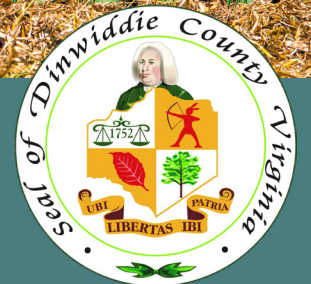




DINWIDDIE FORWARD

2023-2043 Comprehensive Plan | Dinwiddie County, Virginia

Adopted September 19, 2023



The Board of Supervisors of Dinwiddie County, in regular meeting on the 19th day of September 2023, adopted the following:

Dinwiddie Forward 2043 Comprehensive Plan Resolution

Pursuant to the Code of Virginia § 15.2-2226, the Dinwiddie County Board of Supervisors finds that the Dinwiddie Forward 2043 Comprehensive Plan will provide a coordinated, adjusted, and harmonious development of the territory, which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity, and general welfare of the inhabitants.

NOW, THEREFORE, BE IT RESOLVED that on this 19th day of September 2023, the Dinwiddie County Board of Supervisors does hereby approve the Dinwiddie Forward 2043 Comprehensive Plan, as presented, to include the changes attached as Attachment A to Map 7.2 Dinwiddie County Future Land Use Map and Northern Dinwiddie Development Area (inset).

BE IT FURTHER RESOLVED that the Dinwiddie Forward 2043 Comprehensive Plan will supersede and replace, in their entirety, the 2014 Comprehensive Plan of the County of Dinwiddie, Virginia, together with any amendments or other previous comprehensive plans.

AND BE IT FURTHER RESOLVED that the Board of Supervisors authorizes County staff to make non-substantive edits, including correction of punctuation, numbering, internal cross-references, citations to any statutes, and any related clerical-type changes to the text and exhibits as necessary to ensure internal consistency of the newly adopted Comprehensive Plan elements and add language as may be necessary for clarification of information and correct any factual errors.

Recorded Vote APPROVED

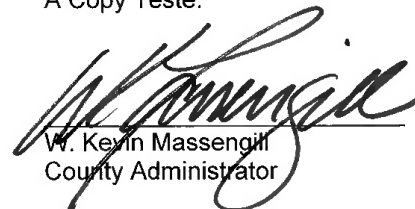
Moved By: MOODY

Seconded By: CHAVIS

Yeas: 5

Nays: 0

A Copy Teste:


W. Kevin Massengill
County Administrator

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ACKNOWLEDGEMENTS

Dinwiddie County would like to thank the following people for their contributions to this Comprehensive Plan.

Board of Supervisors

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Mark E. Moore
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Daniel D. Lee
Brenda K. Ebron-Bonner

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The Berkley Group, LLC

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*"We cherish our heritage,
embrace opportunity, and offer an
extraordinary community in which to
spend a lifetime."*



DINWIDDIE FORWARD

Forward Motion, Clear Vision

Dinwiddie Forward is Dinwiddie County's Comprehensive Plan. This Comprehensive Plan lights the way for Dinwiddie County to move forward with a clear vision over the next twenty years. It illuminates the strengths, weaknesses, opportunities, and potential of today and documents our big ideas for tomorrow. As we look to the future, our vision is that Dinwiddie County remains an open and welcoming community with expanded opportunities for residents to live, work, play, and enjoy all that we have to offer.





Chapter 1: **ABOUT THE PLAN**





ABOUT **DINWIDDIE FORWARD**

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, is an adopted, guiding policy document for long-range planning and future development of a locality. The Plan addresses a wide range of topics related to development and land use including transportation, housing and neighborhoods, parks and recreation, community facilities and services, economic development, and community character. 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 and decision makers a rationale for the resolution of zoning and subdivision cases and other land-use issues.

Dinwiddie Forward is Dinwiddie County's Comprehensive Plan. While it is not a regulation, the Plan is the County's guide to the future and will be used to inform County staff and elected officials as they make decisions regarding the County. The Plan describes the community's vision for where it wants to be in the next 20 years, along with strategies to achieve the community's goals.

LEGAL BASIS FOR DINWIDDIE FORWARD

Every locality in Virginia is required by state code to adopt a Comprehensive Plan. The Code of Virginia Sections 15.2-2223 and 15.2-2224, among others, outline the required and optional Plan elements and offer a general framework for plan activities. Typical elements of the Comprehensive Plan include, but are not limited to:

- Future land use planning maps and recommendations for development.
- A comprehensive system of transportation facilities, including maps and cost estimates for improvements.
- A system of community service facilities.
- Areas and implementation measures for the construction, rehabilitation, and maintenance of affordable housing.
- Strategies to provide broadband infrastructure.
- Urban development areas appropriate for higher density development, redevelopment, and infill.

State requirements for Comprehensive Plans also recognize that community development is on-going and ever-changing. For this reason, the Code of Virginia sets a requirement that all Comprehensive Plans be reviewed every five years and amended as needed. Code of Virginia Section 15.2-2230 requires localities to review the Comprehensive Plan every five years to ensure its continued applicability and usefulness to the community.



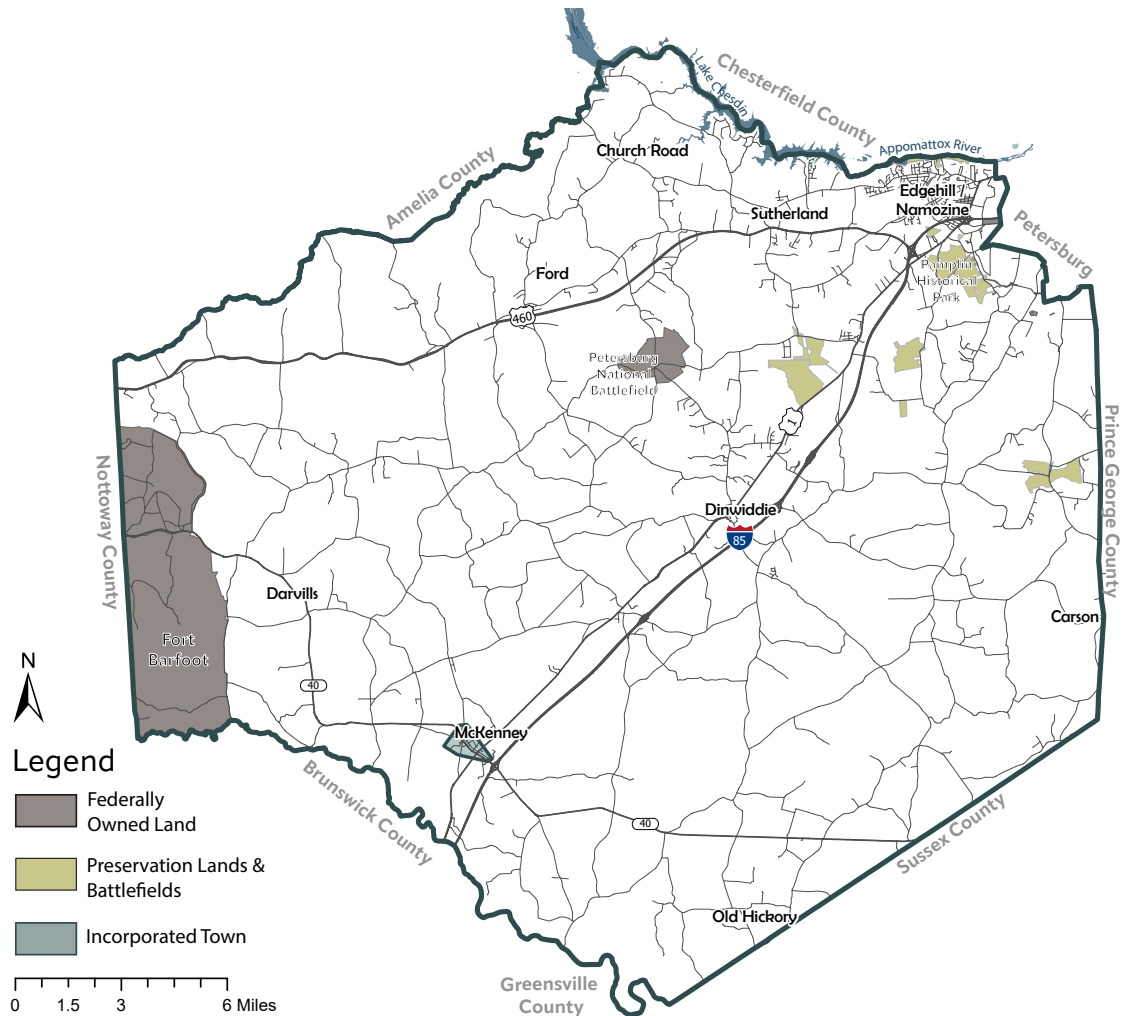
Section 15.2-2223 of the Virginia Code states:

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

PLANNING JURISDICTION

This Comprehensive Plan applies to Dinwiddie County's official planning jurisdiction, which ends at County boundaries and does not include the incorporated town of McKenney. Dinwiddie County is approximately 28 miles wide from west to east and approximately 27 miles wide from north to south. In total, the County contains 507 square miles (324,480 acres) of land and water area.

At the same time, Dinwiddie County's regional connections shape the County's future and, as such, the Comprehensive Plan recognizes and prioritizes collaboration with its regional partners as a critical component of long-range planning. Dinwiddie County is influenced by development and employment within the Town of McKenney, the Tri-Cities of Petersburg, Colonial Heights, and Hopewell, and the neighboring counties of Chesterfield, Nottoway, Amelia, Brunswick, Greenville, Sussex, and Prince George. While Dinwiddie County has no political jurisdiction over decisions in neighboring localities, it works as a partner of the Crater Planning District Commission (CPDC) – a regional organization that provides planning services and technical assistance to its member jurisdictions. Much of the information in this Plan builds on existing regional studies and efforts, and many of the strategies will require regional coordination to realize the highest benefit to Dinwiddie County.



SOURCE: Dinwiddie County, National Park Service

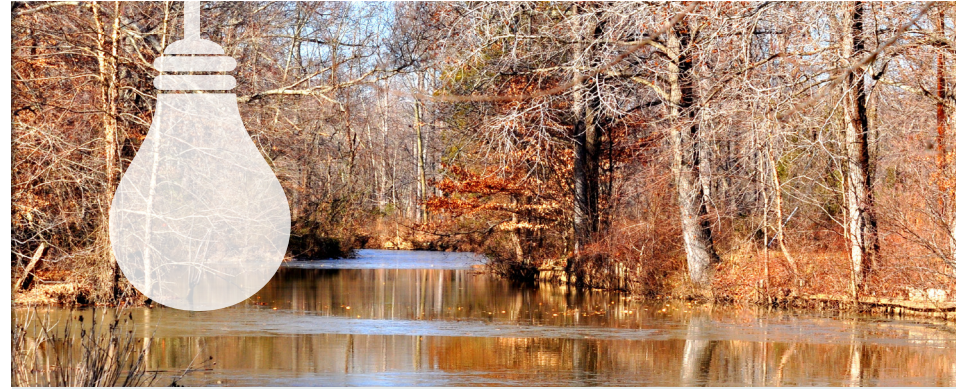
RELATIONSHIP TO PLANS, POLICIES, & ORDINANCES

Dinwiddie Forward is intrinsically tied to past planning efforts, including plans, policies, and ordinances. This Plan includes data, ideas, and recommendations from many existing plans, studies, and strategic documents. The Comprehensive Plan forms and influences future updates to land development regulations and decisions. Zoning matters, capital improvements, transportation projects, and environmental and historic resource protection initiatives will rely on the contents of the Comprehensive Plan.

ZONING & SUBDIVISION ORDINANCES

The County adopted the Zoning Ordinance in 1964 for the protection of public health, safety, and general welfare. The last major revision was in June 1993. The County also administers a Subdivision Ordinance, revised in 1997, to maintain suitable residential land development. In addition to the Zoning and Subdivision Ordinances, the County has enacted soil erosion and sediment control ordinances, a stormwater ordinance, a flood protection ordinance, and a building code to guide land use and development in the County.

Development regulations are the primary tools to implement the Comprehensive Plan. While the Comprehensive Plan offers vision and policy recommendations, development regulations directly control the management of the location, form, and character of private projects. The Comprehensive Plan should guide and direct updates to the Zoning and Subdivision Ordinances. In addition, when a development or rezoning project comes before the County, decision makers must ensure that the project meets the specific standards of the ordinance and the overarching vision and future land use policies of the Comprehensive Plan.



1950

Dinwiddie Planning Commission organized to make recommendations on planning matters.

1964

Zoning Ordinance first adopted; Board of Zoning Appeals established to review hardship cases, special exceptions, and variances.

1975

Planning Department established.

1979

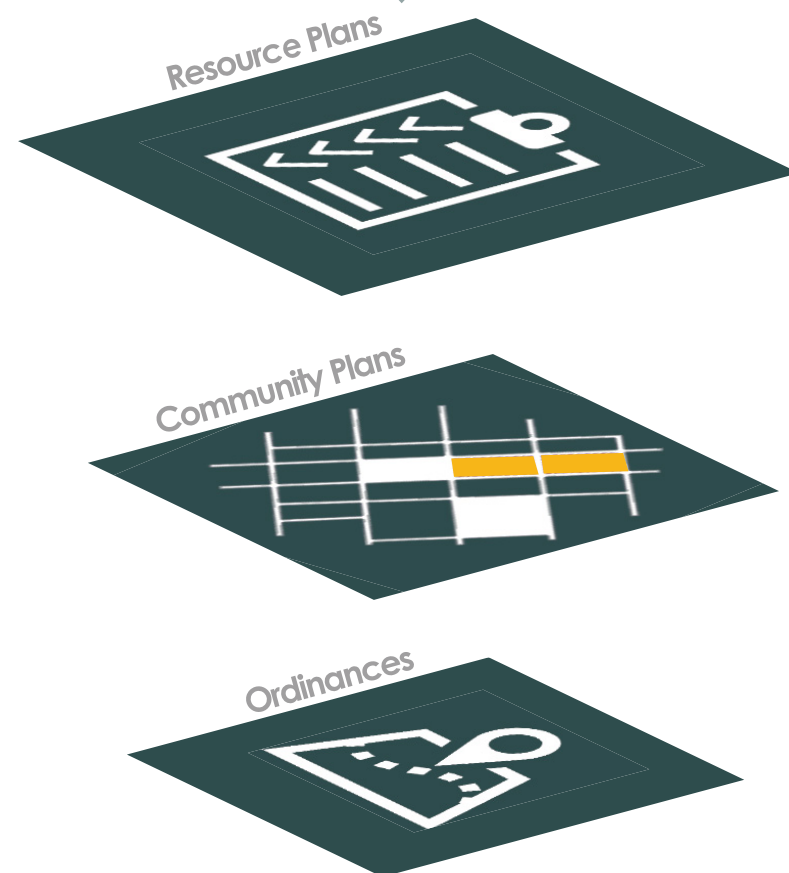
First Comprehensive Plan adopted.

1996, 2006, & 2014

Comprehensive Plan updates to respond to changing conditions and Virginia Code.



DINWIDDIE FORWARD



CAPITAL IMPROVEMENT PLAN

A Capital Improvement Plan (CIP) is a community planning and fiscal management tool used to coordinate the location, timing, and financing of capital improvements over a multi-year period. Capital improvements refer to major, non-recurring physical infrastructure and equipment. Under Code of Virginia Section 15.2-2239, the Board of Supervisors may direct the local Planning Commission to annually prepare and revise a CIP for up to five years to reflect changing community needs, priorities, and funding opportunities for the governing body's approval. The community benefits and the long-range vision is achieved when the priorities of the CIP align with the County's Comprehensive Plan.

PLANS, STUDIES & INITIATIVES

Many other plans, studies, and initiatives have contributed to the creation of the Comprehensive Plan. Regional studies, transportation plans, housing initiatives, and other documents and planning efforts have informed the recommendations and strategies found in the Comprehensive Plan. This Plan recognizes these existing documents and identifies new plans and studies that may be needed to support implementation.

Existing plans and studies considered in the development of this Plan include, but are not limited to:

- 2017 Richmond-Crater Multi-Regional Hazard Mitigation Plan
- Crater Planning District Commission 2021 Comprehensive Economic Development Strategy
- Appomattox River Trail to Capital Trail Study
- Dinwiddie County Government Center Campus Master Plan
- Joint Land Use Study: Army National Guard Maneuver Training Center Fort Pickett (renamed Fort Barfoot in 2023)

CREATING DINWIDDIE FORWARD

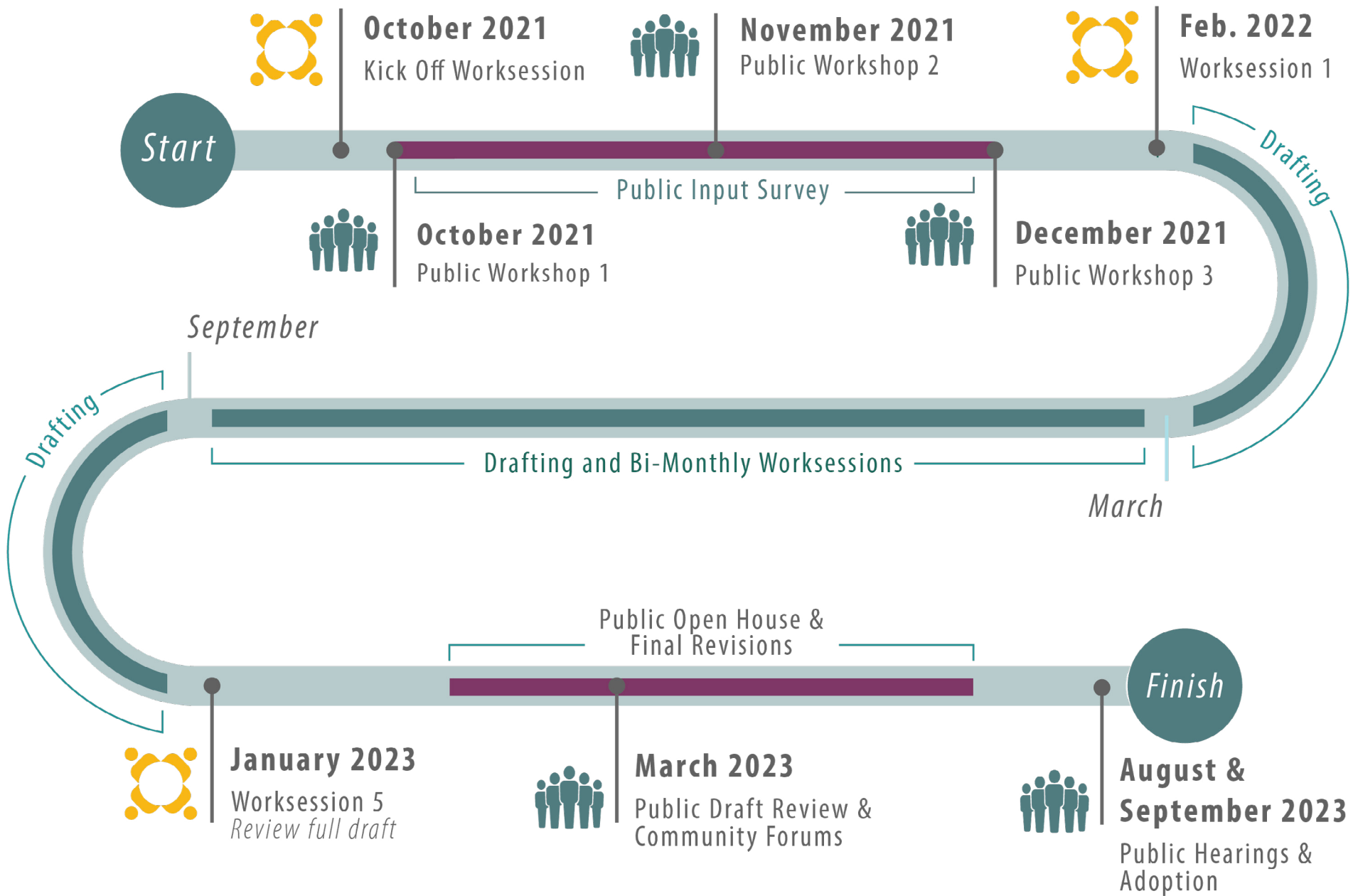
Dinwiddie Forward is the culmination of research, data analysis, and most importantly, community input and engagement. Throughout the planning process, this Comprehensive Plan update has taken deliberate steps to guarantee that citizen voices define Dinwiddie County's vision and goals – past, present, and future.

▶ **PHASE 1 GATHER**
RESEARCH & COMMUNITY
INPUT

▶ **PHASE 2 DRAFT**
PLAN DRAFTING

▶ **PHASE 3 REFINE**
COMMUNITY FEEDBACK





COMMUNITY INPUT

COMMUNITY WORKSHOPS

Dinwiddie County held three separate public workshops to gather input from the community for the Comprehensive Plan Update. The workshops took place on October 27th, 2021 at the Eastside Enhancement Center; November 9th, 2021 at the Ragsdale Community Center; and December 16th, 2021 at the Eastside Enhancement Center. In total, sixty-six community members participated in the public workshops; some of whom included Planning Commission and Board of Supervisors members.

The workshops began with an introductory presentation that briefly explained the comprehensive planning process and detailed the importance of public input. Following the presentation, attendees split into groups to work on breakout discussion exercises led by County staff.

Each group discussed and documented Countywide strengths, weaknesses, and opportunities – as well as goals for the future. Additionally, each group focused on a key element of a comprehensive plan: Quality of Life and Community Facilities, Local Economy, Parks and Recreation, and Growth and Development.

STAKEHOLDER MEETINGS

Four stakeholder meetings were held throughout the public planning process. Two were conducted on November 9th, 2021, and two were conducted on December 16th, 2021. These meetings brought together major businesses and community partners to gather input.

COMMUNITY SURVEY

Dinwiddie County administered a community survey (available online from October 16 to December 19, 2021) to gather input about community needs, strengths, concerns, and desires. In all, 21 questions were asked; 14 questions were directly related to the Comprehensive Plan; six questions focused on demographics; and one question asked for contact information. A total of 327 individuals took the survey, answering questions on topics such as housing, employment, education, and economic development.



Public Workshops
66 Total Participants



**Public Survey
Participants**



**Stakeholder Interview
Participants**

WHAT WE HEARD **KEY TAKEAWAYS**



RURAL CHARACTER
is considered the
County's most valued
asset



**UTILITIES,
INFRASTRUCTURE,
SCHOOLS, PARKS &
RECREATION** should be top
priorities for the future



There is a strong
**SENSE OF
COMMUNITY**



County residents want
more **JOBS, SHOPPING &
INFRASTRUCTURE**



Residents feel Dinwiddie
is a **SAFE PLACE TO
RAISE A FAMILY OR
RETIRE**



**BROADBAND, SCHOOLS
& DEVELOPMENT** are top
concerns

Community Facilities

WHAT WE HEARD **STAKEHOLDER INTERVIEWS**

The stakeholder meetings highlighted key issues and opportunities for Dinwiddie County's future. Listed below are the most common themes that were discussed, though many other topics were brought up.

- Agricultural and historical character – a continued commitment to preserving productive lands, open space, and conservation areas is of great importance.
- A strong sense of community spirit, collaboration, and pride – Dinwiddie is a great place to raise a family with rich history, diversity, strong recreation programs, and active faith-based community.
- A need to expand infrastructure to include broadband, sewer, and water services.
- A desire for more outdoor recreation facilities, trails, and green spaces – new hiking, walking, and biking trails, and connecting existing trails that would allow more people access to amenities, as well as public parks, forests, and greenways.
- Future development along the major business and highway corridors with U.S. Route 460, U.S. Route 1, and Interstate 85 corridors as possible development areas.
- A focus on tourism and agritourism coupled with expanding businesses frequented by tourists, such as restaurants, hotels, and motels.
- Repairing, updating, and expanding community facilities, including trails, sports fields, playgrounds, community meeting space, libraries, fire stations, and fitness courses.



*Who participated?**

- Real estate professionals
- Residential builders
- Surveyor
- Developers
- Dinwiddie County Water Authority
- Commissioner of the Revenue
- Farmers
- Virginia Motorsports Park
- Pamplin Historical Park
- Campground
- Day care provider
- Small business owners
- Regional economic development organizations
- Virginia Cooperative Extension
- Friends of Lower Appomattox River
- Faith leaders
- Coaches
- County departments
- Schools
- Southside Electric Cooperative
- Dominion Energy
- Institutions of Higher Education

*This list is not exhaustive.

WHAT WE HEARD **COMMUNITY SURVEY**

- **Top 3 most valued attributes** of Dinwiddie County: rural character, sense of community, and its education system.
- **Top 3 concerns** for Dinwiddie County's future: availability of broadband and internet services, quality of public schools, and the County's development and population growth.
- **Top 3 focus areas** for Dinwiddie County's future: improving utilities and infrastructure (including broadband), improving public schools, and creating parks and recreation opportunities.
- **Most desired new jobs** in the County: medical services, commercial businesses (including retail, wholesale, and shopping), and trades such as construction and utilities.
- A variety of **housing types** were desirable including single family homes, housing for seniors and elderly, rehabilitation of existing housing stock, and affordable housing.
- In almost equal parts, respondents identified their **desire for new residential development** to occur along Route 460, within the Town of McKenney, in northern Dinwiddie, and around key points along Interstate 85.
- The **top 3 areas for new commercial development** to be directed: along Route 460, key points along Interstate 85, and northern Dinwiddie.
- The **3 most requested transportation improvements** were road maintenance by over half the respondents, followed by bicycle/trail connectivity by 40% of respondents, and finally public transportation improvements or expansion by just over 30% of respondents.
- Most requested **priorities for improving public facilities** and services: Public schools, broadband access, and fire and rescue services.
- A recurring theme throughout public engagement was the lack of **broadband**. 35% of survey respondents listed improved broadband access as their number one priority for improving public facilities and services. Other priority items included public schools, fire and rescue services, and police services. Waterfront access was the least selected priority item, with almost half of respondents choosing it as their lowest priority item (ranking from 1-10).
- Only 45% of respondents said internet is available and sufficient for their daily needs, while 29% said internet is available but is not sufficient; 25% of respondents said they do not have internet access at their home.



