located under the flight path of Petersburg Municipal Airport. With the Route 460 area being planned for future industrial development, the area is already experiencing increased air traffic at the airport and industrial traffic along the corridor.
3. A new fire station is recommended for the Route 460 corridor in the northeastern Dinwiddie area. As the corridor becomes more developed, additional fire protection is needed.
4. A greenway system following a portion of the urban planning area boundary is recommended. Greenways are corridors of protected open space managed for conservation and recreation purposes. Greenways often follow natural land or water features, such as a riverfront, streams or ridgelines, and link nature reserves, parks, and historic sites. It is further recommended that the Dinwiddie greenway system should also follow the proposed high-speed rail corridor and connect to Petersburg's Heritage Trail and Chesterfield County's trail network.
5. The provisions for additional active recreation areas in the County are needed. As the population grows, additional recreation sites will

will be needed. Urban development continues to consume acreage at a rate and in a manner that will leave few open space and recreational parklands in the urbanized portion of the County in the future. The proposed recreation complex, adjacent to the new elementary school on Hwy 460, begins to address the need for additional active and passive recreation areas in the County. Also the County may want to discuss with the City of Petersburg the possibility of extending a trail system from the Appomattox River Park to the Lake Chesdin area.

E. Roadway Corridor Plan

In regard to the implementation of highway plans, all public roads are under the aegis of the Virginia Department of Transportation. However, there are procedures to provide advisory input for the County concerning the actual maintenance and construction of highway plans. The Virginia Department of Transportation budgets improvements to primary and secondary roads in annual increments and improvements are scheduled in six-year periods. This six-year work schedule is reviewed and updated annually and the Board of Supervisors endorses all proposals on an annual basis. This schedule is the work guide to follow in regard to the highway network in the County. The current six year plan is on file in the County Administrator's office.

There are two other transportation documents which set long-range objectives for the County; the Statewide Highway Plan and the Tri-Cities 2031 Long Range Transportation

Plan. The former is a comprehensive review of the statewide construction needs of all the highway systems in the Commonwealth. For Dinwiddie County, twelve bridges are recommended for replacement or rehabilitation.

To determine the County urbanized area's future transportation needs, the County, in conjunction with the Tri-Cities Metropolitan Planning Organization and the Virginia Department of Transportation, prepared the Tri-Cities 2023 Long Range Transportation Plan.

Roads are classified based on the transportation function they serve. Different classes of roads must meet different standards of design. The following is a list of the recommended road reclassifications.

1. Interstate (350 foot right-of-way)

This functional type of road is to carry the largest amount of vehicular traffic over the greatest distances. Access to these facilities is limited to minimize the interference of cross-street traffic and is always grade separated. The right-of-way width for interstates is 350 feet. Interstate 85 is the only facility of this type in the County. No other roads are recommended to be classified as an interstate.

2. Major Arterial (120 foot right-of-way)

This functional type of road is to carry vehicular traffic from one region of the County to another.

Additionally, this road type serves to carry traffic to other parts of the metropolitan region, either County related vehicular traffic or those passing through the County. While access to these facilities are at-grade intersections, they should be highly controlled to minimize the interference of cross-street traffic to the efficient flow of traffic.

Currently there are two roads that are classified as major arterials: U.S. Route 460 and U.S. Route 1.

Two new roads are recommended to be classified as major arterials.

1. Chesterfield-Dinwiddie North-South Freeway

This new freeway traverses the western portion of the northeastern Dinwiddie urban area, beginning at the proposed, new Interstate 85 interchange at Burgess, extending northward to intersect U.S. Route 460 and crossing the Appomattox River, ultimately connecting to Chesterfield County's proposed East-West Freeway.

2. U.S. Route 460 Bypass

This is an east-west facility which would serve as a Route 460 Bypass of Petersburg. It begins at the I-85 / Route 460 interchange and extends eastward through Prince George County to County Drive (Route 460).

3. Minor Arterial (100 foot right-of-way)

This functional type of road is to carry vehicular traffic from one region of the County to another. Access to these facilities is less restrictive than major arterials but still controlled to facilitate the efficient movement of traffic along the thoroughfare (and functions primarily to serve thru traffic). The planned right-of-way widths for minor arterials should be 100 feet. It is recommended that the following roads be reclassified as minor arterials:

1. VA Route 40
2. Route 226
3. Route 627; from U.S. Route 460 to U.S. Route 1
4. Route 703; from U.S. Route 1 to Interstate 95 (Dinwiddie County line)

4. Major Collectors (100 foot right-of-way)

This functional type of road is to carry vehicular traffic in the region and direct it towards the arterial road network. Access to this classification of road is less restrictive than arterials and functions primarily to serve local traffic. However, major collectors carry a significant volume of traffic, so some access control should be maintained. Roads currently classified in this category are recommended to remain.