327

A tenth of respondents were 65+; just over two-thirds of respondents were between the ages of 35-64; and the remaining respondents were between the ages of 18-34.



Of 327 total participants, 67% of respondents identified as white. The remaining respondents identified as follows: 15% identified as Black or African American; just over 3% identified as Asian, American Indian or Alaskan Native, and two or more races; 1.5% of respondents identified as "other"; and 13% chose not to answer. Just over 2% of respondents identified as Hispanic, Latino, or Spanish origin.



A majority of survey respondents were residents of Dinwiddie County, totaling 77%; with roughly a quarter of respondents having lived in Dinwiddie County for 40 or more years while just over 32% having lived in the community for 0 to 19 years. Just over half of all respondents also work in Dinwiddie County, with 20% of respondents working in the greater Richmond/Petersburg area, 11% retired, and 7% who work outside of Dinwiddie County.

DRAFTING & REFINING

PLAN FORMULATION

The Dinwiddie County Planning Commission is ultimately responsible for reviewing and recommending the proposed changes to the Comprehensive Plan – as directed in the Code of Virginia Section 15.2-2223. Virginia Code Section 15.2-2230 calls for the Comprehensive Plan to be reviewed by the local planning commission at least once every five years to determine whether it is advisable to amend the plan. The Planning Commission drafted this Plan using the crucial information gathered during the community engagement process.

PUBLIC REVIEW

Comprehensive Plans are a product of the community's input as interpreted through the lens of appointed and elected decision makers. As such, the Comprehensive Plan follows a public review and refinement period that ensures the Plan accurately represents the community's concerns and desires and has developed a path to address them. In March 2023, Dinwiddie County made the draft Plan available to the community and hosted two community forums to showcase progress and gather reactions.

REFINEMENT & ADOPTION

With the inclusion of changes suggested during the public refinement period, the revised draft Plan was advertised for public review in accordance with Code of Virginia requirements and considered by the Planning Commission and Board of Supervisors through a formal public hearing process in 2023.

USING DINWIDDIE FORWARD

The Comprehensive Plan is used by a variety of individuals and stakeholder groups. The Plan best serves the community when it is actively used to make recommendations and decisions. Continuous evaluation of the Plan is also a best practice that helps bring the community's vision to fruition and allows staff and Planning Commission to identify necessary amendments and track progress. The Implementation chapter of the Plan (Chapter 10) includes an implementation matrix and is a prime place to start the evaluation process. The implementation matrix should be analyzed and updated from time to time to measure achievements and reprioritize strategies, as needed to meet community goals.



Private citizens, business owners, and developers use the Plan to better understand the community's assets, vision, and development goals.



County staff and Planning Commission use the Plan when reviewing zoning applications and drafting ordinances, striving for consistency with the community's vision.



The Board of Supervisors uses the Plan to guide decisions on budget priorities, capital projects, and ordinance amendments.



Regional partners use the Plan to understand local priorities and advocate for grant funding and studies.





Chapter 2: **ABOUT THE COUNTY**





ABOUT **DINWIDDIE COUNTY**

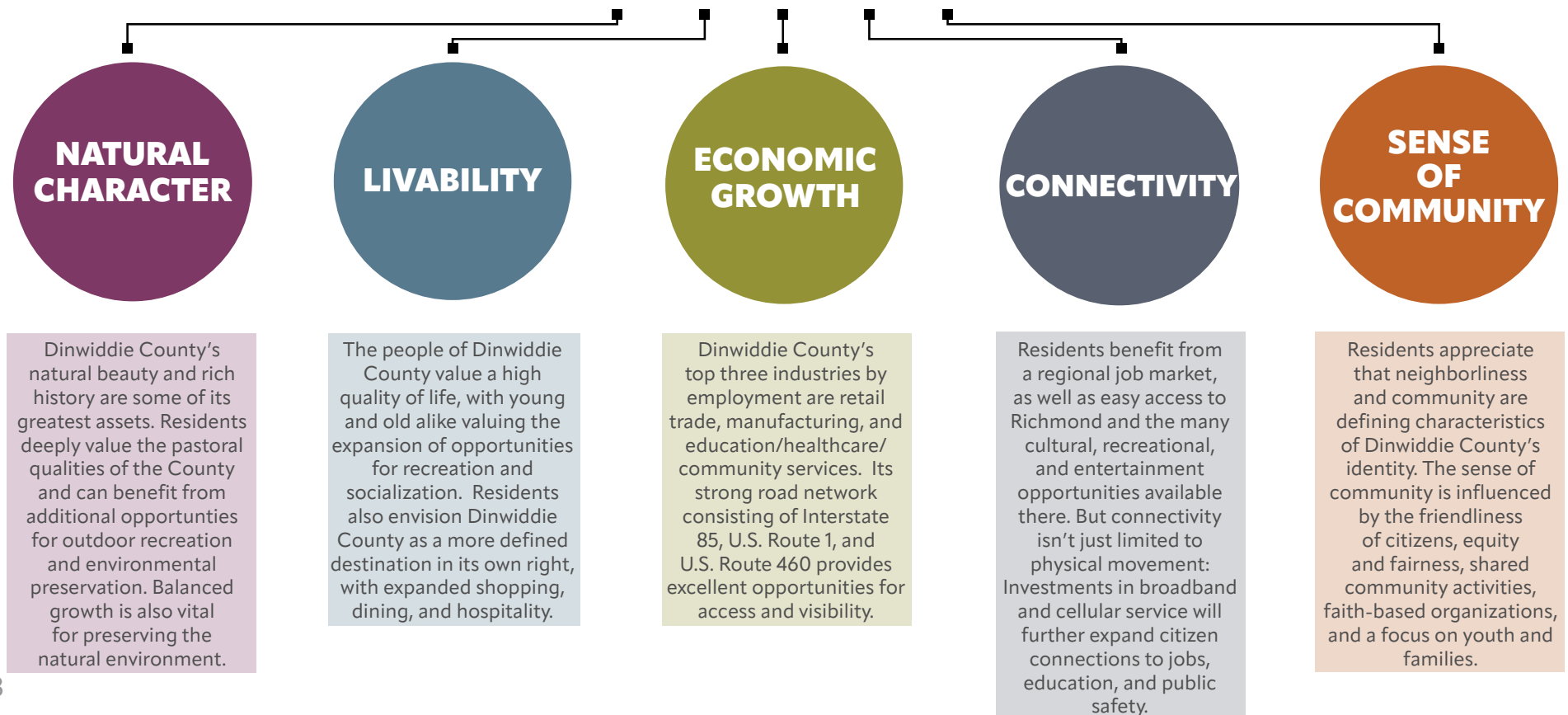
Dinwiddie County is located in south central Virginia approximately 25 miles south of Richmond, Virginia, 95 miles west of Norfolk, Virginia, and 140 miles south of Washington, D.C. The County is bordered by the Counties of Chesterfield on the north, Amelia and Nottoway on the west, Brunswick, Greenville 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 has a land and water area of 507 square miles.

Dinwiddie County's first residents were Paleo Indians, nomadic hunter-gatherers who lived on the land prior to 8000 B.C. What we recognize as Dinwiddie County today was established on May 1, 1752. Formerly part of Prince George County, the County was named for Robert Dinwiddie, the Lieutenant Governor of Virginia from 1751-1758. Dinwiddie County has a rich Civil War history and was the location of several important Civil War battles including the Battle of Five Forks, the Battle of Dinwiddie Court House, and the Battle of Lewis' Farm. Today, Dinwiddie County is known regionally for its sports complex and motorsports facilities, its natural and historical resources such as Petersburg National Battlefield and Pamplin Historical Park, and its scenic beauty along its rivers, creeks, and Lake Chesdin. Dinwiddie County is also home to Fort Barfoot, a Virginia Army National Guard training facility, the Foreign Affairs Security Training Center (FASTC), and Central State Hospital, a state owned and operated inpatient facility.

There are many elements that define Dinwiddie County's identity, some that are physical characteristics as identified previously and some that create an intangible – yet unmistakable – sense of place. But perhaps the most important asset to Dinwiddie County is the nearly 28,000 people who call it home. Residents have a strong sense of community pride and are unapologetic about their roots while simultaneously being open to growth and change. The ideas in the *Forward Focus* graphic below are derived from the values expressed by residents during the public engagement period, along with the forces and trends discussed in this chapter. These are the ideas that link who we are today with who we want to be tomorrow.

As Dinwiddie County continues its forward motion, it is faced with a critical question reflective of the community that calls it home: *How do we develop a vision to prepare for what lies ahead while preserving the best of what is here and now? What are our strengths? Where should we grow?* The Comprehensive Plan process allows us to better understand our community in order to answer these questions and prepare a clear vision and actions that are able to continue moving Dinwiddie County forward.

FORWARD FOCUS



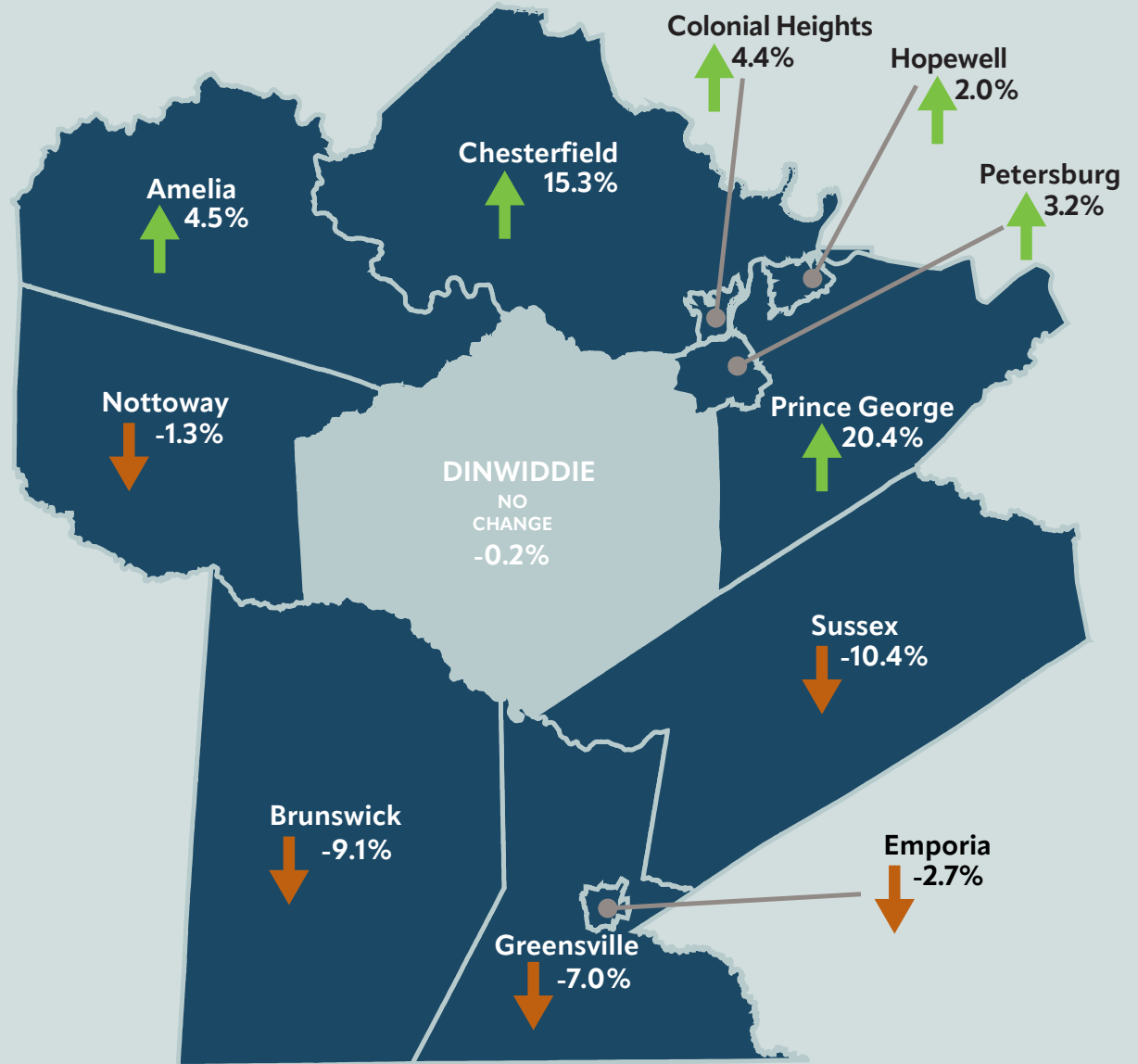
FORCES AND TRENDS SHAPING OUR COMMUNITY

1

REGIONAL SNAPSHOT

Dinwiddie County serves as a geographic transition area between the Richmond metropolitan region and the more rural Southside Virginia region. This is evident when evaluating regional population change over the past decade: Dinwiddie County's neighbors in the Richmond Metropolitan Statistical Area all experienced population growth – with the exception of Sussex County – while the Southside Counties all experienced population decline. Meanwhile, Dinwiddie County's population has remained stagnant, declining by only 54 people between 2010 and 2020. This is reflective of statewide slowed growth as well, although the County is poised for a slow increase in population in future years.

Regional Population Change
(2010-2020)



DINWIDDIE COUNTY POPULATION PROJECTIONS

WELDON COOPER CENTER FOR PUBLIC SERVICE (JULY 2022)

2020	27,947
2030	27,493
2040	28,770
2050	30,477
% Change (2020-2050)	+9.05%

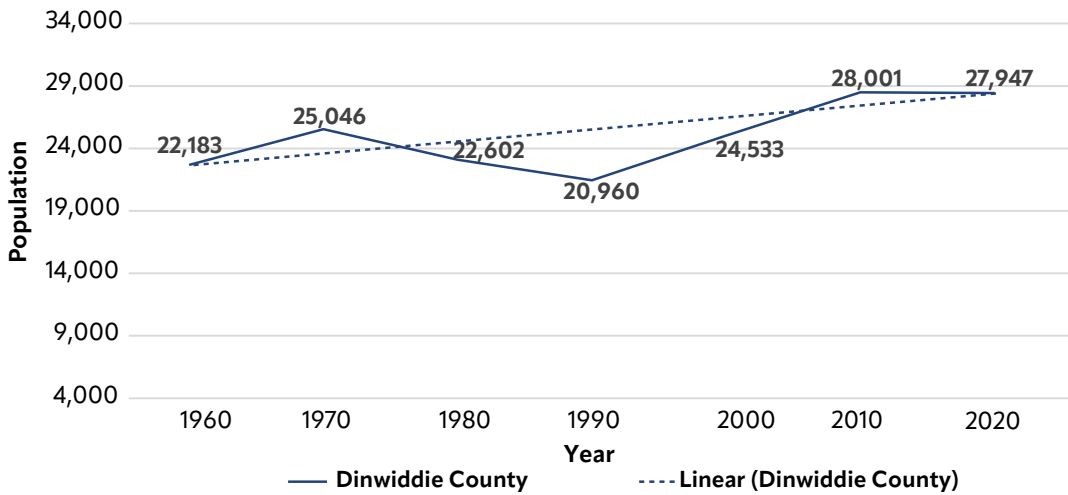
SOURCE: U.S. Census Bureau

2 PEOPLE AND POPULATION

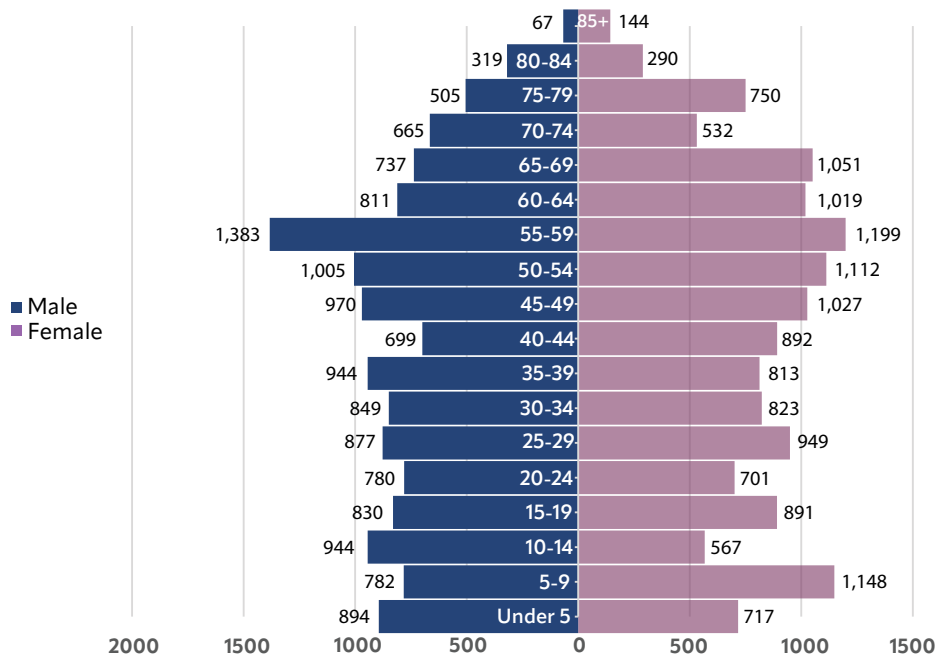
While a quarter of Dinwiddie County's residents are children and teenagers, Dinwiddie County's residents are also growing older, evidenced by a third of the population being 55 or older and nearly 40 percent of the population over 16 being inactive in the labor force. The County must be able to support the ability of its residents to age in place and should explore a variety of opportunities to enable aging in place, including expanding access to healthcare, providing more options for high quality and affordable housing, streamlining on-demand transit services, and expanding opportunities for exercise and recreation. These opportunities also would have intergenerational benefits for Dinwiddie's children and teenagers below the age of 20.

The Town of McKenney, the only incorporated town in the County, is located in the southwest area of Dinwiddie County and has a population of 457 persons according to the 2020 U.S. Census.

Historic Population Trends

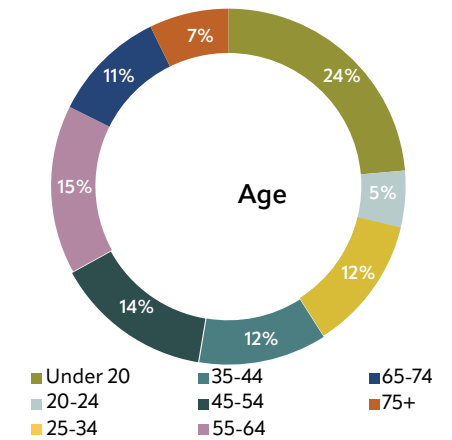
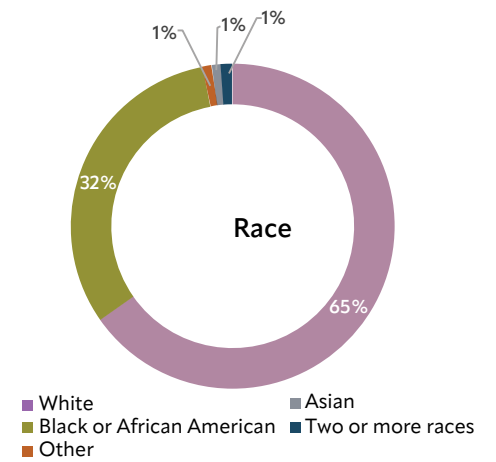
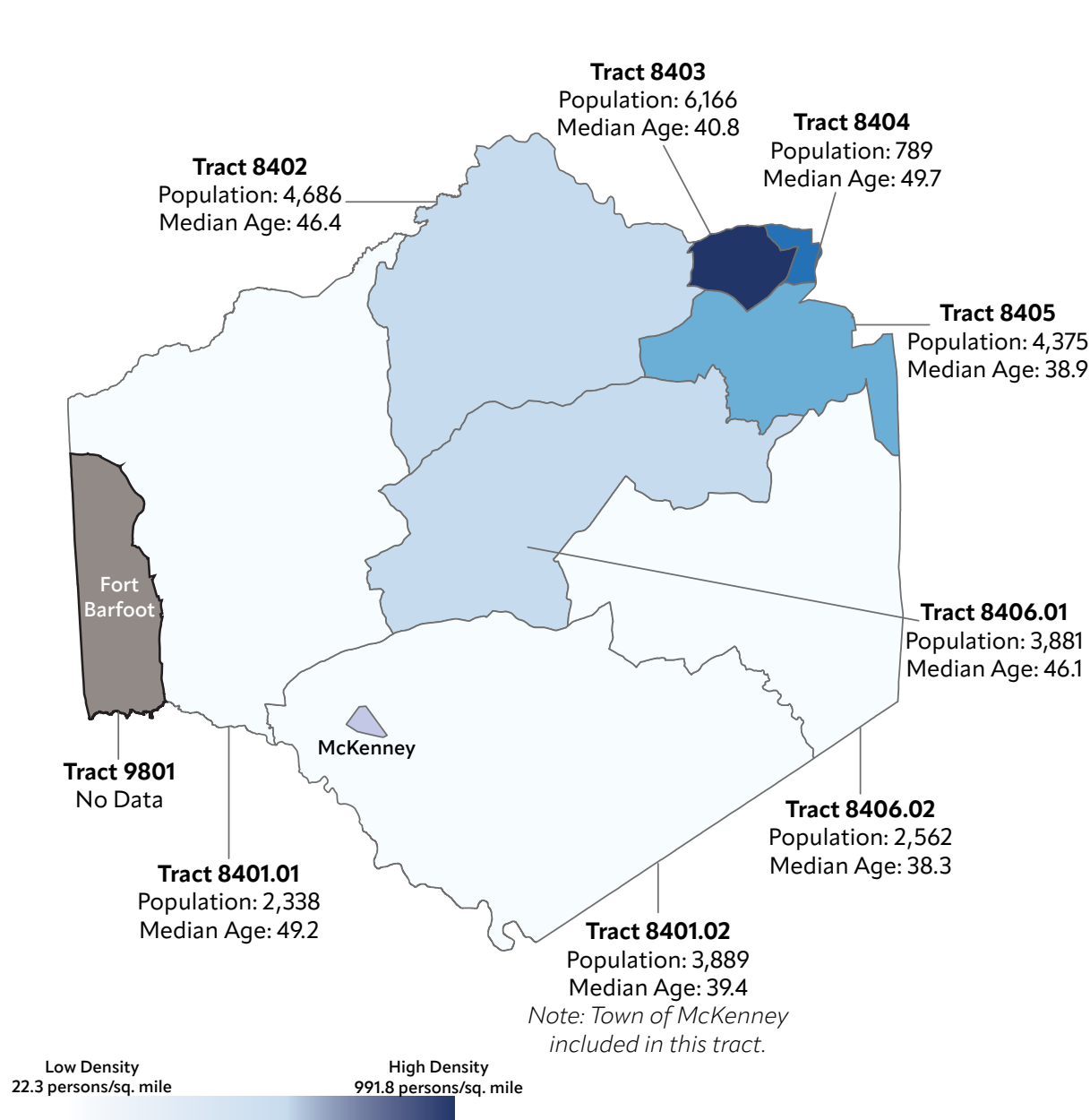


Age and Gender



SOURCES: 2016-2020 American Community Survey 5-Year Estimates, U.S. Census

Population and Population Density



3 HOUSING AND NEIGHBORHOODS

Dinwiddie County's housing stock is not only aging but has also experienced slowed growth and investment over the past decade, with only 205 homes – less than 2 percent of all residential structures – built in 2014 or later.

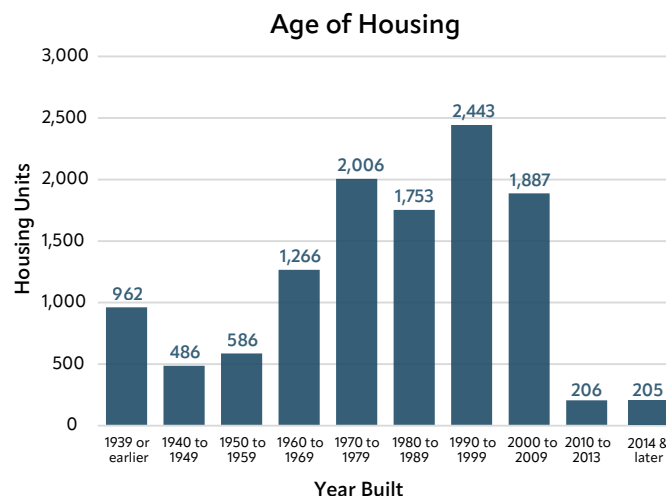
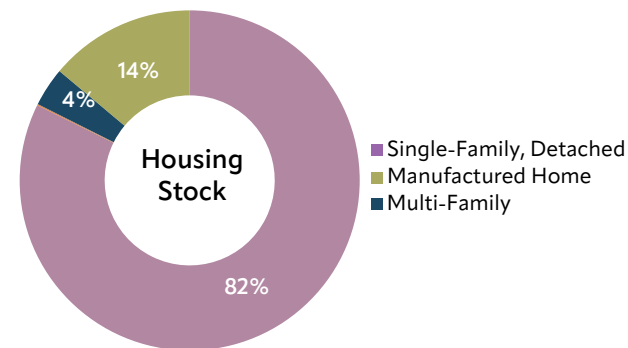
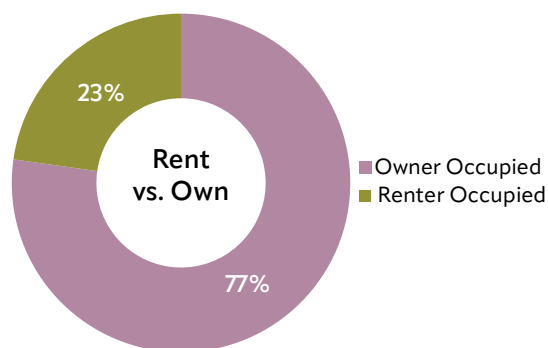
Rental units also play less of a role in Dinwiddie County's housing stock than rental units in the statewide housing stock. While rental units comprise nearly a third of the total housing stock statewide, in Dinwiddie County, renter-occupied housing units comprise 23 percent of the housing stock. Community feedback emphasized the need for expanded rental housing, especially when considering how to attract the high-quality educators necessary for a strong public school system.

In addition, 29 percent of all County households are cost burdened, meaning housing expenses consist of over 30 percent of their household income. Dinwiddie County must therefore plan to balance a concentrated and targeted land use plan with equitable access to a variety of housing types and prices.

Median Home Value
\$185,200
Dinwiddie County
\$282,800
Virginia

Median Gross Rent
\$1,088
Dinwiddie County
\$1,331
Virginia

29%
 of households are
 cost burdened



11,803 housing units



40% of households
 have cable, fiber optic,
 or DSL access



2.68 people per
 household

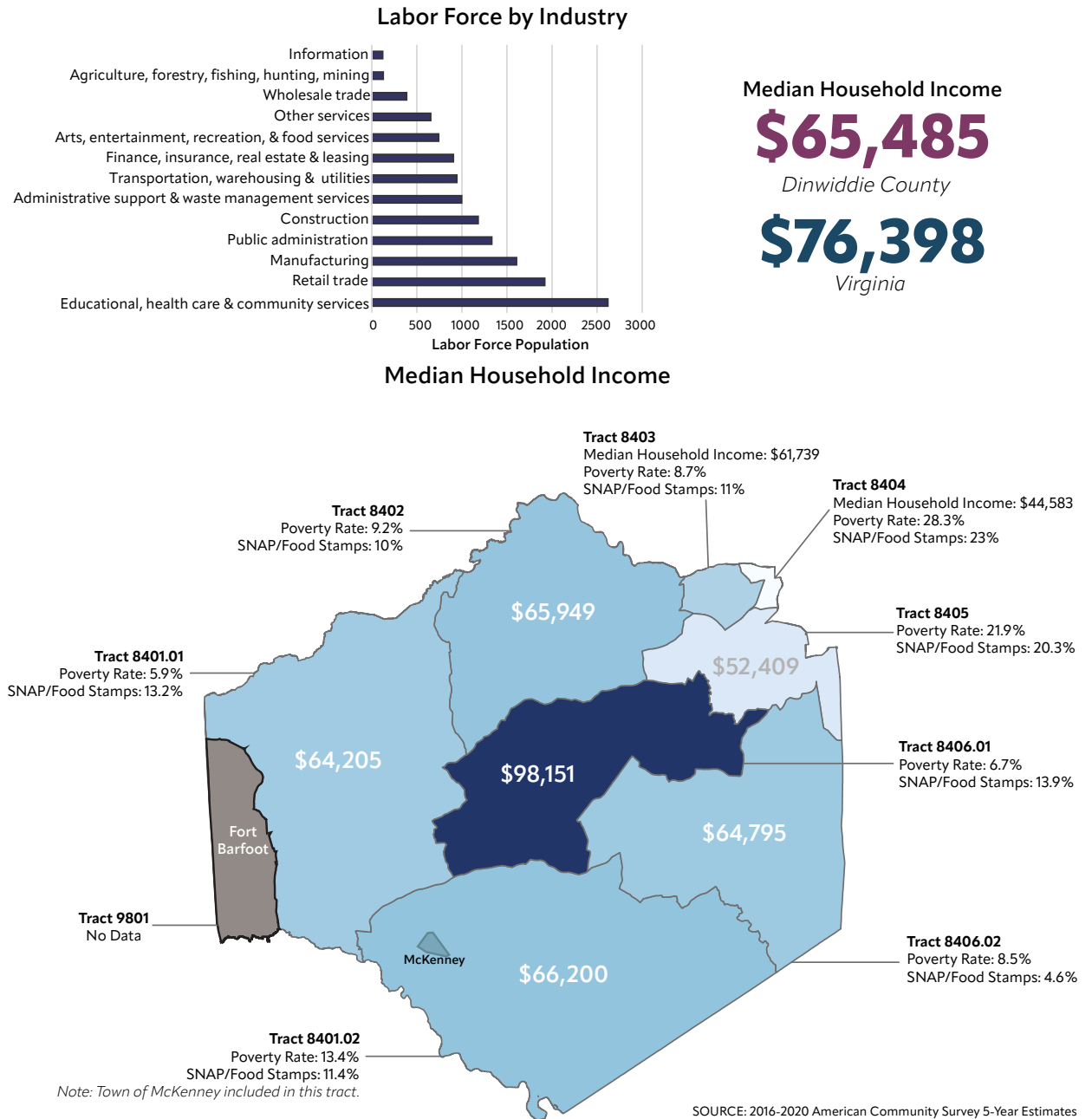
SOURCES: 2016-2020 and 2017-2021 American Community Survey 5-Year Estimates, Virginia Dept. of Health

4

ECONOMIC DEVELOPMENT

Retail trade, manufacturing, and educational services/health care/social assistance are the three largest industries employing the County's labor force. While Dinwiddie County as a whole has achieved significant economic success, there are still a substantial number of residents who face financial struggles. Dinwiddie County's median household income is about 15 percent lower than the statewide median, and the percentage of families receiving food stamps or SNAP benefits is nearly twice that of the statewide percentage. Income and poverty vary significantly by Census tract: Around a quarter of residents in Census Tract 8404 live in poverty and receive food stamps or SNAP, while the central area of the County has a median household income just shy of \$100,000.

In improving economic opportunities and expanding access to jobs, Dinwiddie County must ensure that access is equitably distributed, and that implementation strategically targets communities that may be underserved or have the greatest need.



5 COMMUNITY FACILITIES AND INFRASTRUCTURE

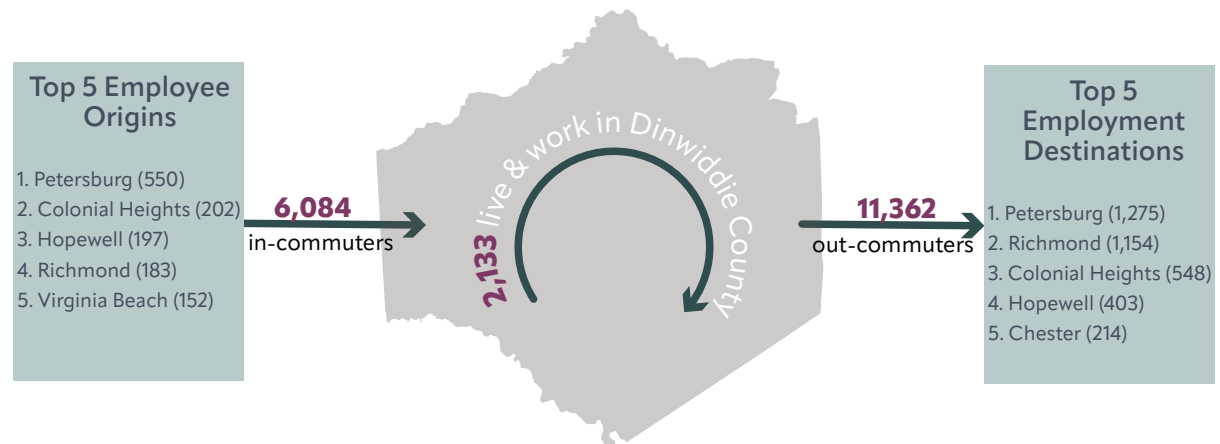
The ability of Dinwiddie County to not only grow, but to holistically respond to the forces and trends shaping the community, is in part dependent on appropriate investment in infrastructure. As the community grows, water and wastewater systems will be continually monitored for sufficient capacity with increases in capacity being implemented as needed. Access to public water and sewer lines is a necessary facet for continued growth and current lines must be expanded appropriately to accommodate the growing community.

Dinwiddie County currently operates two community centers, a sports complex, and a gymnasium, but residents have been vocal in expressing the need for greater access to green space, trails, and recreational facilities, especially as sports such as soccer grow in popularity among the community's children and teenagers. Parks and green space will not only provide more recreational opportunities, but will promote a healthier county, expand available space for cultural programming, and preserve valuable natural resources. The infrastructure of public schools should also be monitored to ensure the physical space is able to positively facilitate the educational, social, and emotional growth of the County's children.

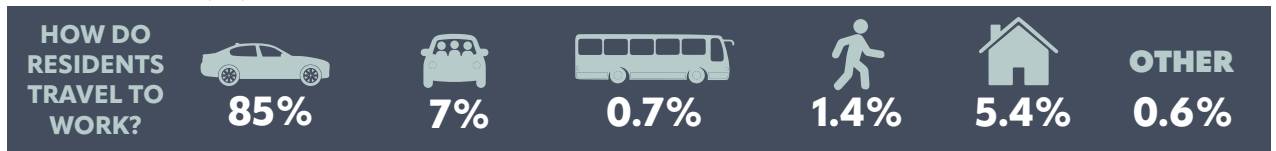
6 TRANSPORTATION AND MOBILITY

Dinwiddie County's residents are extremely car dependent, explained in part by over 11,000 workers residing in Dinwiddie County commuting outside of the County for work. Less than 1 percent of the population relies on public transportation for commuting. Dinwiddie County should consider solutions to expand mobility and reduce reliance on single occupancy vehicles, including upgrading unpaved road infrastructure, constructing park-and-ride lots to encourage carpooling, and expanding on-demand transit services. Future planned growth should also emphasize walkable, mixed-use development, and occur around U.S. Routes 1 and 460, Carson Road, and Interstate 85 interchanges.

County Commuting Patterns



SOURCES: 2016-2020 American Community Survey 5-Year Estimates, U.S. Census



VISION

Understanding who we are today leads to our vision for tomorrow. Dinwiddie County's collective vision – and the means required to achieve this vision – are intended for the long term. It will require active participation and engagement from a variety of people and organizations. This vision can be achieved by setting goals with specific objectives and strategies, continuously working toward implementation, and monitoring progress after the Plan is adopted.



*"We cherish our heritage,
embrace opportunity, and
offer an extraordinary
community in which to spend
a lifetime."*

The distinct benefit of a Comprehensive Plan is that it provides the direction to make a clear vision into a recognizable reality. The Comprehensive Plan considers how the entire community's values, people, places, and prosperity are interrelated and interdependent. In creating this plan, we identified the defining issues that are central to the future success of Dinwiddie County. The challenge before us now in shaping the Dinwiddie of the future is to leverage our strengths while mitigating our negatives. *Dinwiddie Forward* lays the fundamental groundwork to do just that.





Chapter 3:

NATURAL ENVIRONMENT





NATURAL ENVIRONMENT

Dinwiddie County maintains harmony with nature by protecting and preserving the health and viability of natural resources and promoting enhanced connection to the natural environment.

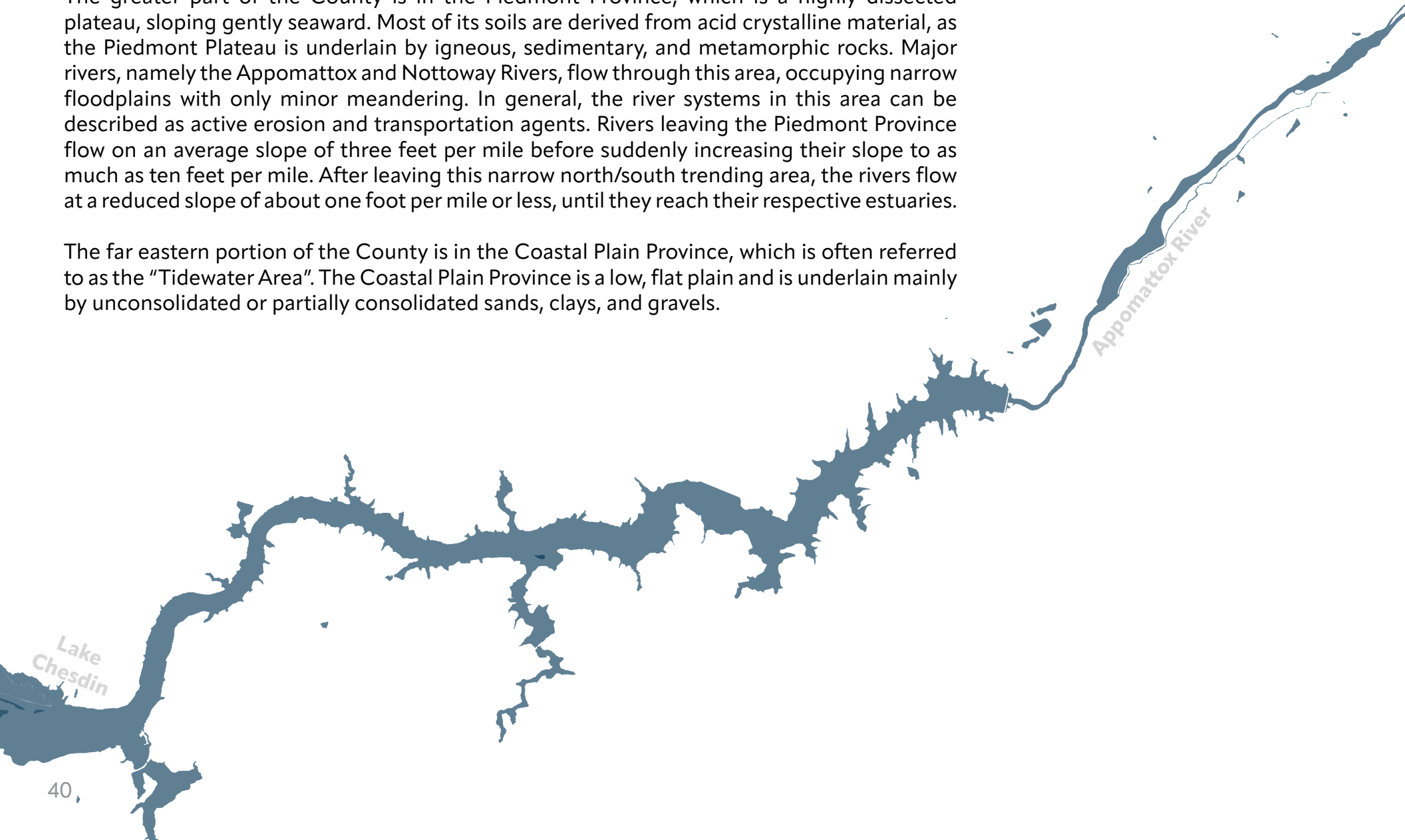
Dinwiddie County is rich in natural features that have shaped the development and character of the County. With low rolling hills, abundant lush forests, and scenic rivers and lakes, natural landscapes contribute to the County's rural and agricultural character. These features also provide valuable ecosystem and recreation benefits and influence the suitability and capacity for development. The importance of natural resources is discussed throughout this chapter, along with strategies to promote sustainable growth and protect and expand access to these invaluable resources.

PHYSIOGRAPHY

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 Plain Provinces.

The greater part of the County is in the Piedmont Province, which is a highly dissected plateau, sloping gently seaward. Most of its soils are derived from acid crystalline material, as the Piedmont Plateau is underlain by igneous, sedimentary, and metamorphic rocks. Major rivers, namely the Appomattox and Nottoway Rivers, flow through this area, occupying 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 Province flow on an average slope of three feet per mile before suddenly increasing their slope to as much as ten feet per mile. After leaving this narrow north/south trending area, the rivers flow at a reduced slope of about one foot per mile or less, until they reach their respective estuaries.

The far 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.



TOPOGRAPHY

Dinwiddie's topography is generally level or slightly rolling with very small variations in elevation in the eastern section. In the western three quarters 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.

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% 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.

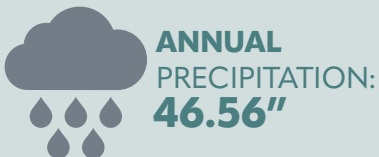
The potential for erosion is moderately severe in areas where the slopes are from 12 to 20%. Slopes in excess of 15% are best left in a natural state, while areas with 6 to 15% slope, if a proper site plan is followed, can be developed with minimal land disturbance. Erosion and sedimentation control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

MAP 3.1 | TOPOGRAPHY



CLIMATE

The entirety of the County is in the Southeast U.S. Climate Region. In general, the summers are long and hot and the winters are short and relatively cool. This region may experience brief periods of extreme temperatures, but these rarely last for more than a few days at a time. Most precipitation occurs in the form of rain; precipitation is evenly distributed throughout the year. Snow in normal winters rarely remains on the ground for extended periods. The growing season averages approximately 190-200 days.



SOURCE: National Oceanic and Atmospheric Administration, 2019

LAND COVER

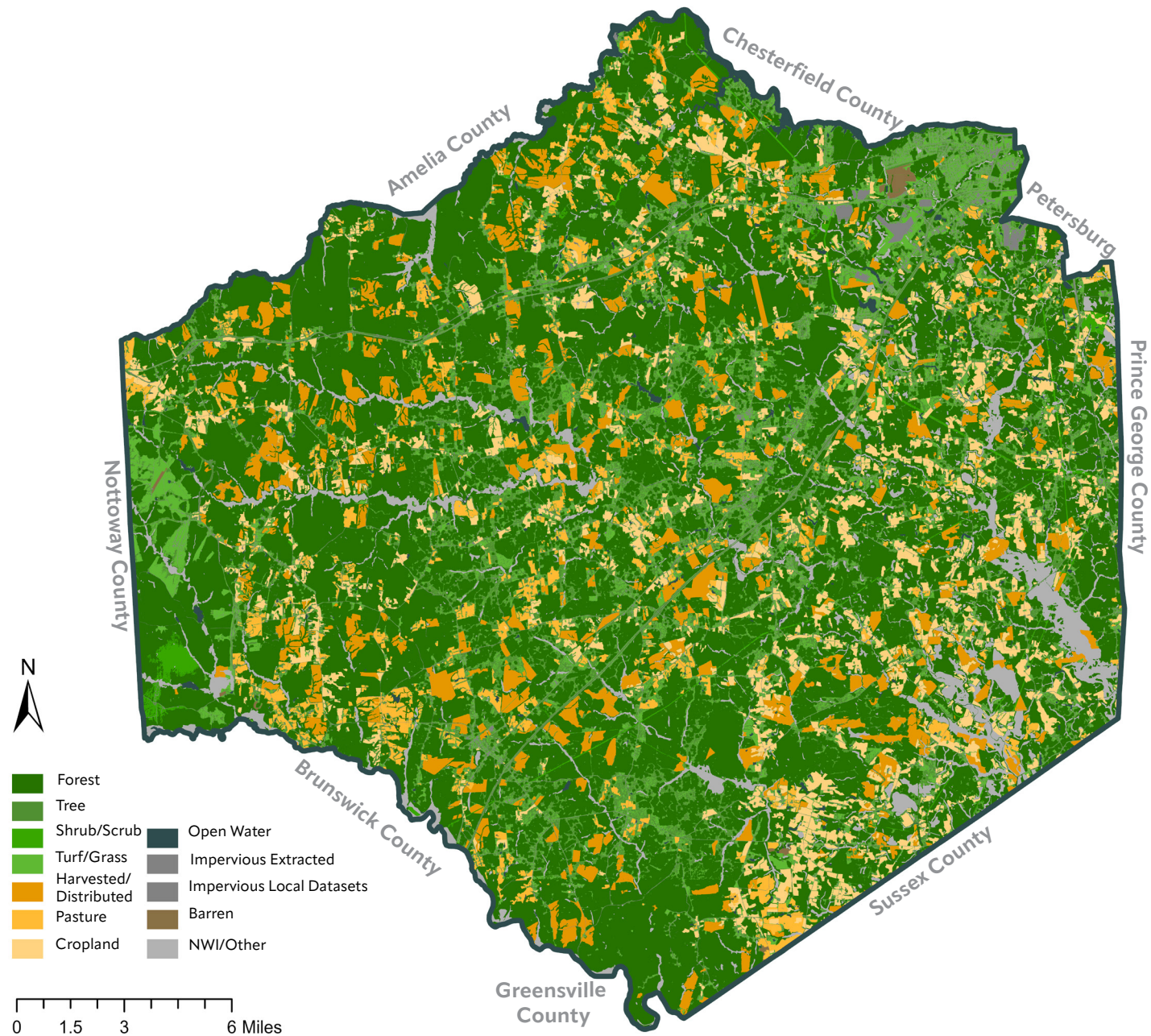
Dinwiddie County has many rural and agricultural characteristics, and the land cover of the County reflects this. The County has vast amounts of natural resources and undeveloped landscape supporting native habitats, agriculture, and silviculture. According to the 2016 Virginia Land Cover Dataset, more than half (54.42%) of the County is considered forested. Land being used for agricultural activities – cropland and pasture – constitute an additional 10.94% of land cover, making agricultural lands the second highest in terms of land cover for the County. With impervious surfaces accounting only for 2.55% of land cover, future development in the County should take into account the balance of these different types of land covers and continue to maintain the rural character of the County.

TABLE 3.1 | LAND COVER TYPE

Land Cover Type	Area (Acres)	Portion of Dinwiddie County
Forest	176,660	54.42%
Tree	28,525	8.79%
Turf/Grass	27,861	8.58%
Harvested Forest/Disturbed	23,472	7.23%
Cropland	22,637	6.97%
NWI/Other	19,011	5.86%
Pasture	12,884	3.97%
Impervious Extracted	4,182	1.29%
Impervious Local Datasets	4,074	1.26%
Open Water	2,883	0.89%
Shrub/Scrub	2,000	0.62%
Barren	413	0.13%

SOURCE: Virginia Geographic Information Network

MAP 3.2 | LAND COVER



FOREST RESOURCES

Of Dinwiddie County's total land area of 320,640 acres, approximately 237,147 acres, or 73%, is forested. 99% of this forestland is in private ownership, and the remainder is owned by the State, Federal, and County governments.

The County's forestland is diverse, being composed mostly of planted and natural pine (51%), mixed pine-hardwood (24%), and hardwood stands (25%). Economically valuable species found within the County include Loblolly Pine, Shortleaf Pine, White Oak, Northern Red Oak, Southern Red Oak, and Yellow Poplar. Timber harvesting within the county brings an average annual value of \$7,924,928¹.

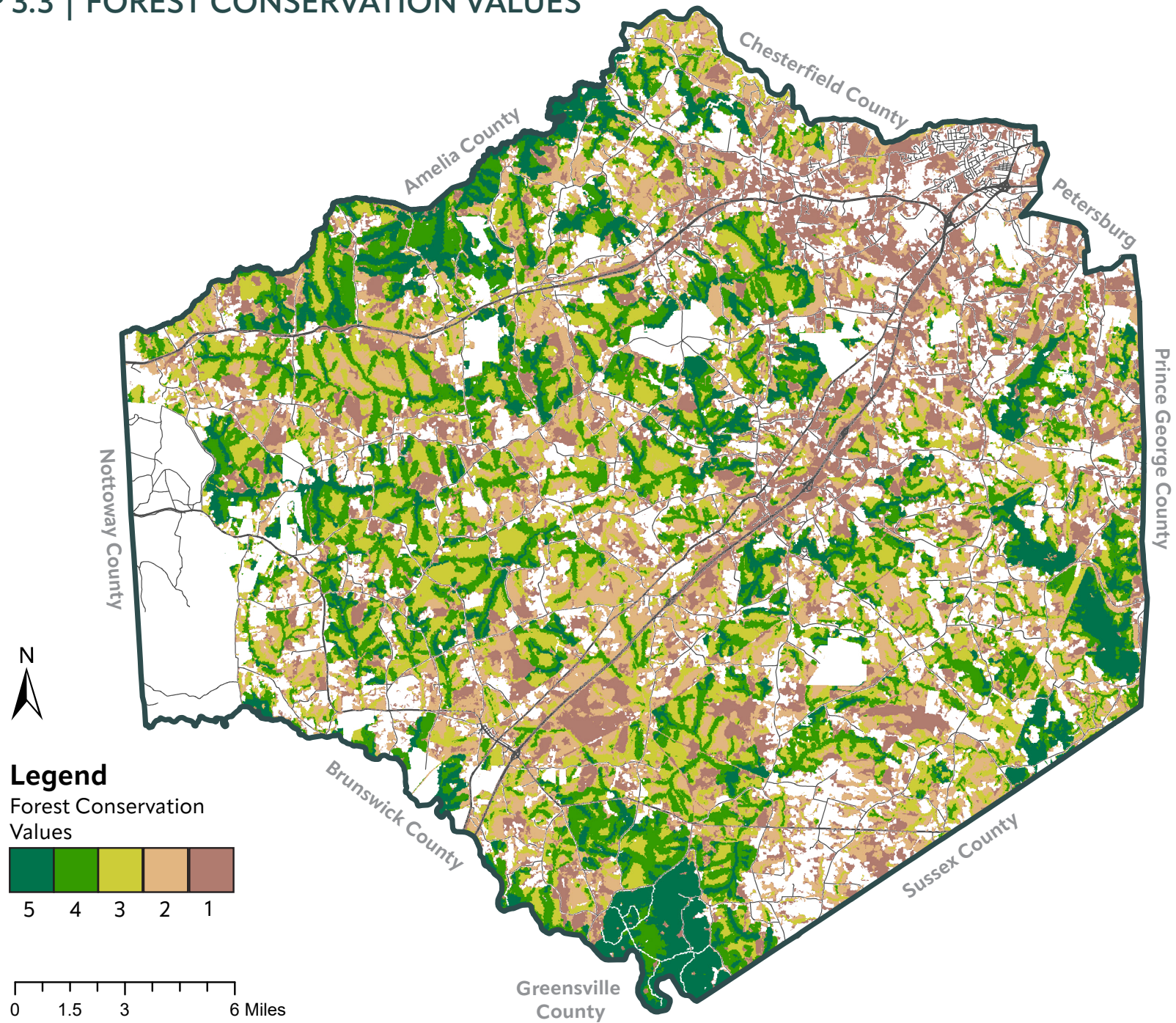
Based on the soil types found throughout the County, the potential for timber production is high. There are pockets of high forest conservation value lands throughout the County with areas rated outstanding near the Nottoway River and Namozine Creek. The Virginia Department of Forestry's Forest Conservation Model helps to identify some of the highest quality, most productive, and most vulnerable forestland in the County. The model ranks forest conservation values from 1, being average, to 5, being outstanding, by considering a variety of factors that include the size of forested blocks, connectivity, watershed integrity, the threat of conversion, and unique tree species. The extent of the Forest Conservation Model within the County can be found in Map 3.3.

Forests and forest management play an important role in protection of water quality through riparian buffer establishment and protection. Good forest management will help maintain and improve the quality of the forestland in the County. Forest fire prevention is also essential, not only for public safety, but also to protect the investment many landowners have in their forestland. One practice that will continue to be a major concern of forestland owners and managers is fragmentation, or the practice of breaking woodlands up into smaller and smaller blocks. 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 that employ fire and/or herbicides. The County's ecological cores are also put at risk due to fragmentation. More information on ecological cores can be found on page 46 and in Map 3.4.