It is recommended that the following roads be classified as major collectors:

1. Route 600
2. Route 601; from Route 600 to Route 632
3. Route 623; from Route 708 to Amelia County line

5. Minor Collectors (60 foot right-of-way)

This type of road collects vehicular traffic from the region and directs it towards the arterial network. Because these roads are in less developed areas, access restrictions should be similar to those of local streets. The right-of-way for minor collectors should be 60 feet.

It is recommended that the following roads be classified as minor collectors:

1. Route 619; from U.S. Route 1 to VA Route 40
2. Route 609; from Route 619 to Route 703
3. Halifax Road (Route 604)
4. Route 613; from U.S. Route 1 (west) to Route 610 to VA Route 40
5. Route 601; from Route 632 to Route 708
6. Route 708; from U.S. Route 460 to Amelia County line
7. Route 622; from U.S. Route 460 to Route 613
8. Route 646; from Route 613 to U.S. Route 1
9. Route 632; from U.S. Route 460 to Route 601
10. Route 670; from Route 703 to U.S. Route 1

Chapter XI Policies, Goals and Objectives

Planning is a continuous and ongoing process. Decision-making must not only keep pace with the changing environment, but also anticipate changes in the environment. In order to develop an efficient growth strategy for the County, the basic policies, goals and objectives of various community activities must be defined. A policy will establish in general terms the development pattern sought by the community. The goals and objectives will establish within specified activities those general and specific actions to be taken individually or collectively which will achieve the end sought.

The Planning Commission has studied the future directions for the development of the County and interpreted what it feels are the policies, goals, and objectives of the community.

A. Policy Statements

1. Preserve rural character of Dinwiddie County which includes agriculture, open space, clean environment, low taxes, quality education, safe environs, and a strong sense of community.
2. Conserve and protect the County's natural and historic resources and environmentally sensitive areas.
3. Maintain and enhance the County's ability to coordinate a balanced land-use program among various types of residential, commercial, and industrial interest by

encouraging development within areas defined as growth centers and / or growth corridors.

4. Preserve productive agricultural and timber lands from premature conversion to urban uses by discouraging urban development patterns throughout the County.
5. Provide and maintain needed community facilities and services in a cost-efficient manner. An impact analysis will be required for all major development so that public health, safety, and welfare are protected.
6. Protect and manage existing growth areas experiencing residential and commercial pressure by developing an area plan to identify the problems and propose short and long term development solutions.

B. Housing

GOAL 1 Encourage and develop a mix of housing types to reflect the diversity of the County.

- Objectives:
- (a) Develop a mix of housing types in growth areas of the County.
 - (b) Develop housing in areas of the County with adequate roads, sewer and water infrastructure in place.
 - (c) Use land development ordinances to encourage development in growth areas.
 - (d) Direct funding for roads, sewer, and water improvements in the growth areas of the County.
 - (e) Encourage infill housing.

- (f) Protect cluster development principals.
- (g) Structure Subdivision and Zoning Ordinances to allow for a mix of housing types.
- (h) Maintain an affordable housing inventory in the County.
- (i) Develop an affordable housing program for the County

GOAL 2 Provide for a limited amount of low-density single-family dwellings in agriculturally zoned lands.

- Objectives:
- (a) Allow limited residential development along the secondary highways only.
 - (b) Permit large-lot residential development on interior lands if the community's welfare is not compromised.

GOAL 3 Encourage the rehabilitation or removal of housing determined to be substandard and / or dilapidated.

- Objectives:
- (a) Maintain and improve existing housing stocks.
 - (b) Encourage the rehabilitation of substandard housing.
 - (c) Eliminate dilapidated housing in the County.

GOAL 4 Encourage well-planned, affordable housing to serve the needs of low and moderate-income families.

- Objectives:
- (a) Recognize manufactured housing as a residential housing type and permit in accordance with the County zoning ordinance.

C. Agricultural and Timber Lands

GOAL Preserve a significant portion of the County's productive agricultural and timber lands.

- Objectives:
- (a) Limit the number and intensity of permitted uses, to include residential structures, in agricultural zoning districts.
 - (b) Protect existing agricultural operations from conflicts with other land uses.
 - (c) Establish a pattern of residential and commercial development that causes minimal conversion of agricultural land or disruption to agricultural areas.
 - (d) Promote environmentally sound methods in agricultural and silvicultural operations.
 - (e) Encourage forestry operators to maintain vegetative buffers between cleared areas and public roadways in order to preserve the scenic beauty of the County.
 - (f) Identify and designate prime agricultural land.