Policies, laws, and regulations that support sustainable forest management will allow property owners to continue to maintain their forested areas, providing ecosystem benefits such as clean water, clean air, and wildlife habitat preservation to the community at large.

¹ 2005-2018 average

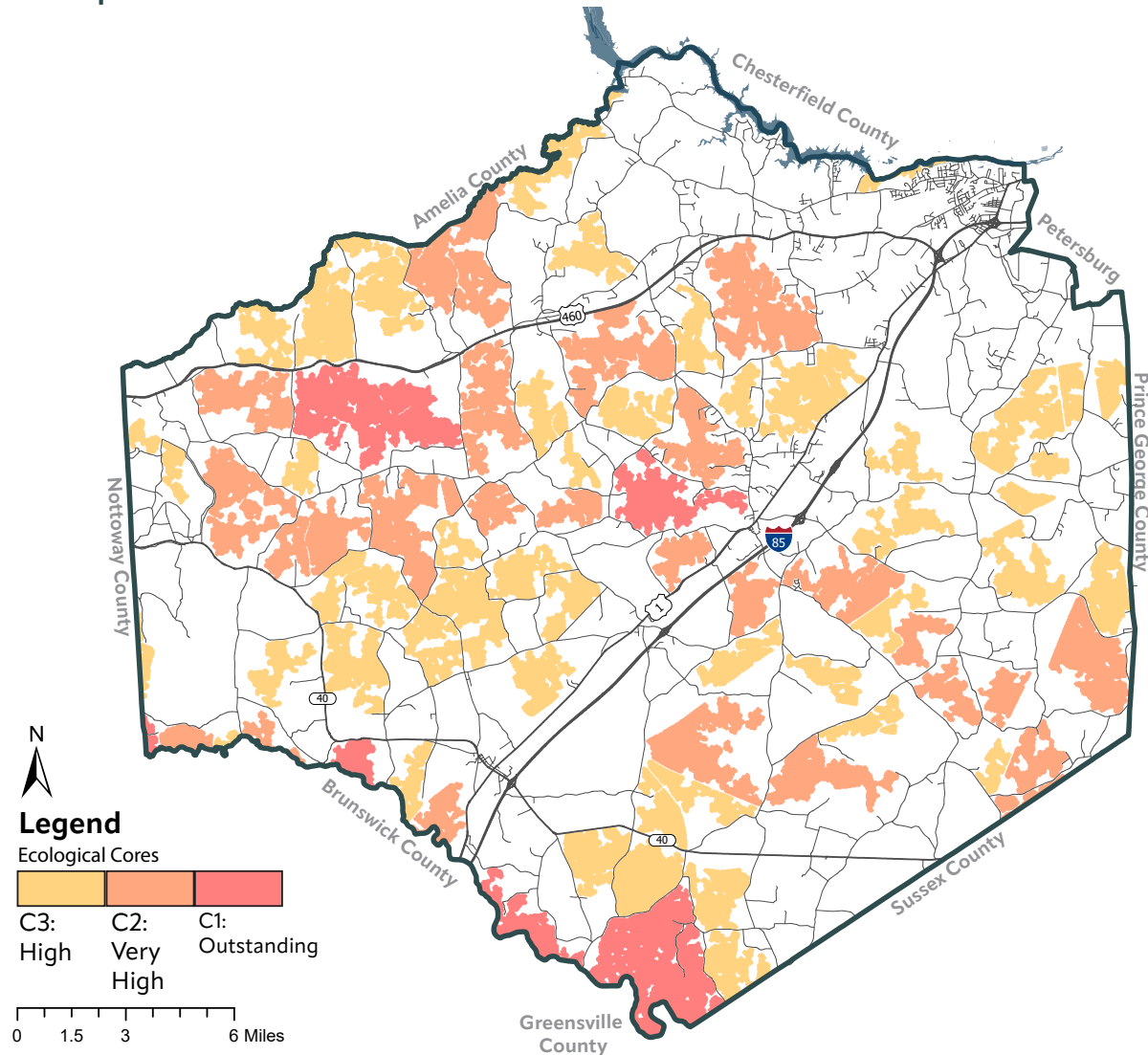
MAP 3.3 | FOREST CONSERVATION VALUES



ANIMAL HABITATS

Dinwiddie County's natural ecosystems provide important wildlife habitats that support biodiversity and threatened species. Ecological cores are defined as large, unfragmented, natural habitats that are ranked based on their potential for biodiversity, ecological function, and landscape conditions. The most important of these ecological cores are shown in Map 3.4 - with the largest being along the Nottoway River - and should be maintained and preserved to protect Dinwiddie's natural heritage wildlife diversity.

MAP 3.4 | ECOLOGICAL CORES



ENDANGERED AND THREATENED SPECIES

The County is also home to several species that are designated at the federal or state level as a species of concern or actively threatened. The Virginia Department of Conservation and Recreation's Division of Natural Heritage and the Virginia Department of Wildlife Resources document natural heritage resources outlined in Table 3.2. The habitats supporting these species should be carefully managed and protected throughout the county.

TABLE 3.2 | ENDANGERED OR THREATENED SPECIES IN DINWIDDIE COUNTY

Common Name/Natural Community	Scientific Name	Federal Legal Status	State Legal Status
BIRDS			
Bachman's Sparrow	Peucaea aestivalis	None	LT
BIVALVIA (MUSSELS)			
Yellow Lance	Elliptio lanceolata	LT	LT
Atlantic Pigtoe	Fusconaia masoni	PT	LT
FISH			
Roanoke Logperch	Percina rex	LE	LE
VASCULAR PLANTS			
Blue Panic Grass	Dichanthelium caeruleum	SOC	None
Winter Quillwort	Isoetes hyemalis	SOC	None
New Jersey Rush	Juncus caesariensis	SOC	LT
Sandhills Bog Lily	Lilium pyrophilum	SOC	None
Torrey's Mountain-mint	Pycnanthemum torreyi	SOC	PT
Michaux's Sumac	Rhus michauxii	LE	LT

LE: Listed Endangered – Species which is in danger of extinction throughout all or in a portion of its range

LT: Listed Threatened – Species which are vulnerable to endangerment in the near future

PT: Proposed Threatened – Species which are vulnerable to endangerment in the near future and has been proposed to be officially listed

SOC: Species of Concern – Species which might be in need of concentrated conservation actions

SOURCE: Virginia Department of Conservation and Recreation, Virginia Natural Heritage Data Explorer

PRIME AGRICULTURAL LANDS

Agriculture is the largest land use activity in Dinwiddie County and the County's single largest industry. This means that agricultural activities support the County's economic base. Just as 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.

Map 3.5 outlines the areas of the County where the soil is most suitable for intensive use in the production of locally adapted crops.¹ Prime agricultural 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.

Over 200,000 acres of land within Dinwiddie County are considered prime farmland, located near the urbanized area of the County, to the south of U.S. Route 1. With its proximity 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.

Citizens have expressed concern over the conversion of farmland and loss of rural character. There is a strong desire in the community to maintain a strong agricultural base of sufficient size to support a viable supply, transportation, and marketing system.

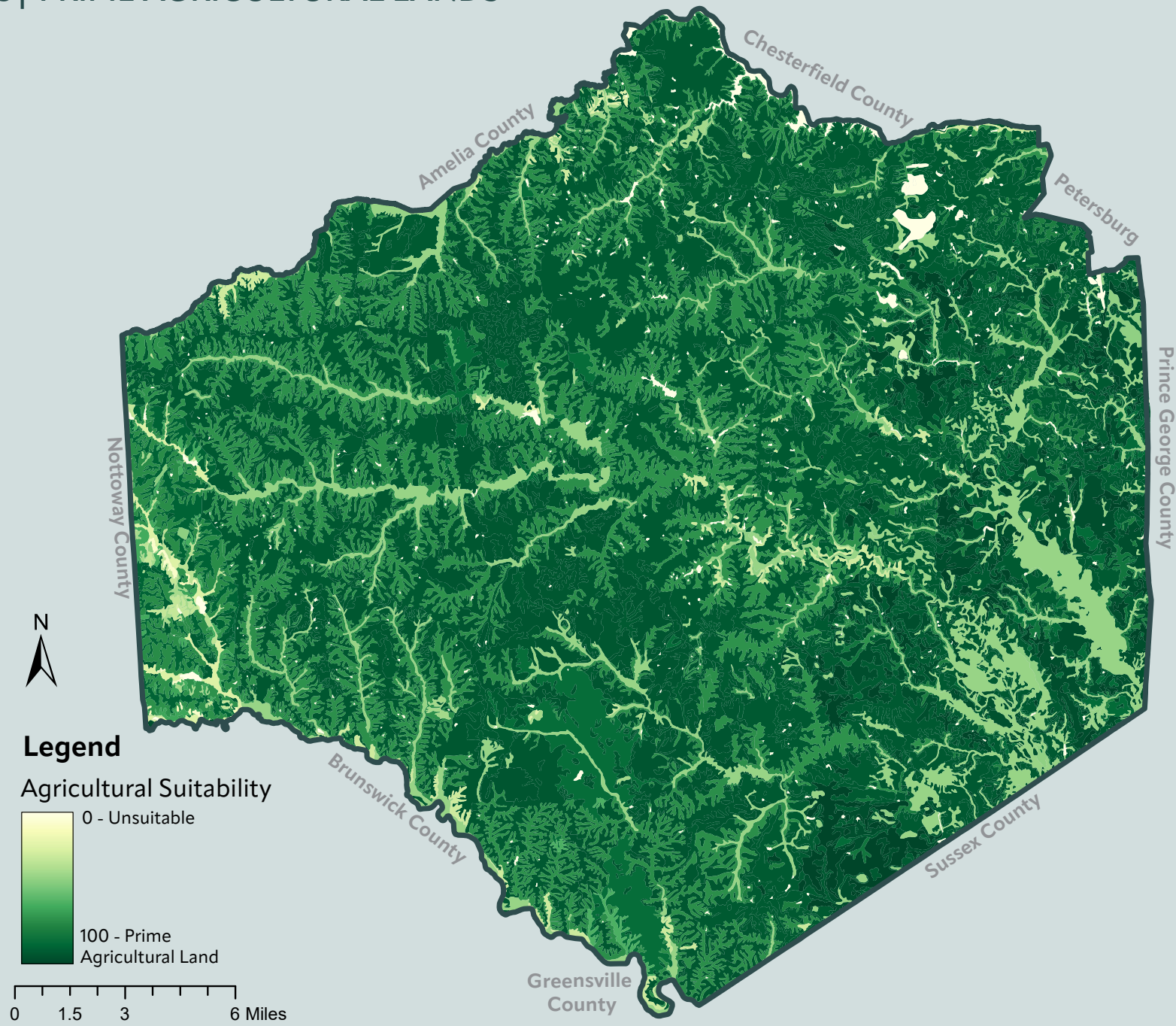
¹ Based on the information from the Virginia Department of Conservation and Recreation's Agricultural Model, which ranks land based on a composite score determined by soil suitability.



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. 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.

MAP 3.5 | PRIME AGRICULTURAL LANDS



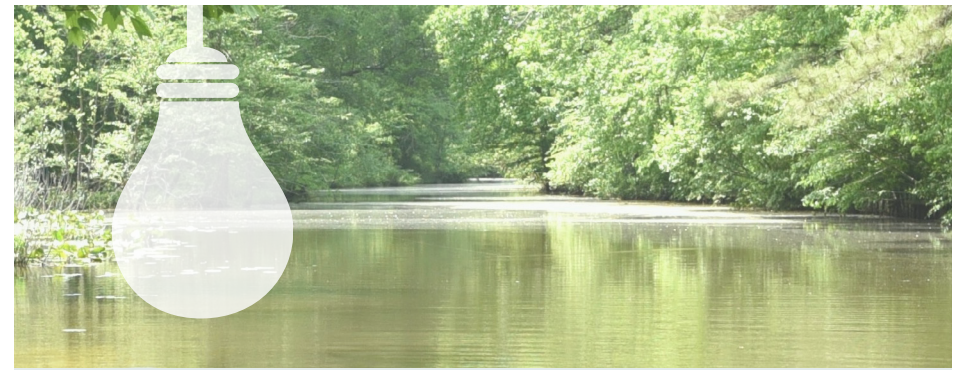
WATER RESOURCES

RIVER BASINS

Dinwiddie County is located between two major river basins, the James and Chowan Basins. In the northern part of the County (about 16% 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 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. 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.

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. A portion of the Appomattox River, east of Lake Chesdin, is formally designated by the General Assembly as a Virginia Scenic River. A portion of the Nottoway River is considered qualified for State Scenic River designation, meaning it has not been formally designated. Quality water can be obtained from both the Appomattox and the Nottoway Rivers. 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) operates a filtration plant and raw-water reservoir on the Appomattox River. Limiting erosion, runoff, and non-point source pollution is vital to protecting Dinwiddie County's surface waters.



What are common best management practices for water quality?

- Minimize the introduction of toxics and pathogens from stormwater discharges, wastewater treatment plants, and other targeted sources
- Protect natural riparian buffers to prevent sediments, nutrients, and other substances from entering waterways
- Use low impact development techniques, such as permeable pavers, rain barrels, and rain gardens to reduce runoff
- Facilitate the use of agricultural and silvicultural best management practices to reduce pollutant runoff
- Ensure regular maintenance of stormwater infrastructure to ensure proper function

MAP 3.6 | FLOODPLAIN AREAS

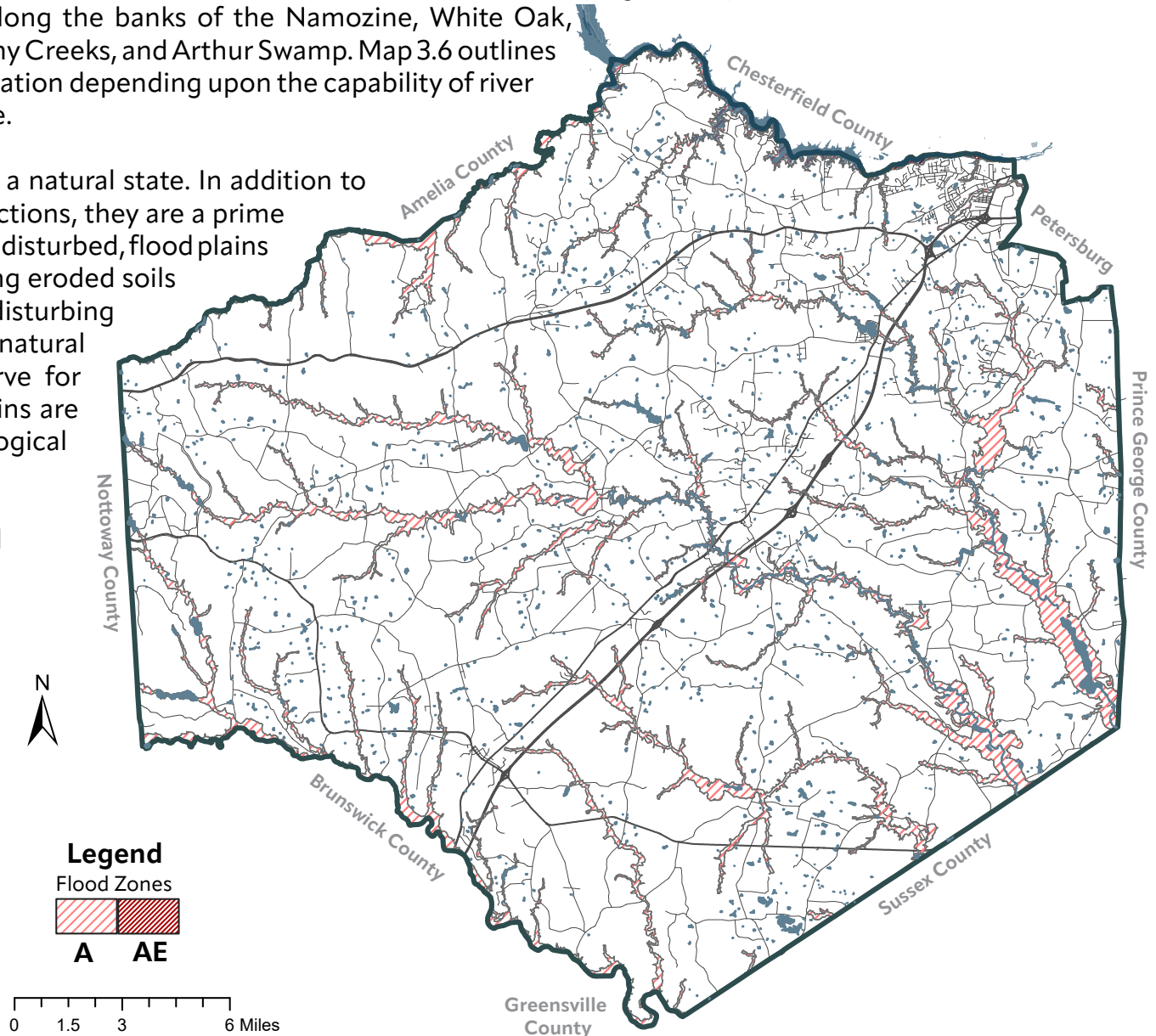
SOURCE: Federal Emergency Management Agency

FLOODPLAINS AND WETLANDS

In addition to the Nottoway and Appomattox Rivers, there are several other low-lying flood plain and wetland areas. These areas are along the banks of the Namozine, White Oak, Butterwood, Sapony, Rowanty, and Stony Creeks, and Arthur Swamp. Map 3.6 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 FEMA flood-hazard maps.



LAKE CHESDIN

Lake Chesdin is a very valuable asset to the County. It is a man-made lake that serves 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 two private marinas on Dinwiddie's lakeshore. They are among the most popular water recreation sites in the region. Most visitors using Lake Chesdin come from the Tri-Cities 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 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.

For future development, it is important to enforce development guidelines for the Lake Chesdin area. Any new development in this area should preserve the natural setting and the protection of water quality. Some considerations include public water and sewer facilities, cluster development, and commonly owned shorelines or buffer zones screening the homes from the lake.¹ More information about land use around Lake Chesdin, as well as best practices for future development, can be found in Chapter 7, Land Use.

¹ Editor's Note: Guidelines will be explored further during the development of the land use chapter.

CHESAPEAKE BAY PRESERVATION ACT AND REGULATIONS

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

Tidewater localities within the Commonwealth are subject to the Chesapeake Bay Preservation Act, which became effective on October 1, 1991. Though not applicable to 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.

Although localities outside the Tidewater area have the option to adopt a program pursuant to the Bay Act and Regulations, Dinwiddie County has not 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 should consider employing water protection techniques, such as best management practices, to protect the County's valuable water source and water quality.

ALBEMARLE-PAMLICO NATIONAL ESTUARY

Dinwiddie County is a part of the Albemarle-Pamlico ecosystem, which spans 28,000 square miles across Virginia and North Carolina, includes 2 million acres of estuarine waters, and 10,000 miles of streams and rivers. In recognition of the numerous benefits provided by the Albemarle and Pamlico Sounds, the U.S. Congress designated the Albemarle-



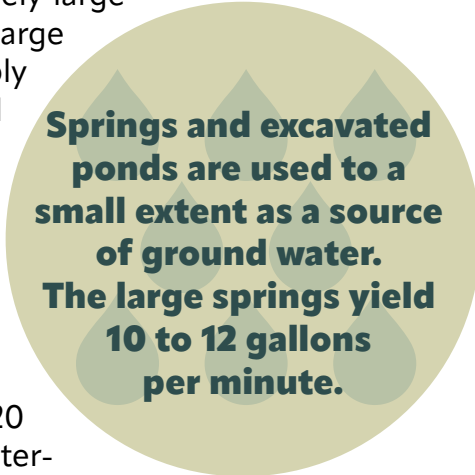
More information can
be found at:
www.apnep.nc.gov

Pamlico Estuarine System an “estuary of national significance.” The Comprehensive Conservation and Management Plan assesses critical issues within the estuary and identifies specific actions to understand, protect, and restore ecosystem health and function. The recommended best practices are similar to those recommended in the Chesapeake Bay area.

GROUND WATER

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

A majority of the wells in the Piedmont 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 unknown 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.

AIR AND LIGHT

AIR QUALITY

The U.S. Environmental Protection Agency (EPA) identifies and designates those areas which do not meet National Ambient Air Quality Standards (NAAQS) 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.

As of 2015, there is only one nonattainment area in the Commonwealth of Virginia, the Washington, D.C. and Northern Virginia area. In the past, however, the greater Richmond-Petersburg area has been listed as a nonattainment area.

Air quality is an important component to environmental and public health. Although Dinwiddie County is an attainment jurisdiction, there is a need to remain vigilant of the Commonwealth of Virginia's directions concerning air quality. Maintaining vegetation along highway corridors is a good way to mitigate the effects of automobile emissions in addition to providing other environmental benefits. Measures to reduce fossil fuel consumption and emissions, such as promoting public transportation, supporting e-vehicle charging station placement, enacting a government vehicle idling policy, planting trees, and promoting recycling and composting, will also help to maintain air quality.

LIGHT POLLUTION

Light pollution is an overabundance of inefficient and improperly directed electrical lighting at night. This light seeps into the night sky and drowns out the natural view of stars and moonlight and may have a detrimental effect on local wildlife. While most light pollution is found in densely populated urban areas, it is important to recognize the causes of light pollution and create development standards to minimize the effects of it.

Dinwiddie County is committed to the preservation of nature and the night sky and will work towards reducing light pollution in its developed areas. The County will consider updating the Zoning Ordinance to address light pollution by requiring light sources to be directed downward, preventing a direct view of light sources from neighboring properties, limiting light intensity, and incorporating other standards recommended by the International Dark Sky Association. Through the zoning process, further conditions may be considered to address the potential light impact of specific development proposals.

SOILS AND MINERALS

SOIL CHARACTERISTICS

Dinwiddie 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 from the underlying rocks of the gneiss, granite, and schist groups. The Coastal Plain Province 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 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 has 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.

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 used 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 areas 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, holds mining leases for this area, but suspended operations in 2017.

**Interested in learning more
about the
soils and minerals
in Dinwiddie County?**

Follow this link:
<https://websoilsurvey.sc.egov.usda.gov>

CONSERVATION LANDS

There are many acres of protected land located throughout Dinwiddie County, held by private landowners, non-profit organizations, or government entities. Conservation easements are one form of protecting land, and are permanent, deed restricted, and limited to the use of the land in order to protect its conservation values. Connecting these already protected lands should be a high priority for the County, as well as facilitating and encouraging the further protection of natural landscapes by private landowners. Private landowners can also choose to opt part or all of their property into other conservation programs as another option for protecting valuable land.

**More information on
ConserveVirginia can be
found at:**

<https://www.dcr.virginia.gov/conservevirginia/>

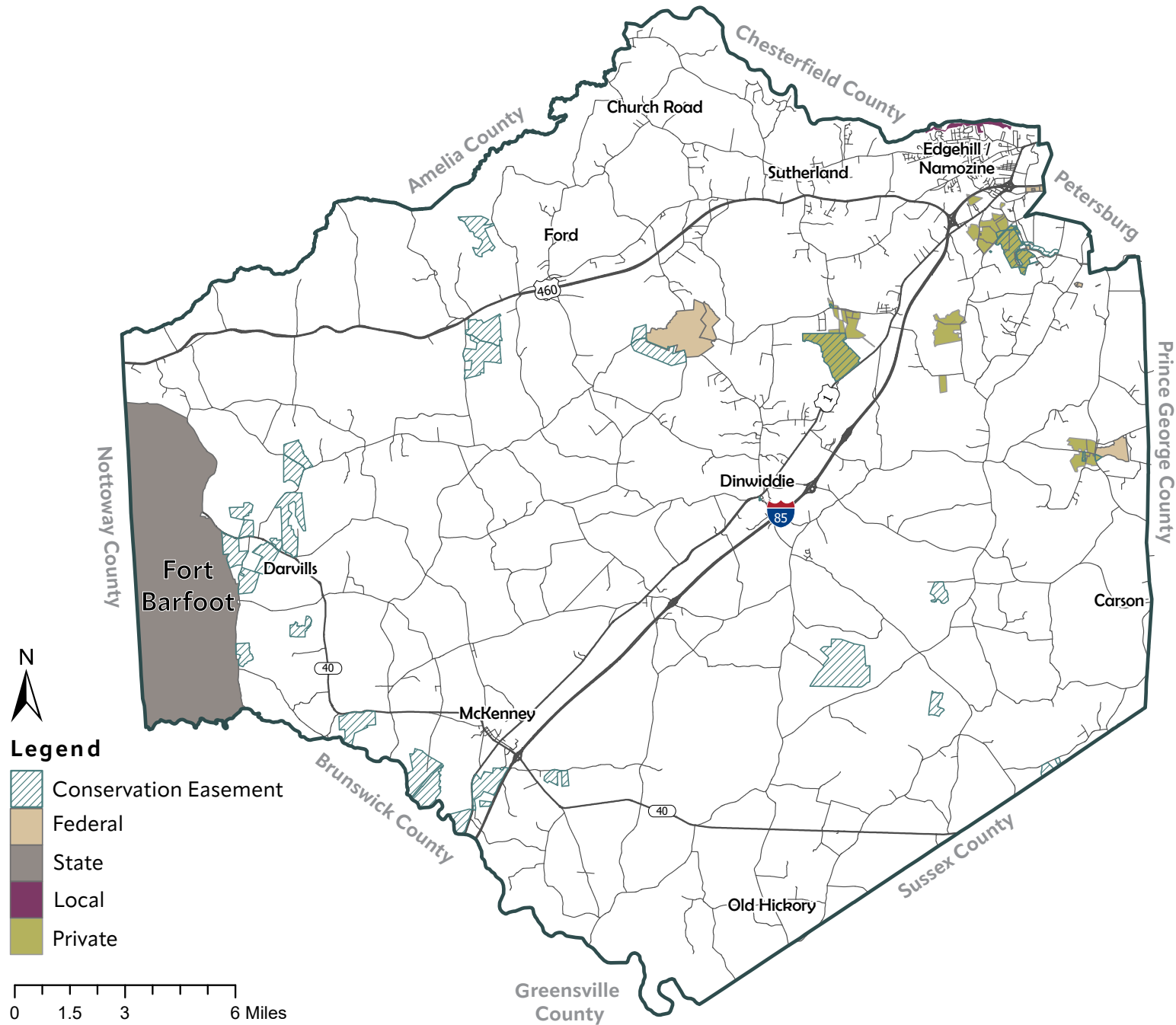
The location of protected lands can be found in Map 3.7 and their total acreages within the County are as follows.

Land protected through the Virginia Department of Forestry, Virginia Outdoors Foundation, the Virginia Department of Historic Resources, the American Battlefield Trust, the Evergreen Team, and the Izaak Walton League of America is included in the conservation easement acreage.

- **Conservation Easements: 8,579 acres**
- **Federal Holdings: 1,419 acres**
- **State Holdings: 37,377 acres**
- **Local Holdings: 24 acres**
- **Private Holdings: 2,494 acres**



MAP 3.7| CONSERVATION LANDS



ENVIRONMENTAL SUSTAINABILITY AND RESILIENCE

SUSTAINABLE DEVELOPMENT

According to the U.S. EPA, "to pursue sustainability is to create and maintain the conditions under which humans and nature can exist in productive harmony to support present and future generations." Dinwiddie County seeks to avoid the potential negative impacts of development by encouraging sustainable best practices and taking steps to conserve natural resources. Sustainable land use and development practices help mitigate unintended environmental impacts and protect against habitat disruption, resource strain, energy consumption, and greenhouse gas emissions. Also of critical importance is the need to concentrate development and community facilities and resources away from sensitive ecological areas, such as those discussed previously in this chapter. Leadership in Energy and Environmental Design (LEED) and Envision are two building and site rating systems that can help communities and sites measure progress toward sustainable development.



What are best practices for sustainable development?

- 1 Respect natural topography and sensitive environmental features.
- 2 Provide an interconnected green space network to support recreation and wildlife habitat.
- 3 Incorporate green infrastructure features such as bioswales, rain gardens, and green roofs to capture, store, and infiltrate stormwater.
- 4 Take measures to reduce carbon footprints by reducing carbon dioxide and greenhouse gas emissions, such as providing vehicle idling policies and utilizing energy-efficient building systems.
- 5 Preserve existing tree canopy and utilize native vegetation.
- 6 Incorporate renewable energy use into building and site design.
- 7 Provide for solid waste reduction opportunities, such as recycling and composting.

ENVIRONMENTAL RESILIENCY

As all communities face growing threats of climate change, it is now more critical than ever to be responsible stewards of the environment and take action to enhance community resiliency. Building community resiliency will require adapting to climate change and mitigating the risks associated with flooding, dangerous storms, and other risks.

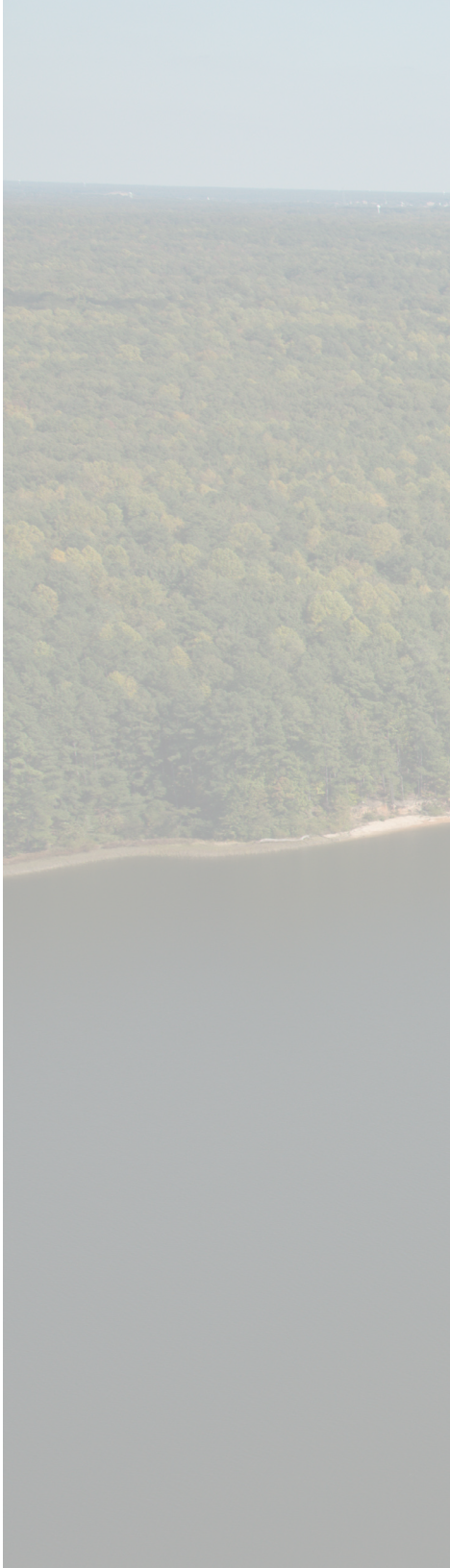
To help ensure community resiliency, Dinwiddie County takes part in the Richmond-Crater Multi-Regional Hazard Mitigation Plan. This plan, most recently updated in 2022, identifies vulnerabilities associated with natural disasters and provides long-term strategies to reduce or eliminate long-term risks. The Hazard Identification and Risk Assessment (HIRA) serves as the fact base for the regional hazard mitigation plan and evaluates the region's vulnerability to natural hazards so that mitigation strategies, activities, and projects can be developed to minimize hazard risks. It includes the identification of natural hazards and risks that are likely to impact the region based on historical experience, an estimate of the frequency and magnitude of potential disasters, and an assessment of potential loss to life and property.

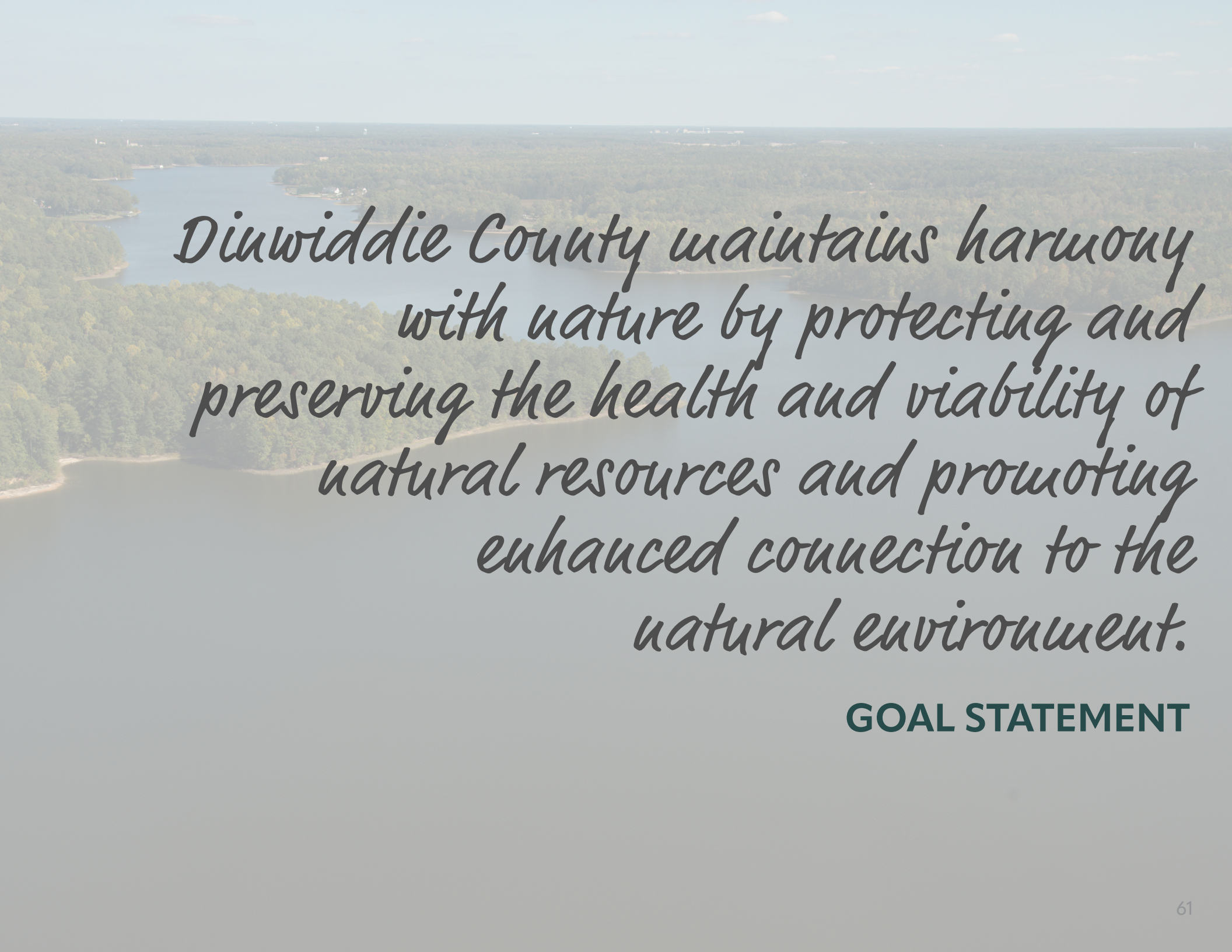
The plan ranks identified hazards based on a threat level established by their severity of impact towards the region. The hazards ranked as a critical hazard with high risk are flooding, severe wind events, and tornadoes. Those ranked as a critical hazard with moderate risk were severe winter weather, droughts and extreme heat, and thunderstorms. Other hazards were included as noncritical with low risk or having negligible consequences.

Strategies to help mitigate the threats posed by identified hazards are also included in the plan. Some examples of these strategies with high priorities are increasing water and wastewater treatment systems resiliency within the County, integrating Health Department and Emergency Management operations in the event of a health-related event, and integrating mitigation plan goals and actions into other appropriate planning mechanisms.



Did you know? The USDA offers emergency assistance programs to restore privately owned forests and farmland damaged by natural disasters.
Find out more at:
www.fsa.usda.gov





*Diawiddie County maintains harmony
with nature by protecting and
preserving the health and viability of
natural resources and promoting
enhanced connection to the
natural environment.*

GOAL STATEMENT

STRATEGIES TO PROTECT OUR NATURAL RESOURCES

SENSITIVE LANDS AND HABITATS

- 1** Avoid development in steep slope areas and continue to ensure proper erosion and sediment control practices are followed through the site plan process.
- 2** Limit the fragmentation of high-value forestry and habitat resources and ensure that new development maintains an interconnected network between these resources.
- 3** Encourage forestry operators to maintain vegetative buffers between cleared areas and public roadways in order to preserve the scenic beauty of the County.
- 4** Continue to encourage environmentally sound methods – such as integrated pest management, reduced or no-till practices, and vegetated buffers – in agricultural and silvicultural operations.
- 5** Continue to support the preservation of agriculture, forestry, and open space through conservation easements.
- 6** Preserve areas of high agricultural suitability from conversion to non-agricultural uses.

WATER RESOURCES

- 7** Protect the availability, quantity, and quality of Lake Chesdin, all surface water, and groundwater resources.
- 8** Encourage the preservation of vegetated buffers along waterways, integrating trails for passive recreation where appropriate.
- 9** Encourage the use of green infrastructure principles and stormwater best management practices to reduce the impact of runoff and better incorporate developed areas into the natural environment.

AIR AND LIGHT

- 10** Maintain vegetated buffers along major road corridors, both to enhance aesthetic beauty and to provide environmental benefits.
- 11** Integrate best practices to reduce fossil fuel emissions into government operations and development review for major contributors (e.g., industrial development).
- 12** Encourage the use of energy-efficient lighting and adopt outdoor light standards to reduce the impacts of over-lighting, glare, and light pollution.

ENVIRONMENTAL SUSTAINABILITY AND RESILIENCE

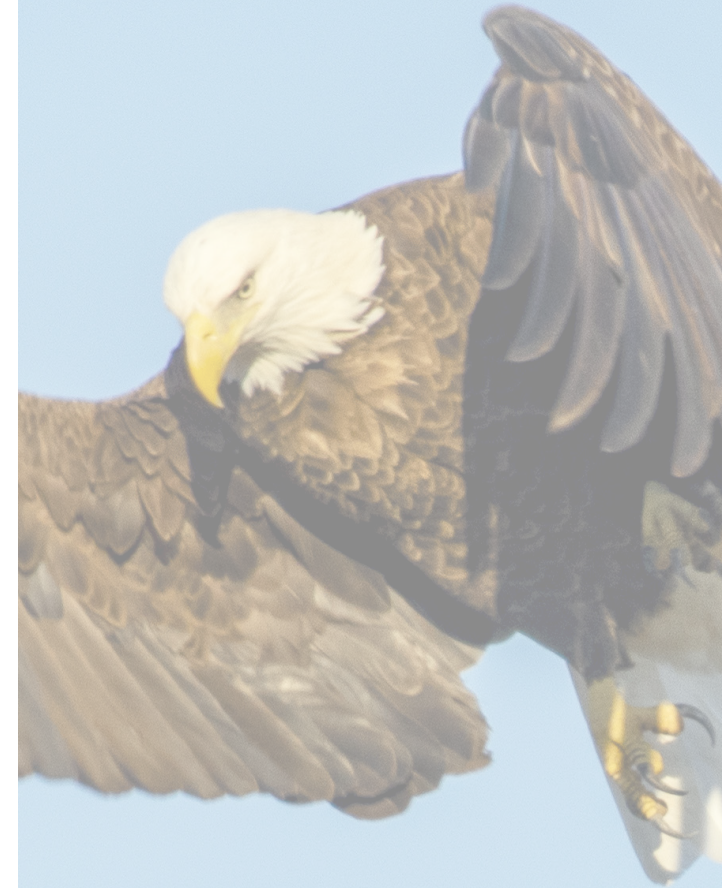
13 Continue to ensure that new development minimizes adverse impacts on the natural environment.

14 Continue to ensure that appropriate mitigation for environmental impacts is clearly defined and considered during the development proposal evaluation process.

15 To the extent that fiscal resources and priorities allow, implement sustainability practices into the daily operations of County government and encourage local sustainability efforts of local businesses and residents. This includes promoting public transportation, planting trees, and promoting recycling and composting.

16 Support biodiversity by promoting the use of regionally-adapted native plants, conserving pollinator and wildlife habitats, and managing invasive plant and animal species.

17 Work with regional partners to implement the recommendations of the regional Hazard Mitigation Plan, as may be amended.







Chapter 4:

HOUSING AND COMMUNITIES





HOUSING AND COMMUNITIES

Dinwiddie County is a community where high-quality housing and living environments are available, accessible, and affordable to all residents.

Housing provides, among other things, shelter – one of humankind’s most basic needs. Housing is also a source of financial security, health, and safety, and provides a sense of pride and belonging to its residents. Dinwiddie County strives to ensure that housing policies address the full spectrum of lifestyle considerations for residents of all ages, incomes, and abilities. This chapter identifies recent housing trends in Dinwiddie County and discusses some of the key issues and opportunities for the County as it moves forward to ensure safe, decent, diverse, and affordable housing for all the people who call it home.

EXISTING CONDITIONS

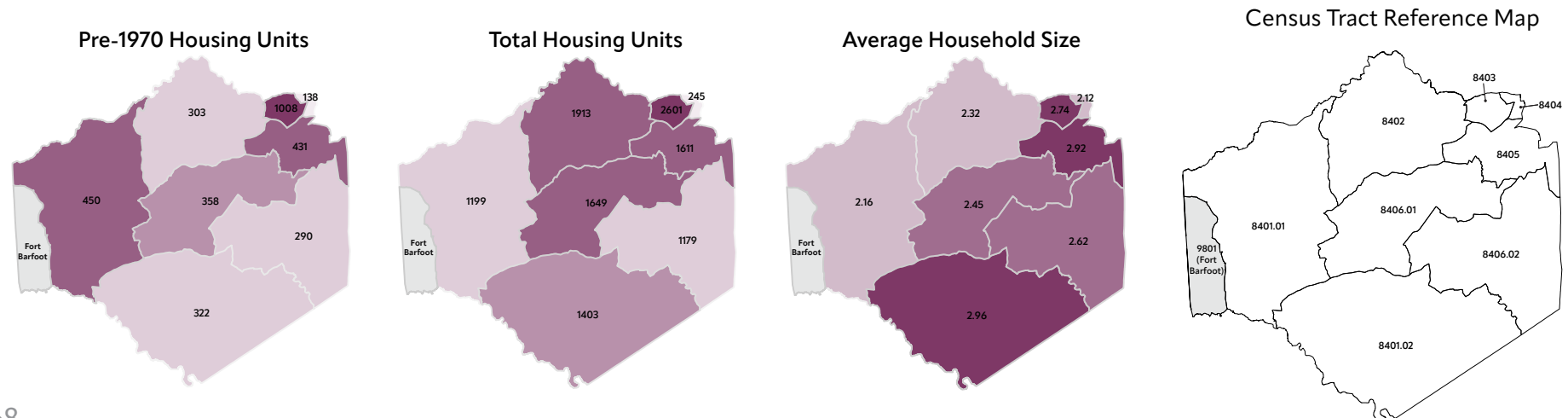
Across Dinwiddie County's 507 square miles of land and water area, only a small portion of the total unincorporated area is developed. Single-family detached dwellings have been the dominant housing type in the County, reflecting the overall statewide housing stock. About 77% of all occupied dwelling units are owner-occupied, while the remaining 23% are renter-occupied. The percentage of renter-occupied units is low when compared to other localities in the region. Additionally, this statistic is indicative of an older, established population, who typically own rather than rent their homes.

Dinwiddie County is included in the Richmond area housing market and is considered an exurban sub-market. Characteristics of the Richmond area housing market include economic and household growth pressures pushing residential development into lower density, more rural, peripheral exurban localities like Dinwiddie County. Concentrated poverty and limited access to affordable housing in areas of opportunity are also challenges in the greater Richmond market. A central characteristic of exurban sub-markets is an aging housing stock with potential health and safety shortcomings. Maps 4.1-4.3 depict other characteristics of housing in Dinwiddie County.

Rent costs in the County have gradually increased over the last decade, although the median gross rent in the County remains \$200 lower than the statewide median gross rent. Table 4.1 depicts the median rent for other localities in the Crater Planning District Commission (CPDC). Dinwiddie County is the third most expensive county in the region in terms of median gross rent. While lower monthly rent costs elsewhere could possibly deter potential residents away from Dinwiddie County, it is more likely that rents in Dinwiddie County will continue to rise due to its desirable location close to Richmond, placing further pressure on housing affordability.

Read the HB 854 Statewide Housing Study at:
<https://dmz1.dhcd.virginia.gov/HB854/>

MAPS 4.1, 4.2, 4.3 | HOUSING CHARACTERISTICS





Community Engagement

During the engagement phase of the Comprehensive Plan process, residents provided feedback related to housing in Dinwiddie County. A summary of community feedback is below:

- It is challenging for elderly residents to age in place.
- The lack of rental and multi-family housing options is a barrier to attracting new residents, notably educators, to the County.
- New multi-family housing development should have accessible amenities.
- There is an overall lack of affordable housing in the County.

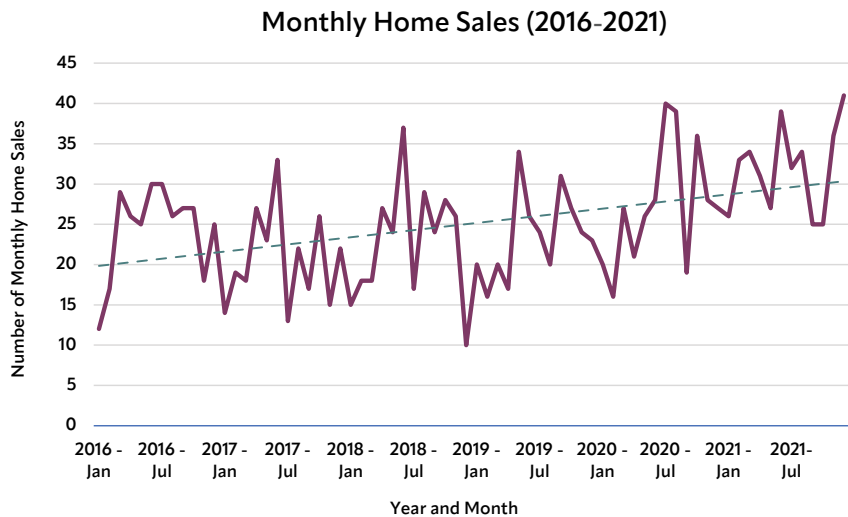
TABLE 4.1 | REGIONAL MEDIAN RENT COMPARISON

County	Median Monthly Rent
Dinwiddie County	\$1,042
Charles City County	\$840
Chesterfield County	\$1,266
Greensville County	\$891
Prince George County	\$1,377
Surry County	\$837
Sussex County	\$835
City of Petersburg	\$958
City of Hopewell	\$920
City of Colonial Heights	\$1,034
REGIONAL MEDIAN	\$1,000

SOURCE: 2016-2020 American Community Survey 5-Year Estimates

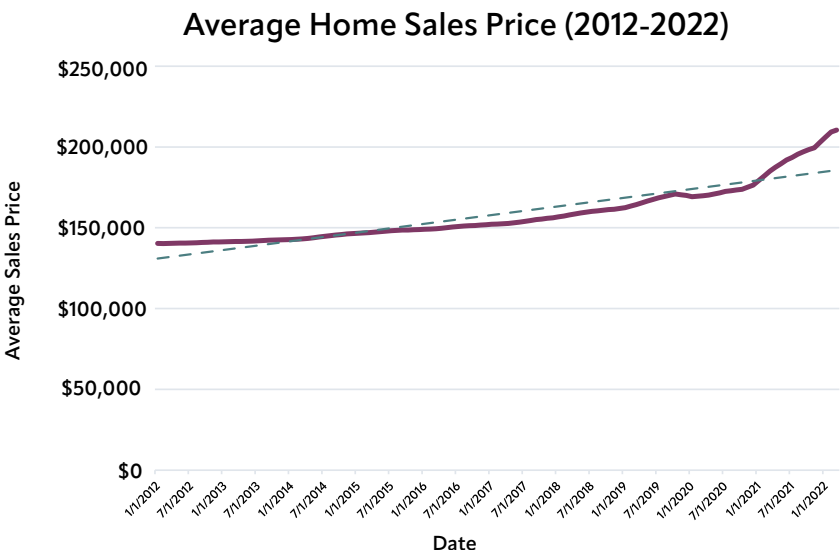
Figures 4.1 and 4.2 depict the changes in monthly home sales and average home sale price respectively over time. The continual and gradual rise in both monthly home sales and the average home sales price indicates that there is a slowly increasing demand to call Dinwiddie County home. Once residents are in Dinwiddie County, data shows that there is a strong inclination to remain here. Over a third of County residents have lived in their homes for at least twenty years. Of those residents, over half have lived in their homes for thirty years or more.

FIGURE 4.1 | DINWIDDIE COUNTY
MONTHLY HOME SALES



SOURCE: Zillow Home Value Index, Dinwiddie County, VA, 2012-2022

FIGURE 4.2 | DINWIDDIE COUNTY
AVERAGE HOME SALE PRICE



SOURCE: Zillow Home Value Index, Dinwiddie County, VA, 2012-2022

LOOKING FORWARD

While new housing development is tied to population growth and market demand, Dinwiddie County has an important role in guiding the location, character, and quality of any new housing. Community feedback revealed that many residents feel internal tension between wanting to preserve the County’s natural environment, but simultaneously welcome new population growth and associated housing development. These two visions are not mutually exclusive and can be made reality moving forward as the County adopts targeted, clear strategies that maximize the existing potential of transportation, water, and sewer infrastructure. Additional detail is included in Chapter 7 of this Plan.

PEOPLE AND COMMUNITIES

To understand what the top priorities for housing investment may be and where these priorities should be implemented, it is important to better understand the people and communities that make Dinwiddie County all that it is today. Dinwiddie County has become increasingly diverse over time, with Black residents comprising a third of the total population in 2020.

Understanding where the County's vulnerable residents – those living below the poverty line, disabled residents, and those over the age of 55 – live is also important, as targeted strategies can be developed to ensure the needs of these populations are being adequately met. The northeast area of the County closest to the City of Petersburg has the highest rates of poverty and disability and one of the largest populations of residents over 55. The area around Cox Road and River Road – and much of the southern portion of the County – have higher minority populations than the rest of the County, but these areas are younger and have poverty rates close to the countywide average.

It is important to ensure that housing plans and policies address the well-being and housing stability of minority and other vulnerable populations in the County. These populations typically are more susceptible to fluctuations in housing expenses and often require greater intensity of supportive services. Dinwiddie County can track trends in minority and vulnerable population demographics and use this information to make informed land use decisions. The County can also work with non-profit organizations to promote the creation of additional housing opportunities for individuals with disabilities, impoverished families, and older adults.



AGING IN PLACE

A growing percentage of Dinwiddie County's residents are adults 55 and older. These residents contribute much to the community, and Dinwiddie County must be prepared to support them and help them thrive as they seek to age in place. Aging in place allows older adults to live in a familiar place where they likely have well-established social, familial, and medical connections. The desire to age in place may also be an economical decision – as moving costs and mortgage payments are avoided – or attributed to health reasons in cases where physical mobility or mental capacity are limited.

Dinwiddie County can support older adults by investing in resources to allow them to stay in their current homes as long as possible and encouraging progressive housing opportunities ranging from independent living to supportive care facilities. During community engagement, residents expressed a need for additional progressive and nursing home facilities, as well as medical and transportation services. Currently, Dinwiddie County has four assisted living facilities, and healthcare is most readily available in Richmond or the Tri-Cities area. Public transportation services include Petersburg Area Transit, Blackstone Area Bus System, and demand response transit. Chapter 5 of this Plan discusses public transportation in greater detail. Southside Outreach Group is another regional organization that assists income-eligible older adults in obtaining safe, accessible, and affordable housing.

VETERANS' HOUSING

The provision of veterans' housing is another aspect of helping County residents age in place and receive supportive care as needed. Veterans' housing can be transitional or permanent in nature and is effective in helping bridge the gap between military veterans and the civilian community. Dinwiddie County strives to partner with its neighboring localities to supply veterans' housing to the community.