D. Public Facilities and Services

GOAL Provide County facilities and services necessary to promote a safe, healthful, and desirable community in which to live.

- Objectives:
- (a) Ensure that the intensity, timing, and implementation of future development is subject to the provision of adequate and coordinated public facilities and services.

- (b) Implement a countywide interconnected communication system.
- (c) Construct new county service buildings to meet demand and office space needs.
- (d) Recognize the need for continued planning in order to maintain adequate and efficient public facilities and services for existing and future residents.
- (e) Develop a Capital Improvement Plan process through which the County can guide the timing and implementation of public facilities and services.
- (f) Study the provision of paid personnel for Fire and Emergency Medical (Transport) Services.
- (g) Study Impact Fee usage and potential.
- (h) Study emergency services needs in the U.S. Route 460 area.
- (i) Study the provision of a satellite emergency services station in the Darvills area.
- (j) Support the provision of increased Sheriff patrol in northeastern Dinwiddie County.
- (k) Study developing a County police department.
- (l) Study incorporation as a City.

GOAL 2 Expand and improve community facilities to better serve the needs of the County.

- Objectives:
- (a) Connect all County schools to the central school district office.
 - (b) Connect remote County offices with the centrally located Administration Office building.
 - (c) Provide countywide, internally operated email system.
 - (d) Purchase new radio frequencies for the Fire/EMS and Sheriffs Dept.
 - (e) Construct a new Social Services building.
 - (f) Expand the County's Administration building.
 - (g) Expand and update the County's Health Dept. building.
 - (h) Construct a new County jail facility.
 - (i) Expand office space for the Sheriff's department.
 - (j) Expand the ECC offices.
 - (k) Construct a new Fire/EMS substation in the Sutherland Road area.
 - (l) Provide additional wastewater capacity to Dinwiddie Courthouse.
 - (m) Expand water service in the River Rd., Olgers Rd. and White Oak Rd.
 - (o) Expand overall wastewater capacity to allow for continued development.

E. Transportation

GOAL 1 Provide a safe and efficient transportation system for Dinwiddie County.

- Objectives: (a) In cooperation with the Virginia Department of Transportation and the Virginia Department of Aviation, identify and plan for the future highway and aviation needs of the County.

- (b) Ensure that improvements to the transportation system are compatible with current and potential land uses.
- (c) Work with the Tri-Cities Metropolitan Planning Organization to develop a long-range transportation plan for the urbanized portion of the County and to evaluate the need for providing transit services to the County.
- (d) Encourage the use of alternative modes of transportation to provide for an efficient, intermodal transportation system.
- (e) Develop and maintain a corridor plan to provide for growth in the County.
- (f) Ensure that sufficient compatible land zoning is maintained around the Dinwiddie County Airport.
- (g) Use VDOT Six-Year Plan and primary road hearing to express needs and wants.
- (h) Develop and implement a county-wide stormwater management plan.
- (i) Study noise and air issues associated with the transportation system.
- (j) Study / plan for public transportation.
- (k) Protect Dinwiddie County's interest with respect to Trans-America Corridor initiatives.
- (l) Study safety issues on U.S. Route 460 cross-overs.
- (m) Study the potential impact of high speed rail on Dinwiddie County.
- (n) Study development of a Route 228 connector in the Chesdin area.

- (o) Study the needs of the U.S. Route 460 / Interstate 85 corridor.
- (p) Study the development of a zoning overlay district for the proposed high speed rail corridor.
- (q) Study the amendments to the subdivision ordinance to require the dedication of right of ways along existing public roads where only prescriptive easements exist.
- (r) Study ways to reduce the cost of right of way acquisition.
- (s) Study ways to require right of way dedication for projects contained in the Six-Year Plan, the Tri-Cities 2023 Long Range Transportation Plan, and the Roadway Corridor Plan as set forth in this Comprehensive Plan.
- (t) Require new developments to study and address transportation impacts.

GOAL 2 Utilize the County's transportation system as a means for economic and industrial growth.

- Objectives:
- (a) Coordinate with the Dinwiddie County Airport and Industrial Authority to provide for the future needs of the Dinwiddie County Airport.
 - (b) Promote the utilization of railways for economic and industrial growth.
 - (c) Where applicable, consider the needs of the trucking industry in future highway improvements.
 - (d) Where possible, consider the improvement of accesses to the Virginia Motorsports Park complex, Pamplin Park, and the Five Forks Battlefield.