What are strategies to support aging in place?

- Eliminate zoning barriers to development of housing opportunities for older adults
- Ensure future active adult communities and assisted living facilities develop close to healthcare and social services
- Encourage age-restricted development where appropriate
- Facilitate the development of smaller residential units and lot sizes for downsizing
- Create ordinance provisions and capital projects for walkable communities with integrated green space, sidewalks, and benches
- Continue working with regional and state partners to effectively communicate grant funding and loan assistance for accessibility modifications and weatherization, as aging residents tend to live in older homes

LIVABILITY

Livability refers to the overall factors that contribute to a high quality of life, including environmental quality and recreational opportunities. Livable communities are important in facilitating better long-term mental and physical health outcomes for their residents. Dinwiddie County should facilitate the development of livable residential communities by requiring the inclusion of pedestrian and bicycle infrastructure and a mix of active and passive recreation opportunities in new residential communities. In existing developed areas, the County can identify and plan to remedy gaps in sidewalk and trail connectivity, as well as upgrade deteriorating sidewalk and trails. This is especially important when considered in light of the need to develop connections to services in areas with high vulnerable populations. The County should also support the development of residential communities in proximity to existing services, employment opportunities, and educational resources. This should be done while preventing decrease in quality of life of existing residents, maintaining the County's ability to provide services, and protecting against increased congestion.



AFFORDABLE HOUSING

Affordable housing poses a significant challenge for Dinwiddie County today. Community residents identified the lack of affordable housing – specifically for the elderly and for educators – as a critical need to meet moving forward. Nearly half of renters (45.4%) and a significant percentage of homeowners (21.5%) in the County are cost-burdened, meaning they spend more than 30% of their income on housing (Virginia Housing Forward). Cost-burdened households often have trouble meeting other basic needs such as food, transportation, and healthcare. The number of cost-burdened renters and homeowners is likely to increase in future years due to a projected increase in population, increases in home sales price, and an aging population that often lives on a fixed income without the ability to adjust for fluctuations in monthly housing costs. This will be especially true if new residential construction remains low, as it has for the past fifteen years.

WORKFORCE HOUSING

Community engagement expressed a need for increased housing development as a means of attracting a strong workforce to the County. A housing supply that does not match demand is one cause of higher prices, forcing qualified workers to live elsewhere. This has several adverse consequences for County residents and employees, including more time spent commuting to and from work and reduced income to spend on other necessities such as food and utility bills.

Workforce housing is geared towards employees in essential roles, such as education, law enforcement, and public service. These employees typically have annual incomes that are lower than average, and as such, are more likely to experience housing cost burden. Workforce housing is ultimately, therefore, an investment in the economic vitality of the County. It is important in helping ensure an available, qualified workforce and retain a younger population who might otherwise seek jobs with better housing options elsewhere.

Consideration should also be given to commuting patterns in determining where investments in workforce housing could potentially be made. The County should consider encouraging housing development in proximity to commuter corridors such as Interstate 85 and U.S. Route 1, as well as in proximity to County schools and major employers such as Amazon, Walmart, and Aldi. The County should also support housing development that typically is more affordable for those in the workforce, such as apartments, duplexes, and townhouses. More information on a diverse housing stock can be found in the Housing Diversity sub-section of this chapter.

HOUSING DIVERSITY

A key solution to address housing affordability is diversifying the housing stock. The far majority of Dinwiddie County's housing stock is comprised of single-family residential units, leaving those who are seeking alternative housing options with limited choices. Diverse housing options help create a strong economy that can satisfy different markets, provide housing options at all income levels, and ensure that each resident or family has access to housing that fits their unique needs and lifestyle.

The County should review and update current ordinance requirements to eliminate barriers that may be inhibiting housing diversity. Minimum lot sizes and restrictive single-family zoning are examples of zoning practices that could possibly exacerbate housing inequity and affordability issues in future years. The County should support proposals that would diversify housing stock in well-planned, livable communities – particularly for cost-burdened renters. Planned unit developments and mixed-use zoning are two examples of existing tools Dinwiddie County can use to diversify its housing stock in a manner that facilitates a mix of unit types in livable, walkable communities. Permitting detached accessory dwelling units (ADUs) with a conditional use permit in residential zoning is discussed later in this chapter and is another means of diversifying housing choice and expanding housing opportunities for vulnerable populations such as the elderly and disabled.



How can Dinwiddie County diversify its housing stock?

- Work with the Crater Planning District Commission to communicate affordable housing grant programs to developers and property owners
- Review the Zoning Ordinance, and amend as needed, to encourage housing diversity in a variety of zoning districts
- Encourage developers to include affordable and mixed housing opportunities in new developments

MANUFACTURED HOUSING

Manufactured homes are one of the most affordable pathways to homeownership in rural communities. However, there are numerous challenges associated with not only maintaining the quality of existing manufactured housing but regulating where manufactured housing is placed. The County must find a balance between continuing to promote manufactured housing as a viable affordable housing option and ensuring that existing manufactured housing remains in good condition for health and safety reasons.

PATHWAYS TO HOMEOWNERSHIP

As nearly a quarter of County residents rent rather than own their homes, and nearly half of the renter population is considered cost burdened, Dinwiddie County should consider several strategies to increase opportunities for homeownership. Homeownership is a key tool in building wealth and stabilizing monthly expenses. However, limited affordable housing options are a major barrier to homeownership. Minority and vulnerable populations are also less likely to own their homes, as are low-income families and millennial adults due to inflation and high levels of student loan debt. Creating pathways to homeownership is therefore an important task in ensuring the wellbeing and housing stability of all residents, especially vulnerable and low-income residents who may be traditionally disadvantaged in the pathway to homeownership.

Strategies to increase homeownership include increasing communication and education on homeownership programs such as first-time homebuyer programs and housing trust funds, continuing partnerships with programs such as project:HOMES and United Way, and diversifying the housing stock to provide residents with expanded housing choices and price points.

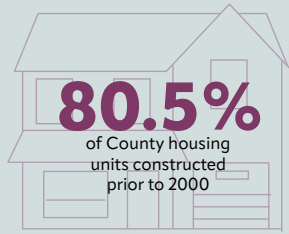


How can Dinwiddie County preserve manufactured homes as a quality, suitable source of housing?

- Explore methods to phase out or rehabilitate manufactured homes constructed prior to 1976, including grant and homeowner assistance programs.
- Provide accessible information about weatherization, energy efficiency, and well/septic upgrade programs to manufactured home owners.
- Ensure the Zoning Ordinance provides standards for high quality manufactured home parks in suitable areas.

HOUSING QUALITY AND MAINTENANCE

When properly maintained, Dinwiddie County's aging housing stock is a valuable community asset. Well-maintained properties add historic charm and character to communities, which helps preserve the County's unique sense of place. However, older dwellings that are not maintained can become threats to the health and physical safety of their residents, as well as risk becoming structurally compromised and blighted.



IMPROVING SUBSTANDARD HOUSING

The rehabilitation or abatement of substandard housing is an important consideration in promoting healthy, safe, and suitable living environments, regardless of affordability. This is especially important for elderly and child-age residents, who are more susceptible to health and safety problems posed by substandard housing. It is common practice to use "lacking complete plumbing facilities" to approximate the number of substandard units. Other measures of substandard housing include complete kitchens and adequate electricity. In 2020, 0.25% of occupied residences did not have complete plumbing facilities, down from 1% in 2010. The County can consider spot blight abatement and pursuing available state and federal grant funding opportunities as two potential strategies to remedy deteriorating and substandard housing.

NEIGHBORHOOD REINVESTMENT

Two mature neighborhoods that the County has identified for potential reinvestment are the northeast areas along Ferndale Road and River Road and the Edgehill area. In the past, the County has received funding from the Virginia Department of Housing and Community Development (DHCD) to purchase and rehabilitate abandoned or blighted structures in the Edgehill area. As financial resources allow, the County should continue to promote the restoration and rehabilitation of aging dwellings as a key component of community development. The County should also pursue grant funding as necessary for infrastructure improvements (e.g., sidewalks, stormwater management, parks), housing studies, community clean-ups, and homeowner assistance.

HOUSING VACANCY

The County's overall vacancy rate is 11.8%, slightly higher than the statewide vacancy rate of 10.3%. Out of the County's vacant housing units, 76% are vacant for reasons other than being on the market or being seasonal houses. Additionally, while the homeowner vacancy rate is less than 1%, the rental vacancy rate is 10.4%. The discrepancy in vacancy rate is surprising, considering high rent costs indicative of high demand, low inventory of multi-family housing, and community desire for greater investment in workforce housing. Several possible causes of a high rental vacancy rate include poor marketing of available properties; abandoned, deteriorating, or blighted housing; and property owners who do not actively attempt to find a tenant for their property. It is important to note that further study would be necessary to definitively identify the factors contributing to vacancy rates. The County should initiate a housing study to inventory vacant properties and evaluate the factors contributing to the high discrepancy in vacancy rate to ensure that an adequate housing stock is available to support the various needs of County residents.

TRENDING FORWARD

Dinwiddie County aims to be aware of emerging trends in housing and address them in an equitable and responsible manner.

ACCESSORY DWELLING UNITS

Accessory dwelling units, or ADUs, are small dwelling units such as garage apartments, basement apartments, or in-law suites. They are beneficial as another source of affordable housing, and also can be useful tools to help residents age in place by offering a degree of independence on-site with caregivers who can help with transportation, healthcare, and social care. Currently, attached ADUs are a by-right residential use. The County should consider amending the Zoning Ordinance to permit detached ADUs through a conditional use permit. The County should also evaluate the Zoning Ordinance for additional changes to meet resident needs and align with current best practices.

SHORT TERM RENTALS

Short term rentals can be a controversial use. On the one hand, short term rentals can boost tourism, serve as a source of additional income to County residents, and help grow the hospitality industry in the absence of hotels. However, when unregulated, they can be an unwanted generator of adverse impacts including trash, noise, light pollution, and traffic. Dinwiddie County should review the zoning ordinance and amend accordingly to include definitions and appropriate use standards specifically pertaining to short-term rentals.

REMOTE WORK

Working remotely has become increasingly popular over the last several years due to technological innovation, corporate desires to reduce operating costs, and public health concerns arising from the COVID-19 pandemic in 2020. Attracting remote workers can be beneficial for the County, as they increase the tax base and contribute to local businesses. As broadband capacity is expanded throughout Dinwiddie, it is possible that the County could attract a new wave of teleworking residents interested in Dinwiddie's rural environment and proximity to Richmond. This could also have implications for out-commuting, as improving telework capabilities may incentivize more of the County's current labor force to work from home or adopt a hybrid work schedule.

HOUSING PARTNERSHIPS AND INITIATIVES

Successful partnerships will be essential to meet future housing needs and achieve the strategies identified in this chapter. Dinwiddie County can leverage a variety of programs and grants available through federal, state, and local agencies to address housing issues and invest in livable communities for all residents. A comprehensive list of partnerships and available program assistance can be found in Chapter 10, Implementation.

LOCAL AND REGIONAL ORGANIZATIONS

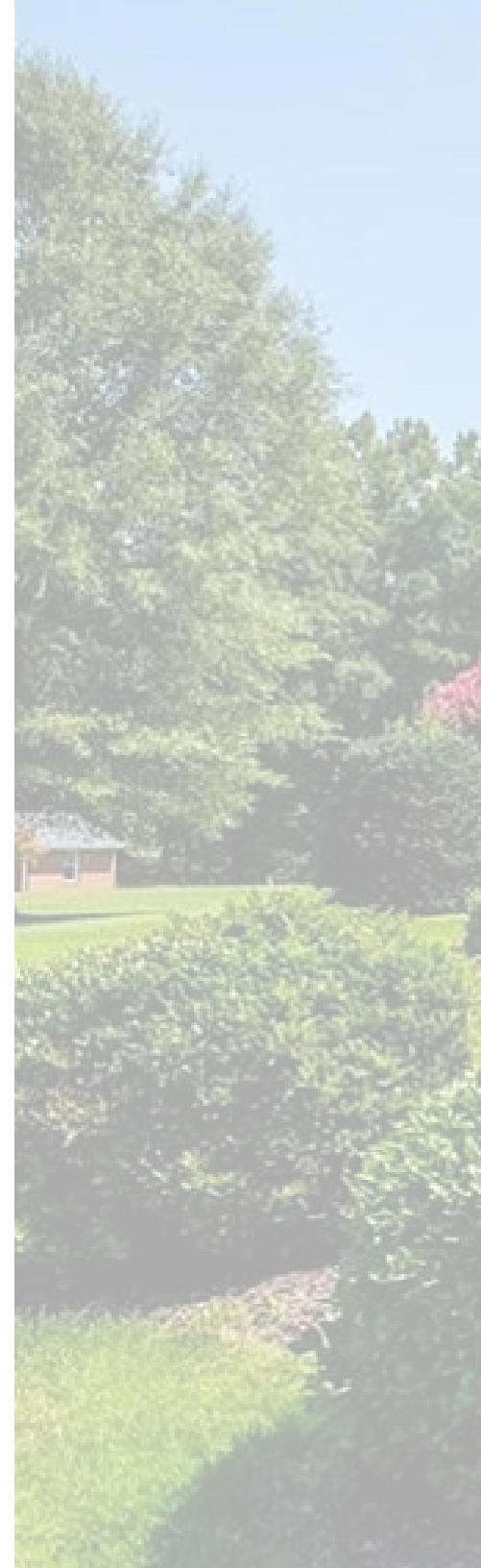
Local organizations are vital in advocating for and helping create healthy, active, and sustainable communities. The Crater Planning District Commission, Southside Outreach Group, Crater District Area Agency on Aging, United Way, project:HOMES, and Habitat for Humanity are some examples of critical partners in investing in quality housing and community well-being overall.

STATE ORGANIZATIONS

State organizations and agencies are beneficial in providing renters and homeowners alike with assistance in the form of grants, loan assistance, tax credits, and technical training. Virginia Department of Housing and Community Development, Virginia Housing, the Virginia Department of Historic Resources, and the Virginia Department of Social Services are a few examples of these state agencies.

FEDERAL ORGANIZATIONS

Dinwiddie County should continue to encourage the use of federal financial assistance programs intended to help residents afford housing payments, upgrade aging housing, and make proper accessibility modifications. The United States Department of Agriculture's Rural Housing Service and the United States Department of Housing and Urban Development are two federal agencies with numerous housing and accessibility-related assistance programs.





Diuwiddie County is a community where high-quality housing and living environments are available, accessible, and affordable to all residents.

GOAL STATEMENT

STRATEGIES TO INVEST IN OUR HOUSING AND COMMUNITIES

PEOPLE AND COMMUNITIES

- 1 Prioritize housing development in areas of the County where adequate roads, infrastructure, and services are already in place.
- 2 Engage the County's minority and vulnerable populations in the creation and adoption of future housing plans or policies.
- 3 Locate senior housing near healthcare and social services.
- 4 Support local agencies that provide residential living facilities for persons with disabilities and senior citizens.
- 5 Encourage the creation of mixed-use communities.
Cultivate livable communities through investment in retrofitting pedestrian infrastructure in developed areas and encouraging the inclusion of pedestrian infrastructure and passive and active recreation in new communities.
- 7 Consider developing a housing trust fund to provide grants to support homeownership.

AFFORDABLE HOUSING

- 8 Consider establishing incentives for affordable housing development, which could include waived or reduced fees, expedited review, or a density bonus.
Ensure that manufactured homes remain a source of affordable housing, as outlined in the Code of Virginia Section 15.2-2223.5, by preserving existing manufactured housing communities and allowing manufactured homes in specific zoning district(s).
- 9
- 10 To the extent consistent with health, safety, and general welfare, consider reviewing and amending the Zoning Ordinance to remove any barriers to housing affordability and diversity.
- 11 Encourage residential development that increases housing diversity and opportunity for Dinwiddie County residents, provided that such is consistent with avoiding overcrowding, providing quality services, and preserving quality of life for all residents.

HOUSING TRENDS

- 12 Evaluate the Zoning Ordinance and amend accordingly to allow detached accessory dwelling units with a Conditional Use Permit where appropriate.
- 13 Consider updating the Zoning Ordinance to include language and appropriate use standards specifically pertaining to short-term rentals.

HOUSING QUALITY AND MAINTENANCE

14 Promote grant opportunities to retrofit older homes and manufactured housing with accessibility modifications and weatherization assistance.

15 Encourage adaptive reuse of old and historic structures, particularly through the creation of multi-unit housing.

16 Consider conducting a neighborhood study for the Edgehill, Ferndale Road, and River Road areas to identify community-based preservation, revitalization, and neighborhood improvement strategies. Pursue grant funding, as appropriate, to implement study recommendations.

PARTNERSHIPS AND INITIATIVES

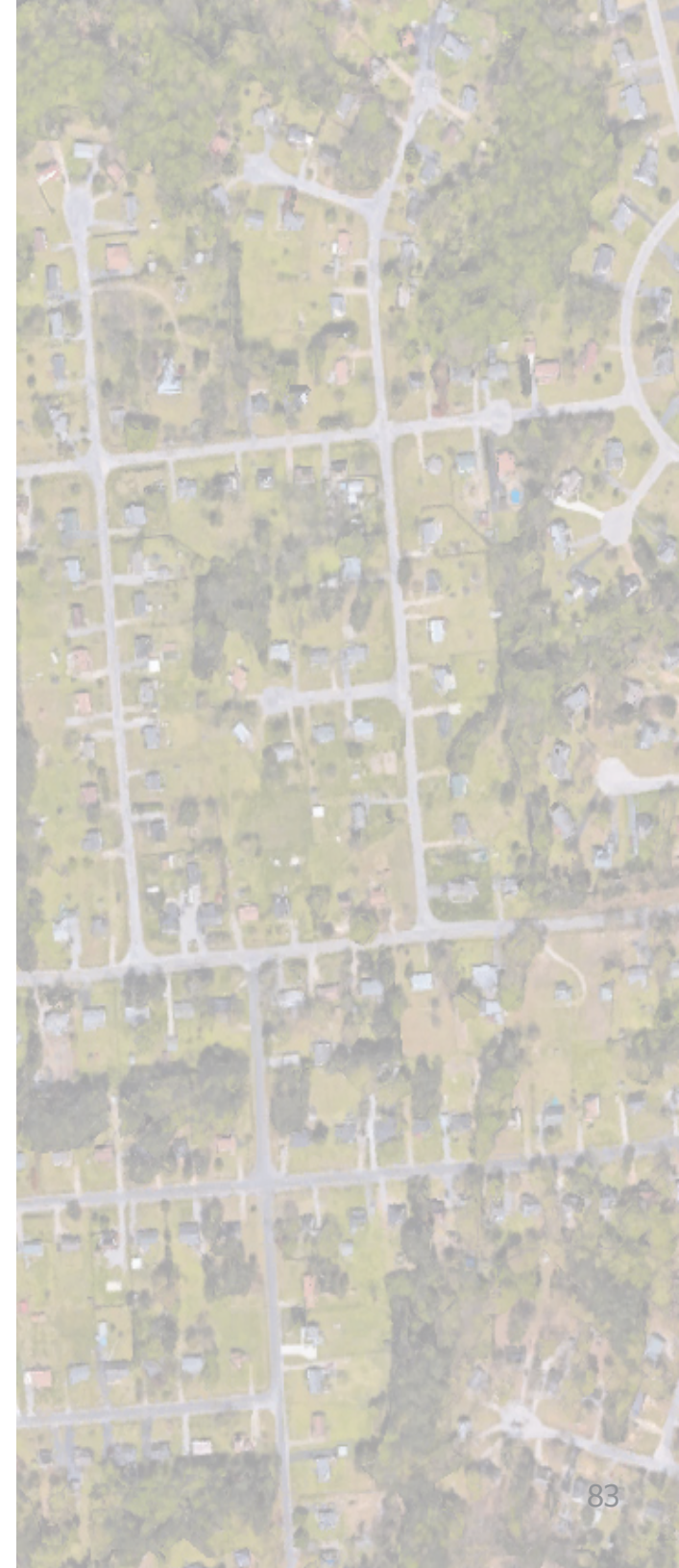
17 Consider creating an information clearinghouse for citizens in need of building repair and energy improvements by connecting them with established organizations such as Virginia Housing, USDA, HUD, and others.

18 Work with the Crater Planning District Commission to develop a regional affordable housing plan.

19 Promote and encourage the use of regional, state, and federal funding assistance for affordable housing, building repair, weatherization assistance, and accessibility modifications.

20 Partner with local community organizations on programs that encourage community pride and engagement, such as beautification awards and neighborhood cleanups.

21 Partner with neighboring localities to explore opportunities for the provision of veterans' housing.







Chapter 5: **TRANSPORTATION**







TRANSPORTATION

Dinwiddie County provides a balanced, multimodal, and efficient transportation system to connect residents to the economic, educational, recreational, and essential services needed to maintain a high quality of life.

An efficient transportation system is imperative to facilitate equitable, sustainable, accessible, and safe mobility in Dinwiddie County. Through an improved transportation system, residents will have access to multiple mobility options connecting them to opportunities both within the County and around the region. The County should aspire to expand mobility and reduce reliance on single-occupancy vehicles, thus creating a more sustainable and resilient transportation infrastructure for the future. Additionally, Dinwiddie County has a mix of suburban and rural communities. The transportation system therefore must be planned so that the various needs of all communities are met. This chapter identifies the existing conditions of Dinwiddie County's transportation network and discusses key opportunities for the County to invest in the future of its transportation infrastructure.

TRENDS AND OPPORTUNITIES

Dinwiddie County has a well-connected transportation network that includes road, rail, air, and public transportation, as described in subsequent sections of this chapter. This network is influenced by many factors and will need to adapt based on economic development, demographic shifts to an aging population, the growing demand for pedestrian and bicycle infrastructure, and other needs of the community. Key trends and opportunities that will shape the future of the County's transportation network were identified in data analysis and community engagement, and are defined primarily by the following:

- While population growth has been stagnant, future projected growth may lead to an increase in local transportation demand.
- The population is aging, which may result in growing needs for public transportation and on-demand service.
- A large percentage of residents work outside of Dinwiddie County.
- The County is likely to remain largely rural, with minimal residential and commercial development occurring outside of planned growth areas.
- The County currently has limited bicycle and pedestrian infrastructure. Providing a greater network of safe multimodal transportation options is a growing need.
- Safety along major roadways is a concern.



Community Engagement

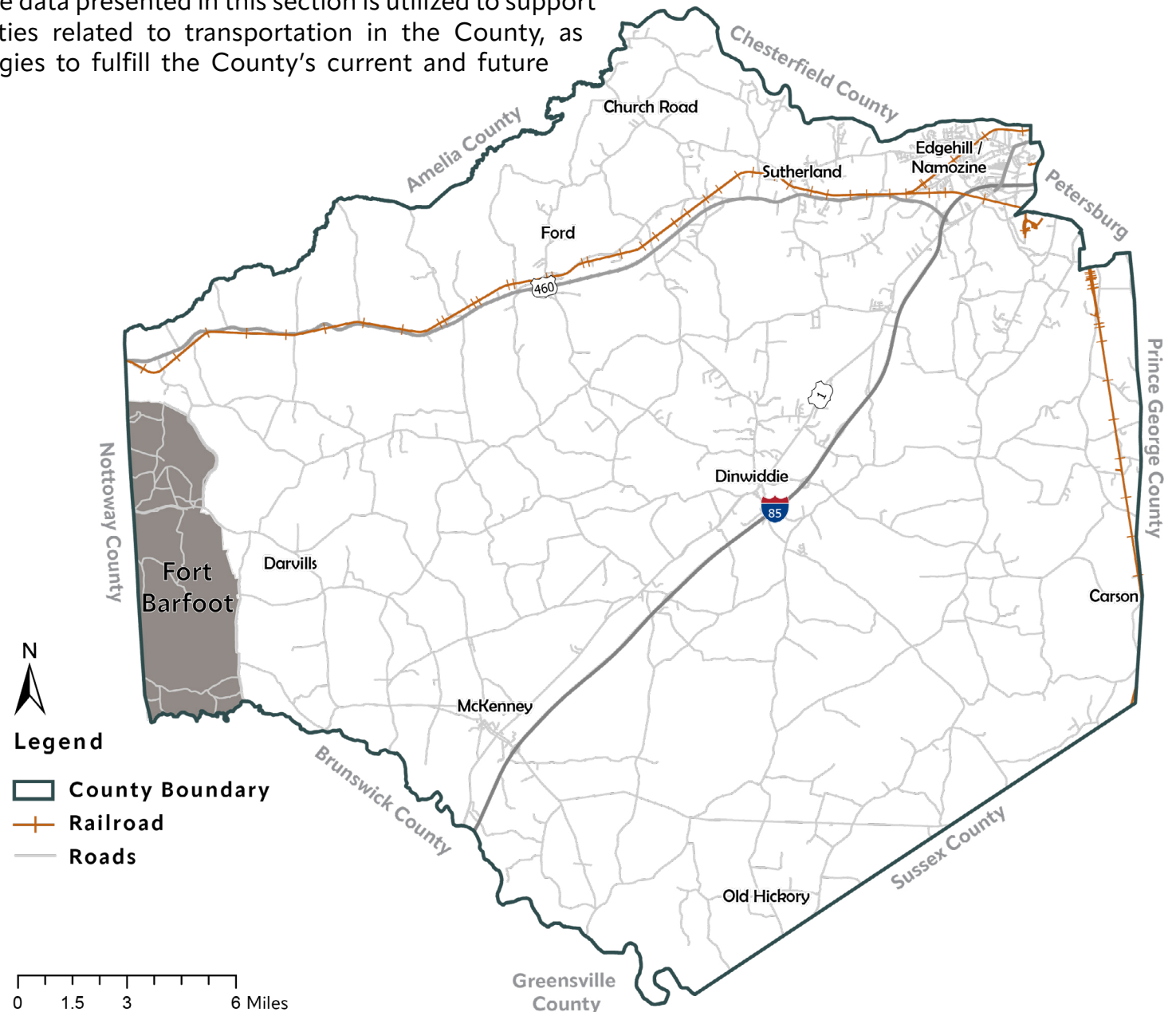
During the engagement phase of the Comprehensive Plan process, residents provided feedback related to transportation in Dinwiddie County. A summary of community feedback is below:

- There is a need for greater maintenance of secondary roads to improve safety.
- There are safety concerns related to cycling on major roads.
- Continued maintenance of active transportation, such as existing walking and biking trails, and adding new walking and biking trails, is a need.
- There is a lack of awareness of existing public transit options.