F. Open Space, Recreation, and Historic Preservation

GOAL 1 Develop a county-wide parks and recreation master plan.

- Objectives:
- (a) Engage a professional consultant to prepare a county-wide parks and recreation master plan.
 - (b) Adapt, as necessary, National Recreation and Parks Act (NRPA) standards to meet County needs and resources.
 - (c) Seek grants and technical assistance for parks and recreation planning.

GOAL 2 Provide adequate recreational facilities for all residents of the County.

- Objectives:
- (a) Encourage recreational facilities centrally located to the County's population and geographic center(s) and develop "limited services" which will supplement those private services available in the community.
 - (b) Cooperate with school systems to develop recreational facilities at school sites and operate the facilities during the summers and non-school hours.
 - (c) Maintain a Parks and Recreation Department to coordinate recreational activities.
 - (d) Consider special recreational needs for teens, elderly, and handicapped population when planning for recreational facilities and programs.

- (e) Increase recreational access for the public to the lakes and rivers of the County.
- (f) Promote the provision of recreational open space in all new developments.
- (g) Continue working toward developing facilities and acquiring park land in an effort to meet NRPA standards.
- (e) Provide diverse recreation programs.

GOAL 3 Preserve "open space" areas throughout the County such that these areas will become an integral part of the community as the growth corridors and centers expand.

- Objectives:
- (a) Protect and conserve natural features of the environment, i.e., wetlands, floodplains, etc., from improper development.
 - (b) Prevent premature urban encroachment on rural lands.
 - (c) Permit large land owners, i.e., timber companies, agricultural land under cultivation, etc., in urbanizing areas to continue functioning under favorable zoning classification if this action does not impose an undue economic or development hardship upon the County.
 - (d) Define distinct areas for urban and rural development.
 - (e) Pursue development of a connecting network of linear parks, trails and / or greenways to connect with a future regional greenway system.

GOAL 4 Preserve and protect historic sites and buildings in Dinwiddie County.

- Objectives:
- (a) Establish a historic preservation commission to coordinate efforts with the Virginia Department of Historic Resources and / or other State / Federal Commissions to preserve historic sites and buildings.
 - (b) Encourage private investors to renovate and open to the public historic sites and buildings.
 - (c) Investigate the feasibility of designating areas of the County as historic sites, buildings, or districts.
 - (e) Encourage and foster protection of the County's nationally significant Civil War battlefields through various means: fee ownership, partnerships with other entities, easements, and protective covenants.
 - (d) Investigate the feasibility of designating areas of the County as historic sites, buildings, or districts.
 - (d) Identify and document the County's historic sites and rich cultural heritage.
 - (d) Market and promote the County's historic sites and cultural heritage.
 - (d) Preserve and protect the County's historic sites and cultural heritage.

G. Environment

GOAL Protect the County's high level of environmental quality.

- Objectives:
- (a) Protect the environment and conserve resources for future uses.
 - (b) Assure that new development minimizes adverse impacts on the natural and / or built environment.
 - (c) Preserve the County's scenic, cultural, and historic resources as being essential to both the County's rural and historic character and the overall quality of life.
 - (d) Protect and preserve the County's agricultural and timber lands and activities.
 - (e) Protect the availability, quantity, and quality of Lake Chesdin, all surface water and groundwater resources.
 - (f) Maintain and enhance the agriculture and farming resources as an integral sector in the County's.
 - (g) Protect and preserve the natural and physical environment.
 - (h) Use the County's natural resources to enhance recreation.

H. Economic Development

GOAL 1 Strengthen the economic base of the County through broad-based economic development and tourism.

- Objectives:
- (a) Focus on retention and expansion.
 - (b) Attract new businesses.
 - (c) Start-ups and emerging enterprises.
 - (d) Create support for existing businesses.
 - (e) Create land use policies that maximize the designation of areas around interstate highway interchanges for business development.
 - (f) Create adequate infrastructure.
 - (g) Create adequate incentive policies.

- (h) Create tax structure and utility fee policy.
- (i) Develop ready-to-go-sites.
- (j) Promote tourism and create tourism support.
- (h) Develop an infrastructure inventory.
- (i) Develop a master utilities service plan.
- (j) Develop a funding alternatives plan and alternative provider plan.

GOAL 2 Build positive image of the County.

- Objectives:
- (a) Expand existing programs with School System for workforce development.
 - (b) Create programs with Community College System for workforce development.
 - (c) Develop a gateway program with the Chamber of Commerce.
 - (d) Enhance transportation.
 - (e) Promote community pride.
 - (f) Enhance community design theme.

I. Land Use and Development

GOAL Ensure that sound land use and development practices are employed and guide future development in an efficient and serviceable manner which is protective of the County’s predominantly rural character and concentrates development in designated areas.

- (a) Conduct an annual meeting between the Board of Supervisors and Planning Commission to establish an annual work plan and

prioritization of projects from the implementation strategies in the Comprehensive Plan to be accomplished in each ensuing year.

- (b) Use the Comprehensive Plan as the primary guide when considering zoning and land use issues.
- (c) Evaluate and manage, through zoning, development patterns in urban and community development areas.
- (d) Continue to implement policies that concentrate growth at appropriate densities in designated growth areas.
- (e) Utilize zoning to control spot and strip commercial development and residential development, particularly along U.S. Route 1 and U.S. Route 460.
- (f) Encourage development which is compatible with anticipated rates of growth, available resources, and available or planned utilities, schools, and other community facilities and services.
- (g) Emphasize community planning and industrial development that is designed to economize the costs of roads, utilities, and land use.
- (h) Make planning and development decisions that account for the special characteristics and identity of urban and community development areas.
- (i) Encourage innovative design

- proposals which complement natural and man-made features.
- (j) Develop comprehensive land use policies to encourage sustainable, planned growth in the County.
 - (k) Encourage the preservation and protection of lands needed in the future for roads, parks, schools, and other public facilities in development plans.
 - (l) Collect and update data related to the environment and land uses that will be useful in developing policy that preserves environmental quality.
 - (m) Monitor and take action as appropriate on actions and programs at the Federal, State, regional, and local levels which:
 1. guide land development in the unincorporated portions of the County;
 2. affect the capability to raise revenue for locally initiated services and facilities; and
 3. could be facilitated by interjurisdictional contracts to provide services to growth areas.
 - (n) Encourage the provision of adequate services and facilities in residential developments by enforcing the subdivision ordinance, and study amendments to the subdivision ordinance as may be necessary to ensure the provision of such services and facilities.
 - (o) Support the planned unit development concept and cluster design in growth areas.
 - (p) Utilize zoning to direct intensive land use development in areas where the efficiency of transportation systems, utility services, and community facilities will be maximized and their costs minimized.
 - (q) Maintain a continuing program of public communication in order to keep the County development policies before the citizens.
 - (r) Maintain a Planning Department with adequate staff to handle planning and zoning functions.
 - (s) Consider developing protection measures for the County's visual amenities.
 - (t) Expand the Planning Department (staff) to more effectively and efficiently address short-term and long-term planning needs.
 - (u) Use the special use permit provision of the zoning ordinance to allow rural business uses in appropriate zones on an individual site basis.
 - (v) Complete update future land use map.
 - (w) Review and amend the Ordinances to complement the land use policies.
 - (x) Define and map overlay district corridors as well as develop design guidelines specific to each district.
 - (y) Develop a committee of infrastructure providers to identify capital projects.

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| <ul style="list-style-type: none"> (z) Partner with the Virginia Department of Transportation to study access management techniques such as service or parallel roads along U.S. Route 1 and U.S. Route 460. (aa) Study amendments to the zoning ordinance to regulate lighting for new development and signage. (bb) Consider development of corridor overlay districts for roads such as U.S. Route 1 and U.S. Route 460. (cc) Develop strategies to save agriculture areas and allow expansions of growth areas. (dd) Study the establishment of agricultural and forestal districts. (ee) Do not allow strip residential development along roads not originally built for such dense land uses. (ff) Study highway / roadway access management strategies. (gg) Study requiring larger lot widths in outer areas. (hh) Study requiring dedicated open space in subdivisions to allow greater densities on part of a tract if remainder is left as is and buffering is used along main roads. | <ul style="list-style-type: none"> (ii) Use the subdivision process to require right of way set asides and access to backland properties. (jj) Develop criteria and procedures for the use of development impact analysis guidelines when considering development proposals. (kk) Study amendments to the subdivision ordinance concerning truck weight limit and use restrictions in subdivisions. (ll) Study current and potential taxing structures and alternatives, especially for large timber holdings and other natural resources such as gravel and stone (quarries), to more equitably spread the tax burden. (mm) Study the development and use of transfer of development rights provisions as a tool to manage and direct growth in designated areas. (nn) Direct road improvements, sewer and water line extensions to the County's growth centers. (oo) Develop overlay districts to implement design standards in growth corridors. (pp) Develop Land Use policies to direct development to growth centers . |
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