EXISTING TRANSPORTATION NETWORK

This section provides a detailed overview of the existing transportation network in the County. This section also presents an analysis of the trends related to the safety and efficiency of the current transportation network. The data presented in this section is utilized to support key issues and opportunities related to transportation in the County, as well as recommend strategies to fulfill the County's current and future transportation needs.

**MAP 5.1| EXISTING
TRANSPORTATION
NETWORK**



FUNCTIONAL CLASSIFICATION

Dinwiddie County has a robust network of roadways that connect residents to important destinations. The County is serviced primarily by U.S. Route 460, Interstate 85, and U.S. Route 1 – high-volume corridors connecting the County to regional centers such as Petersburg, Richmond, Blackstone, and South Hill. The County is also in close proximity to Interstate 95, another high-volume regional connection. As Dinwiddie County is predominantly rural in nature, many roadways have low traffic volumes and serve as local connectors, providing opportunities for pastoral drives. The Virginia Department of Transportation (VDOT) categorizes the streets and highways into functional classes according to the level of service they are intended to provide. The roadways in the County are classified into five categories – Interstate, Major Collector, Minor Collector, Minor Arterial, and Other Principal Arterial. Local roads are also classified by VDOT as an additional category. VDOT maintains 1,473 total lane miles in Dinwiddie County.

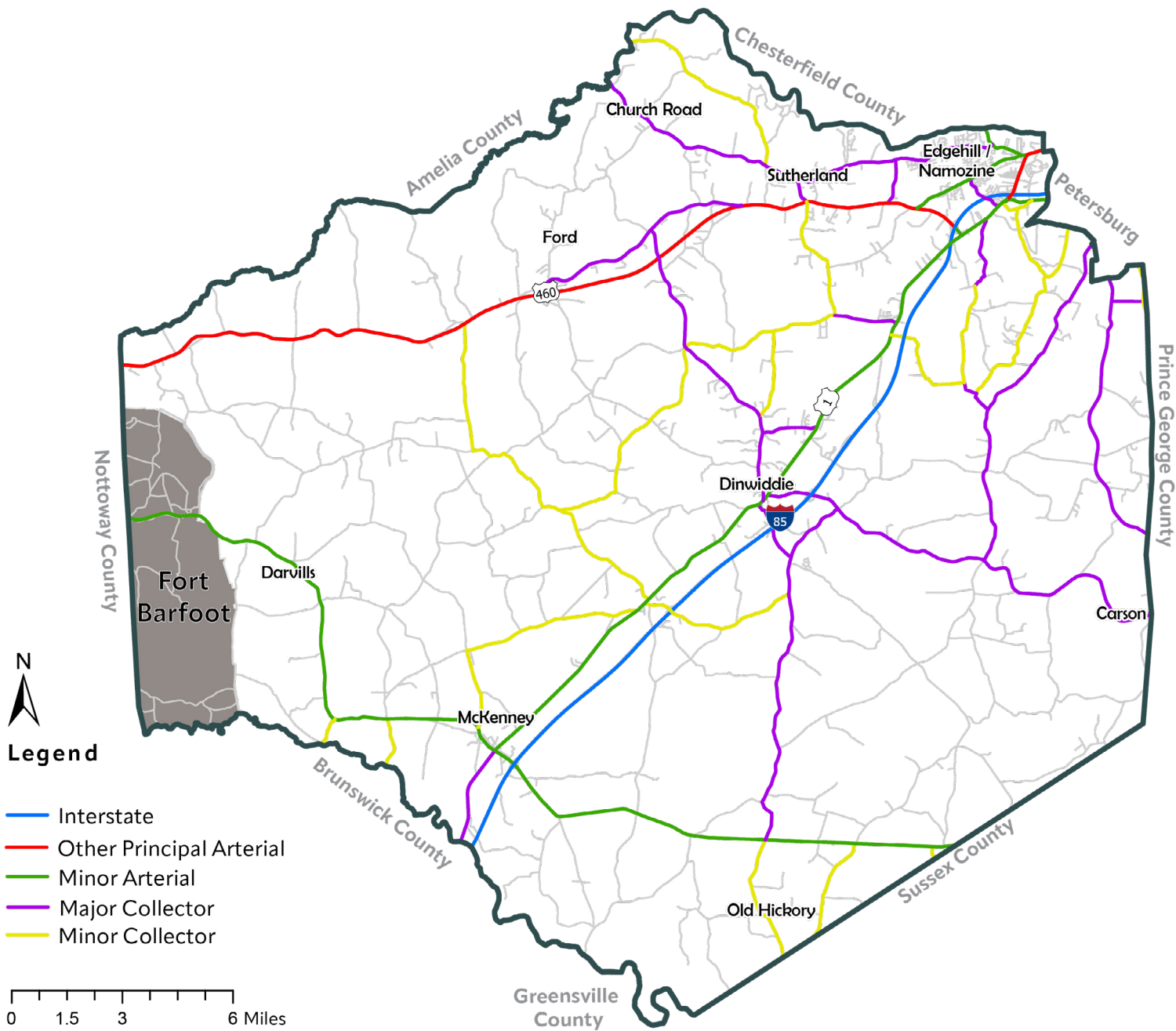
Learn more about
VDOT's functional class
system here:

https://virginiadot.org/Functional_Classification_Comprehensive_Guide.pdf

Map 5.2 illustrates the functional classification of roads in the County.



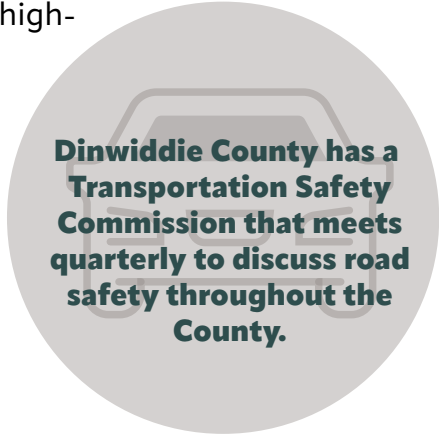
MAP 5.2 | FUNCTIONAL CLASSIFICATION



ROAD SAFETY

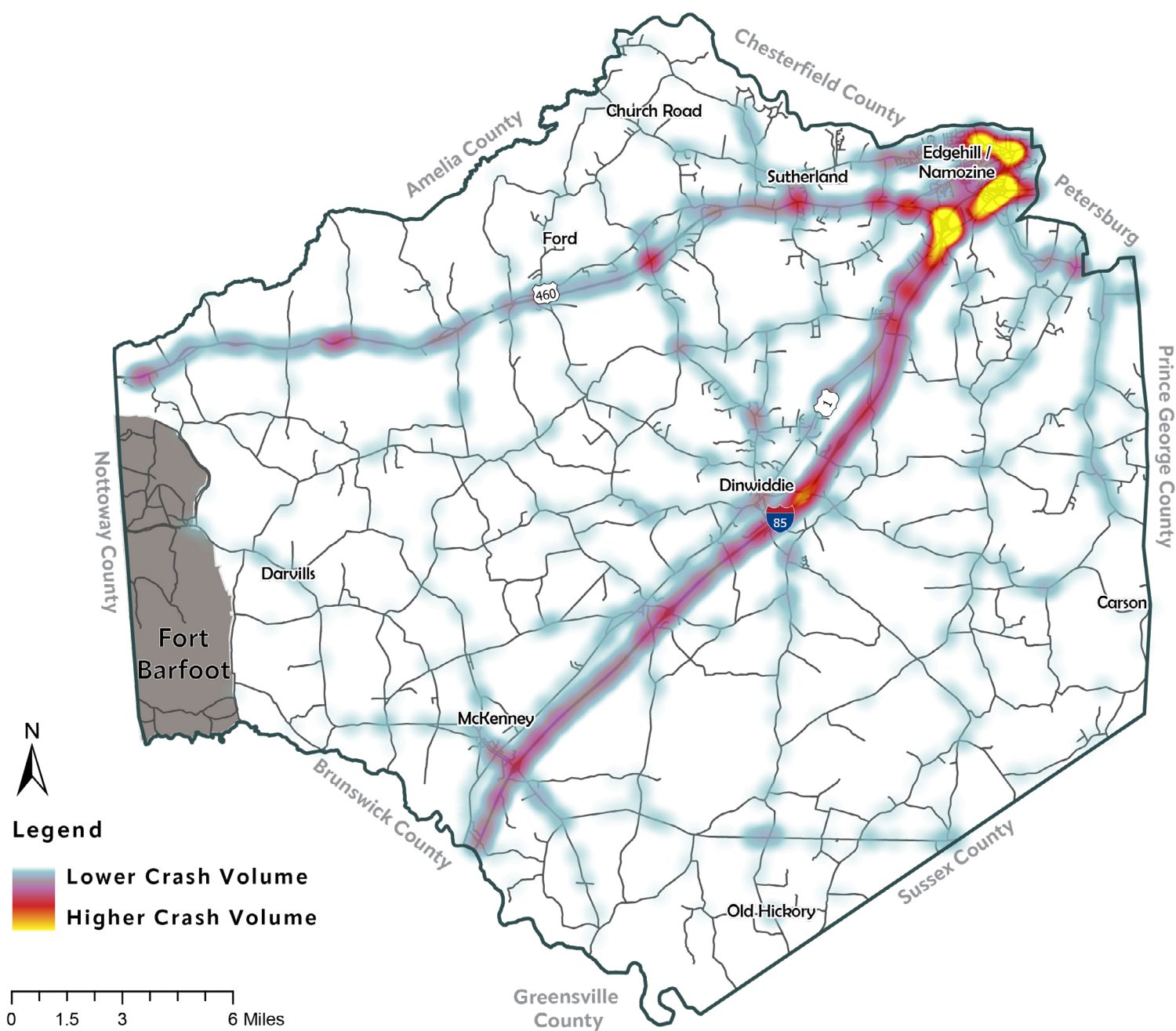
A total of 2,918 traffic-related crashes were reported in Dinwiddie County between 2016 and 2021, with a total of 529 crashes reported between January and October 2021. Out of the total crashes reported in 2021, 1.7% resulted in fatal injury and 8.7% resulted in severe injury. Many crashes resulting in fatal and severe injuries in 2021 occurred on U.S. Route 460, U.S. Route 1, or Interstate 85. The northeastern part of the County near Petersburg is identified as a high-priority area with a majority of severe and fatal crashes occurring in the area. The County can partner with VDOT to conduct a traffic safety study to identify high-priority intersections that need immediate improvements to make them safer for all users of the road, especially the more vulnerable users of the road – pedestrians and bicyclists. The County can also continue to work with VDOT to assess the need for traffic calming on high-volume, high-priority streets to make them safer and reduce crashes.

Residents highlighted narrow backroads as an additional transportation challenge, as automobiles often do not have the room to properly share the road with school buses and agricultural machinery. The County can partner with VDOT to assess current and projected traffic volumes for road segments to identify if traffic volumes on certain roadways warrant the need for infrastructure improvements such as road widening and shoulder improvements.



Dinwiddie County has a Transportation Safety Commission that meets quarterly to discuss road safety throughout the County.

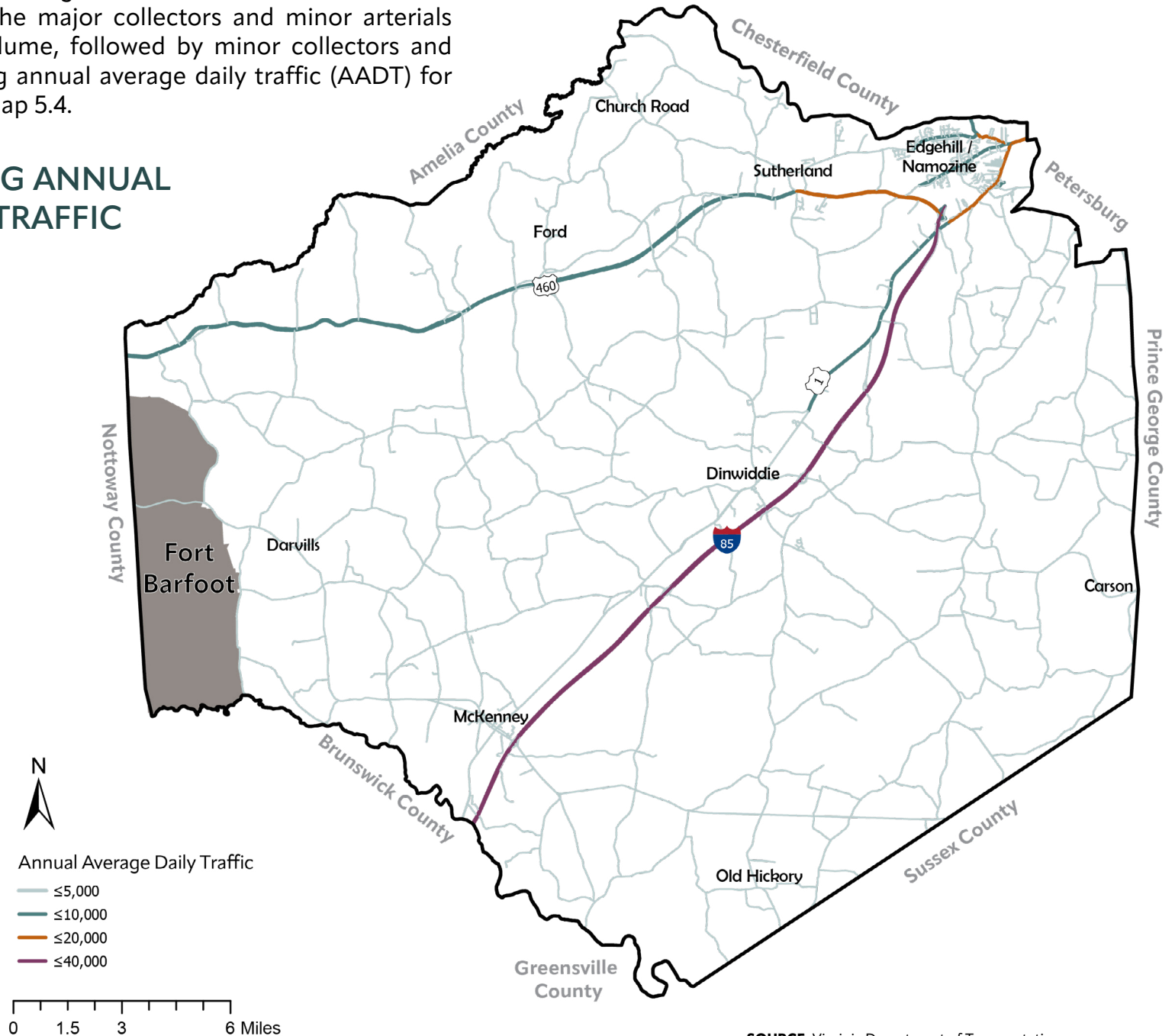
MAP 5.3 | FATAL AND SEVERE CRASHES



TRAFFIC VOLUME | EXISTING ANNUAL AVERAGE DAILY TRAFFIC

Traffic volume varies across the County. Interstate 85 and U.S. Route 460, a principal arterial, are the busiest roads that run through the County, with high-volume traffic on Interstate 85 closer to Petersburg. The major collectors and minor arterials have a lower traffic volume, followed by minor collectors and local roads. The existing annual average daily traffic (AADT) for Dinwiddie is shown in Map 5.4.

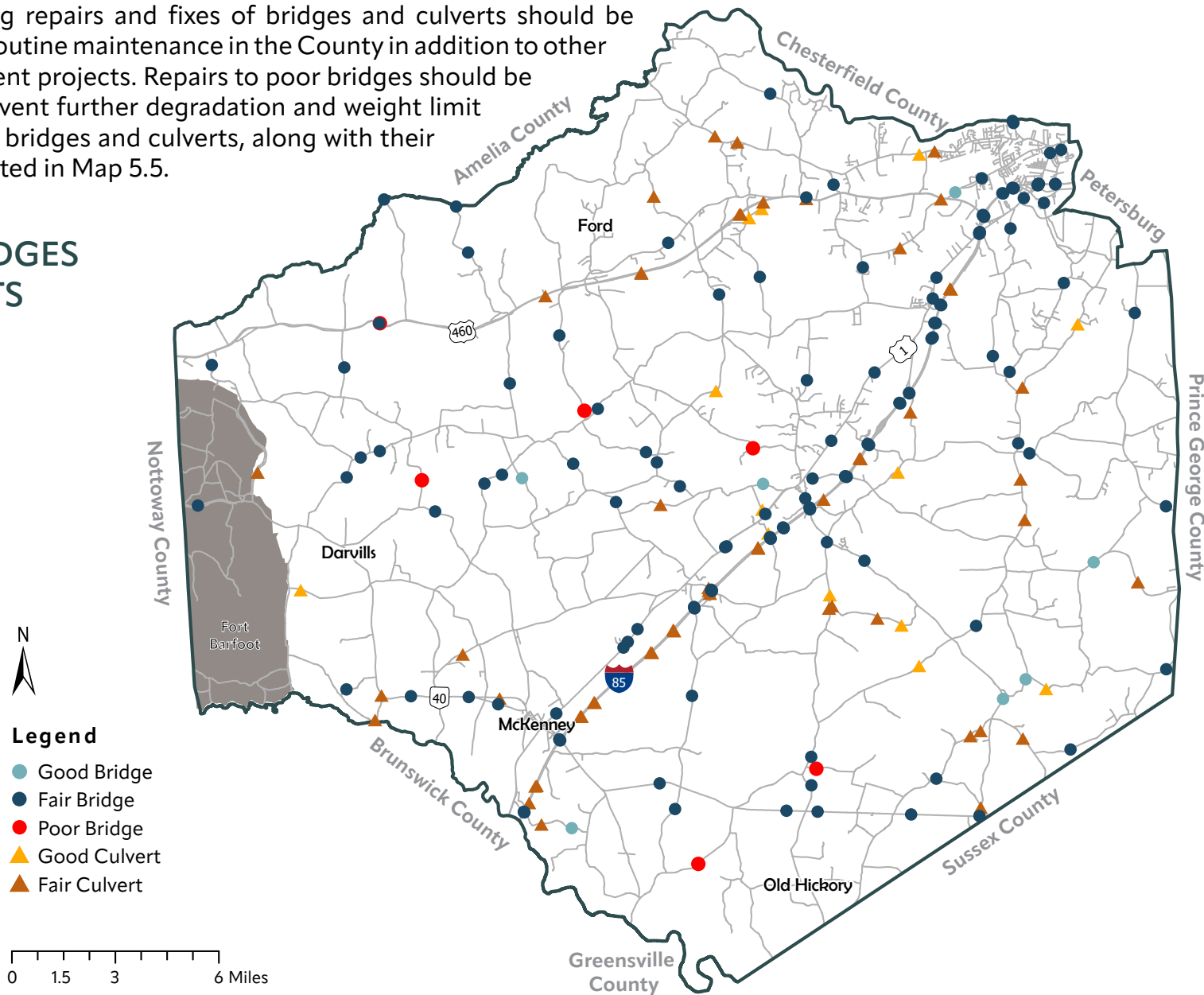
MAP 5.4 | EXISTING ANNUAL AVERAGE DAILY TRAFFIC



BRIDGES AND CULVERTS

Bridge replacement and road maintenance should remain a priority not only to ensure vehicle safety, but also to maintain reliable access for heavy emergency vehicles and agricultural equipment alike, especially in the County's most rural areas. Ongoing repairs and fixes of bridges and culverts should be considered part of routine maintenance in the County in addition to other roadway improvement projects. Repairs to poor bridges should be a top priority to prevent further degradation and weight limit reductions. Existing bridges and culverts, along with their condition, are depicted in Map 5.5.

MAP 5.5 | BRIDGES AND CULVERTS



BUILDING A MULTI-MODAL NETWORK

A community's built environment significantly impacts public health, access to services and jobs, and overall quality of life. Long distances separating residents from services, recreational areas, healthcare, and amenities, combined with inadequate mobility options, can prevent residents from safely accessing the goods and services they need to ensure proper health and a high quality of life.

Dinwiddie County residents expressed a need to improve walking and biking infrastructure and expand public transit services in the County for not just older adults, but all residents. Creating a fully accessible, multimodal, transportation system is important in providing residents and visitors the ability to choose the method of travel that is best for their needs. The need for active transportation is especially important in low-income and minority communities as these residents are less likely to own automobiles. Moreover, active transportation strategies are a way to promote healthy lifestyles, especially in the younger population. Planning and transportation agencies can play an important role in fostering healthy habits through the provision of infrastructure that promotes accessible, safe, and convenient pedestrian and bike facilities.

PUBLIC TRANSPORTATION

Blackstone Area Bus System (BABS) currently provides bus service to the western area of the County, with regional connections available. Petersburg Area Transit (PAT) offers local bus services in the northeastern part of the County, with connections to Greater Richmond Transit Company (GRTC) and Greyhound available. Demand responsive transit service is provided by the Crater District Area Agency on Aging (CDAAA) which is federally funded and serves the Cities of Colonial Heights, Emporia, Hopewell, and Petersburg, and the Counties of Dinwiddie, Greenville, Prince George, Surry, and Sussex. PAT also offers curb-to-curb ADA paratransit services for senior citizens ages 70 and older, Medicare card holders, and individuals with disabilities in northeastern Dinwiddie County.

The County can benefit from partnering with BABS, PAT, and VDOT to conduct a County-wide public transit study to assess the needs of public transit users and identify limitations and shortcomings of the existing public transit system. The County can also partner with BABS and PAT to market available services more effectively to community members. Community engagement reflected that many residents are unaware of the public transportation resources available to them.



ACTIVE TRANSPORTATION

Understanding transportation mode choice is key in providing adequate mobility options for the community. Residents and tourists alike enjoy the scenic views and trails offered by the County, and residents expressed a need for more and improved walking and biking trails during the community engagement process. Narrow roads are also an issue for pedestrians and bicyclists, who are in greater danger of being injured by an automobile. The County can benefit from increased investment in this type of transportation network, creating a more walkable community. Improving the active transportation infrastructure and connecting it to tourism assets within the County can also help boost tourism. The County can pursue grants to improve safety for pedestrians and bicyclists, as well as improve existing active transportation infrastructure in the County. Additionally, an investment in accessible transportation infrastructure ensures that all users of the road are able to access quality, convenient, and safe transportation options. The County can work with VDOT to continue to ensure the ADA accessibility of its existing and proposed sidewalk infrastructure. Additional information on the County's trail network and other active recreation opportunities can be found in Chapter 9, Parks, Recreation, and Cultural Resources.

AVIATION

Dinwiddie County Airport is a general aviation airport located in close proximity to the intersection of Interstate 85 and U.S. Route 460. The airport is an important asset to the many companies that choose to do business in Dinwiddie County, and additionally serves the Cities of Petersburg, Colonial Heights, and Hopewell and the Counties of Chesterfield and Prince George. The County should continue to promote the airport as both a valuable component of its infrastructure and an attractive incentive for future business investment.

The airport is currently undergoing a master plan update; completion is slated for spring 2023. This master plan will address a runway expansion for the airport to be able to accommodate larger aircraft and more frequent flights. The County should support the development of this master plan and work alongside the airport to implement strategies and recommendations, as appropriate.

While the County's airport does not provide passenger air travel options, there are multiple international airports in the region that County residents are able to utilize. Richmond International Airport is located 40 miles northeast of the County, and Raleigh-Durham International Airport and Norfolk International Airport are both located approximately 100 miles from the County.

FREIGHT AND PASSENGER RAIL

Railroad owned and operated by Norfolk Southern and CSX facilitate freight rail travel throughout the County. Amtrak service nearby provides County residents with opportunities for regional travel via passenger rail. Stations are located within a short drive from the County, with one station in Ettrick and two stations in Richmond.

The provision of passenger rail service in Dinwiddie County would not only provide residents additional ease of access for train travel within the Richmond region and beyond, but would support economic development opportunities through increasing the County's accessibility for a regional workforce. A feasibility study has not been conducted in recent years for passenger rail service to the County. The County should support the development of a passenger rail station within County limits and explore methods to best advocate for this type of investment, including but not limited to a feasibility study.

HIGHER SPEED RAIL

A higher-speed rail network, the Southeast Corridor, is proposed to run through the central area of Dinwiddie County along the abandoned CSX S-Line. The rail network will connect metropolitan areas in the southeastern United States, spanning from Washington, D.C. to Florida. While there is not currently a proposed station within County limits, proposed stations in nearby Petersburg and Richmond will provide residents with another mode of regional transportation. Local freight rail access will also be provided along the corridor. Dinwiddie County can work with VDOT, the Virginia Passenger Rail Authority, and the Southeast Corridor Commission to support the development and implementation of this project.



LAND USE AND TRANSPORTATION

Strategic transportation planning and land use decisions can help bring people closer to destinations, therefore making daily trips more time and cost efficient. Dinwiddie County can benefit from a transportation system designed around its existing and proposed land uses that supports both suburban and rural areas in the County. Targeted investment in sidewalk and biking infrastructure in and around denser developments in the County can make transportation more cost-effective as well as safer, especially at high-priority intersections. The County can also benefit from adopting a complete streets approach and transit-oriented development around existing bus stations or Interstate 85 interchanges. Additional land use priorities and recommendations can be found in Chapter 7, Land Use.

URBAN DEVELOPMENT AREAS

There are two Urban Development Areas (UDA) in Dinwiddie County, designated in accordance with Code of Virginia Section 15.2-2223.1. UDAs coordinate land use and transportation planning efforts and are intended to embody the principles of traditional neighborhood design and development. Traditional neighborhood development embodies classic characteristics of traditional communities such as walkable neighborhood centers, diversity of land uses, and easy access to jobs, housing, and recreation through a multi-modal transportation network. The Virginia General Assembly has directed that transportation improvements that support UDAs be consistent with the needs assessment contained in VTrans 2040, as well as to be considered in the SMART SCALE statewide prioritization process for project selection.

The County should continue to partner closely with VDOT, the CPDC, and the Tri-Cities Area Metropolitan Planning Organization (TCAMPO) to ensure that future transportation projects within its UDAs are successful at achieving identified priority needs. New development within the UDAs should also incorporate measures to address the identified needs. The County should also initiate the process of establishing a third UDA in the Edgehill area. This area is envisioned for higher density, walkable, commercial and mixed-use development. Therefore, designation of this area as a UDA will increase its eligibility for VDOT funding opportunities for multimodal improvements that will aid the County in fully realizing the development vision for this area. This potential UDA could also encompass the area around Interstate Exits 63A and 63B to facilitate the process of obtaining funding for desired bicycle and pedestrian infrastructure along U.S. Route 1.

UDA 1 | URBAN GROWTH AREA



The first UDA in the County is 0.3 square miles in area and is partially located in the northeast quadrant of the intersection of Interstate 85 and U.S. Route 1. The UDA now has an ALDI distribution center on the southeast side of U.S. Route 1; the remainder is undeveloped. It is planned to continue developing as a mixed suburban center. High priority needs for this UDA include access to transportation networks beyond the UDA, a bike-ped network, roadway capacity and operations, safety features, off-street parking, and improvements to the natural environment.

UDA 2 | COURTHOUSE AREA



The second UDA in the County is 1.2 square miles in area and is located in the Courthouse area, characterized by the greater Dinwiddie area and located east of and adjacent to Interstate 85 and U.S. Route 1. The area is moderately developed as a rural village and is planned to continue developing as a rural village. High priority needs for this UDA include safety for all users, internal circulation and access, a bike-ped network, intersection design and improvements, complete streets, improvements to the natural environment, and roadway capacity and operations.

TRANSPORTATION PARTNERSHIPS AND PLANS

CRATER PLANNING DISTRICT COMMISSION

The Crater Planning District Commission (CPDC) assists Dinwiddie County in meeting transportation-related challenges by providing technical expertise for various transportation plans and projects. Some of the services provided by CPDC include transportation studies, Human Service Mobility Plans, and congestion management.

TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION

The Tri-Cities Area Metropolitan Planning Organization (TCAMPO) is responsible for the comprehensive transportation planning process in the Tri-Cities metropolitan area, which includes the northeastern part of Dinwiddie County.

VIRGINIA DEPARTMENT OF TRANSPORTATION

The Virginia Department of Transportation (VDOT) is responsible for building, maintaining, and operating the state's roads, bridges, and tunnels. VDOT assists localities through administering SMART Scale funding for transportation projects, responding to hazard approval and road improvement needs, and working to provide feedback on a variety of public and private transportation improvements. Dinwiddie County is included in VDOT's Richmond District, which includes approximately 18,000 lane miles of road in 14 counties, 4 cities, and 15 towns.



Additional studies that provide resources and recommendations for the future of transportation in Dinwiddie County include:

- Tri-Cities Transportation Study Area
- Tri-Cities Area MPO Plan 2045
- Richmond and Petersburg Metropolitan Planning Areas Coordinated Human Service Mobility Plan (June 2014)
- Tri-Cities Area MPO Congestion Management Process (December 2016)
- Appomattox River Trail to Capital Trail Study Technical Document
- Tri-Cities Area Bikeway Plan Update (2003)
- Intelligent Transportation System
- Capital Improvements Plan
- Crater PDC Rural Transportation Plan
- Interstate 85 Technical Memorandum
- DRPT Transit Equity and Modernization Study
- Appomattox River Trail Master Plan and Signage Plan (2017)

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

The Virginia Department of Rail and Public Transportation (DRPT) is a state agency that works primarily to provide safe, reliable, and cost-effective mobility options for the residents of the Commonwealth. DRPT's primary areas of activity include rail, public transportation, and commuter programs. DRPT provides support to government and private entities through assessing the feasibility and environmental impacts of new services, conducting statewide rail and public transportation studies, and capital improvement projects, and providing leadership, advocacy, technical assistance, and funding.

INTERSTATE 85 TECHNICAL MEMORANDUM

An October 2021 VDOT study identified targeted improvements to the Interstate 85 corridor between Petersburg and the Virginia-North Carolina border that would serve to alleviate congestion and provide safer and more reliable travel on the corridor. Recommendations for the segment of Interstate 85 in Dinwiddie County include shoulder widenings, extensions of deceleration and acceleration lanes, and installations of pavement wedges. These recommendations are intended to alleviate off-road crashes and rear end crashes. Two interchanges in Dinwiddie County require further study to appropriately address congestion and safety concerns; these interchanges are Exit 63 at U.S. Route 1 and Exit 61 at U.S. Route 460.

U.S. Route 1 was also evaluated as part of the study. The predominant concerns for the segment of U.S. Route 1 in the County were safety and roadway operations. Nine intersections along U.S. Route 1 in the County were identified as requiring improvements or further study in order to remedy concerns effectively.

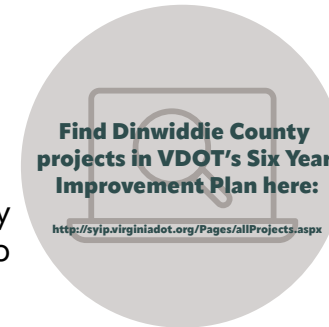
The County should be sure it is familiar with the recommendations made in the study and support VDOT in any future plans to implement improvements along both corridors.



TRANSPORTATION IMPROVEMENTS

SIX-YEAR IMPROVEMENT PROGRAM

The Commonwealth Transportation Board (CTB) allocates public funds to transportation projects over six fiscal years under the Six-Year Improvement Program (SYIP). Currently, there are nine projects under the SYIP (FY 23) in Dinwiddie County. The SYIP for FY23 is included as an appendix to this Plan, as the SYIP is updated annually by VDOT and therefore will include different projects throughout the life of this Plan. Dinwiddie County should continue to annually evaluate projects included in the SYIP and work with VDOT to ensure their successful completion.



VTRANS

VTrans is the state's multimodal surface transportation plan developed by the Commonwealth Transportation Board in partnership with the Virginia Office of Intermodal Planning and Investment (OIPI). The plan identifies mid-term needs, long-term risks and opportunities, and strategic actions to advance multimodal transportation in the state. VDOT allocates funds to projects based on how they align with the goals of the VTrans Plan. VTrans prioritizes:

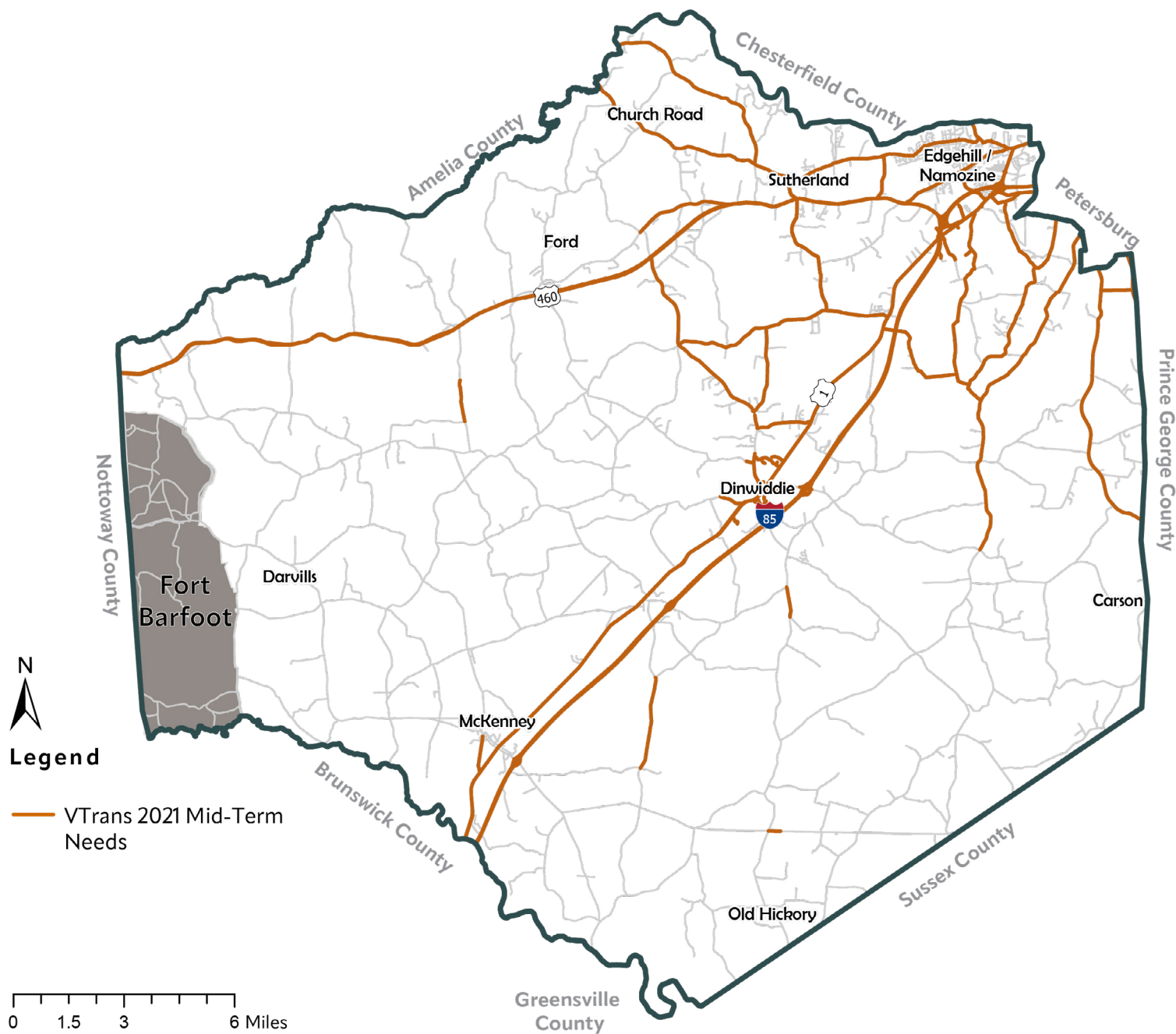
- Optimized return on investments
- Safe, secure, and resilient transportation systems
- Efficiency in delivering programs
- Considering operational improvements and demand management first
- Promoting performance management, transparency, and accountability
- Improved coordination between transportation and land use
- Efficient intermodal connections



Identified priority roadways and segments in Dinwiddie County span a number of needs. The most common needs along identified segments in the County are capacity preservation, transportation demand management, safety improvements, transit access for equity, and bicycle/pedestrian access. It is important to acknowledge that one roadway or segment of a roadway may have multiple identified needs. For example, much of Interstate 85 northbound through the County has been identified as needing improvements for demand management, with some segments also exhibiting safety needs. Bicycle and pedestrian infrastructure needs are concentrated in the northern area of the County closest to the City of Petersburg, with many of these roads also exhibiting needs for increased transit access.

Road segments in the County's two designated UDAs have a separate set of additional identified needs that may be applicable. A detailed list of UDA needs can be found on pages 98 and 99.

MAP 5.6 | 2021 VTRANS MID-TERM NEEDS IN DINWIDDIE COUNTY



RECOMMENDED PRIORITY TRANSPORTATION PROJECTS

This section identifies recommended transportation projects for prioritization, based on Dinwiddie County's existing and future transportation needs. The projects identified here are informed by an analysis of the existing transportation system in the County (traffic volume, crash statistics, public transit, etc.) along with community input and information from the plans and programs included in this Chapter. Table 5.1 provides a list of strategic recommendations and transportation studies that the County can undertake to connect its residents to important destinations within and outside the County. Costs estimates for each project are included if available. The approximate locations of priority projects are illustrated in Map 5.7. The ID number for each project is for identification purposes only and is not intended to indicate a priority ranking of projects.

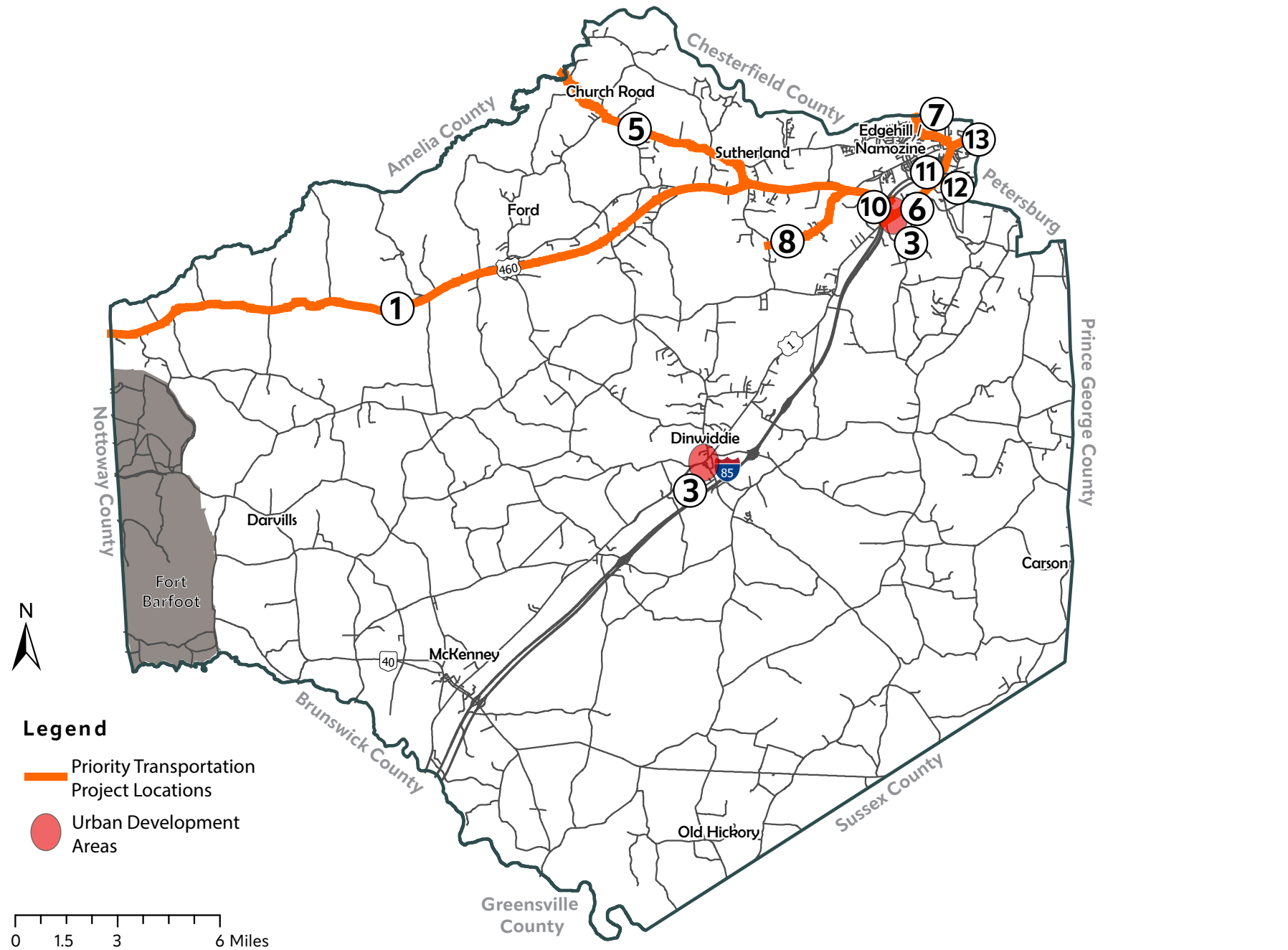


TABLE 5.1 | RECOMMENDED PRIORITY TRANSPORTATION PROJECTS

Project ID	Project	Description	Cost	Improvement Type	Source
1	U.S. Route 460 Safety Improvements	Conduct a study to further identify priority intersections and segments along U.S. Route 460 that require strategic intervention for safety. Recommend strategies to reduce the number of crashes at key intersections.	TBD	Traffic Safety Study	VTrans
2	Intersection Study	Conduct a safety study for County intersections with high rates of fatal and severe crashes to assess risks and recommend improvements to make these intersections safer for vehicles, bicyclists, and pedestrians.	TBD	Traffic Safety Study	Crash Data Analysis
3	Urban Development Area Bicycle and Pedestrian Improvements	Improve the connectivity and quality of active transportation infrastructure, including bicycle lanes, sidewalks, and shared use paths, in the Urban Growth Area UDA and the Dinwiddie Courthouse UDA. Install new infrastructure where necessary.	TBD	Operations, Active Transportation	VTrans
4	Secondary Roads Safety Study	Conduct a study to identify priority areas on secondary roads that can benefit from traffic safety improvements such as proper signages, improved crosswalks, intersection improvements, etc.	TBD	Traffic Safety Study	Dinwiddie County (Public Engagement)
5	Namozine Road (Route 708) Speed Reduction	Work with VDOT to reduce the speed limit along Namozine Road (Rt. 708).	TBD	Safety	Dinwiddie County (Public Engagement)
6	U.S. Route 1 at U.S. Route 460	Study intersection to reduce angle crashes. Re-evaluate clearance intervals, consider innovative intersections (i.e., roundabout or green T), and determine pavement width.	TBD	Traffic Safety Study	Interstate 85 Technical Memorandum VTrans

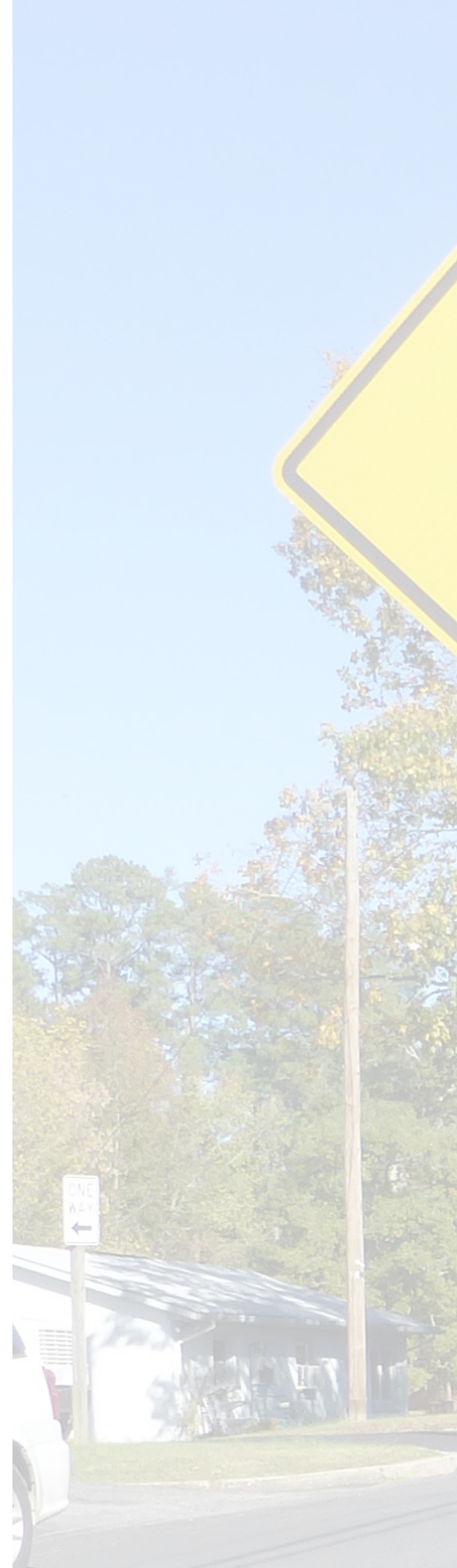
Project ID	Project	Description	Cost	Improvement Type	Source
7	Ferndale Road (Route 600) Segment Improvement	Conduct a study to determine the feasibility of widening Ferndale Road (Rt. 600) from the Chesterfield County line to Cox Road (Rt. 226). Consider improved bicycle and pedestrian infrastructure as part of the analysis.	TBD	Road Improvement Study	Dinwiddie County
8	Butterwood Road (Route 632) Segment Improvement	Shoulder improvements and road widening along Butterwood Road (Rt. 632) between U.S. Route 460 and Claiborne Road (Rt. 631).	TBD	Safety; Road Improvement	Dinwiddie County
9	Northern Connector Road	Conduct a study to determine the feasibility of developing a connector road between U.S. Route 460 and River Road (Rt. 601). This study should identify alternative alignments – including improvements to Olgers Road (Rt. 632) – and associated costs.	TBD	Road Improvement Study	Dinwiddie County
10	Exit 61	Evaluate intersections on U.S. Route 460 between the Southbound I-85 ramp node and the intersection of U.S. Routes 1 and 460. Study should focus on improving safety at the Southbound I-85 ramp node, as well as operations and safety at the intersection of U.S. Routes 1 and 460.	TBD	Safety	Interstate 85 Technical Memorandum
11	Interstate 85 Southbound: U.S. Route 1 at Exit 63B	Extend deceleration lane from Interstate 85 onto U.S. Route 1 northbound.	\$0.5 M - \$0.6 M	Safety	Interstate 85 Technical Memorandum
12	Exits 63A and 63B	Evaluate interchange to improve safety and operations traveling onto and off of U.S. Route 1 and I-85.	TBD	Congestion and Safety; Operations	Interstate 85 Technical Memorandum VTrans
13	U.S. Route 1	Construct a shared use path along U.S. Route 1 from the Petersburg city limits to Interstate 85 to accommodate bicyclists and pedestrians.	TBD	Operations	Dinwiddie County VTrans

MAP 5.7 | RECOMMENDED PRIORITY TRANSPORTATION PROJECTS



NOTE: Numbers correspond to the Project ID number in Table 5.1. Some Project ID numbers are not included on the map due to recommendation as a study, or due to an undetermined location.

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Dinwiddie County provides a balanced, multimodal, and efficient transportation system to connect residents to the economic, educational, recreational, and essential services needed to maintain a high quality of life.

GOAL STATEMENT

STRATEGIES TO BUILD OUR TRANSPORTATION NETWORK

EXISTING NETWORK

- 1 Coordinate with neighboring jurisdictions, state, and regional agencies in planning and achieving an efficient and cost-effective transportation network.
- 2 Pursue VDOT funding for road improvements, such as revenue sharing programs and grants and the State of Good Repair program.
- 3 Partner with VDOT and the Crater Planning District Commission to prioritize improvements to bridges with poor ratings.
- 4 Work with VDOT to improve intersection level of service to increase capacity for development in northern Dinwiddie County.

MULTIMODAL TRANSPORTATION

- 5 Work with transit agencies and participating towns and counties to create an expanded marketing program to increase County residents' familiarity with BABS and PAT.
- 6 Work with the appropriate agencies to conduct a ridership study and needs assessment to determine if existing public transit services need expansion.
- 7 Continue to leverage federal, state, and local grants to improve alternative mobility options, including active transportation opportunities.
- 8 Work with state and regional partners to create a trails master plan that assesses the need for additional walking/biking trails throughout the County and enhances the existing trails network.
- 9 Encourage complete streets road design that supports pedestrian and bicycle travel, particularly in northern Dinwiddie County and the Dinwiddie Courthouse area.
- 10 Improve connectivity of active transportation infrastructure (walking and biking trails, sidewalk infrastructure, and bicycle paths) to tourism assets and recreational amenities.
- 11 Pursue funding opportunities available through local, state and federal agencies to improve safety for pedestrians and bicyclists on major roads.
- 12 Promote and enhance the Dinwiddie County Airport as a vital component of the region's transportation system and the local economy.
- 13 Support the ongoing development of the proposed Southeast Corridor high speed rail network.

LAND USE AND TRANSPORTATION

14 Assess the feasibility of transit-oriented development (TOD) at interchanges along Interstate 85 and any passenger rail stops within the County.

15 Develop UDAs in accordance with identified VTrans needs.

16 Evaluate the Edgehill area for eligibility as a UDA and pursue designation, if eligible.

17 Encourage new development within UDAs and northern Dinwiddie County to incorporate multimodal transportation features, such as sidewalks, bike lanes, or shared use paths, crosswalks and stop bars, and bicycle storage facilities.

18 Ensure new development throughout the County incorporates access management provisions, such as interparcel connectivity and limits on location and number of curb cuts, to improve the flow of traffic on higher volume streets.







Chapter 6:

ECONOMIC DEVELOPMENT





ECONOMIC DEVELOPMENT

Dinwiddie County sustains a thriving, diverse economy that attracts industry, supports a thriving entrepreneurial ecosystem, and builds community wealth and exceptional quality of life for its citizens.

Dinwiddie County prides itself in its diverse economy bolstered by its unparalleled accessibility, high quality of life, low cost of living, and a diversely qualified and educated workforce. The economy in Dinwiddie County is characterized primarily as a robust logistical distribution hub, benefitting from its enviable location along important transportation infrastructure and within a 90-minute drive of much of the Commonwealth's population. Paired with this primary economic base are many important secondary ones such as a historic and thriving agricultural landscape, manufacturing and production, and military and government service. This chapter highlights the key economic drivers in Dinwiddie County, workforce and industry characteristics, and strategies for how the County can continue supporting the existing economy while making intentional investments in prospective growth.

EMPLOYMENT TRENDS

Based on employment trends, Dinwiddie County's economy has remained stable with gradual growth occurring between 2010 and 2020. Unemployment has been trending downward between 2010 and 2020, and employment within the County has risen by roughly 3% on average in the latter half of the decade.

While the COVID-19 pandemic did have a major effect on unemployment in the County, unemployment rates are beginning to trend back down again to 4.5% in 2021, remaining slightly higher than the current Virginia unemployment rate of 3.9%. Closely monitoring unemployment rates within the County can be a good way to understand the economic climate through the future.

The majority of Dinwiddie County's labor force commutes out of the County for employment, primarily traveling to Petersburg, Richmond, Colonial Heights, and Hopewell. The number of commuters has been slowly rising over the past decade with approximately 1,000 more people commuting in and out of the County for their daily work. Average weekly wages of County residents are another metric for determining economic health and are shown in Table 6.1.

According to the Virginia Employment Commission, employment for industries throughout the Crater Regional Area is projected to undergo a 7.76% increase between 2014-2024. While this is not the only measure of economic success, it provides a good understanding of the general trend and future expectations. A list of employment changes for all industries within the region is included in Table 6.2.

TABLE 6.1 | AVERAGE WEEKLY WAGES

Industry	Wage
Agriculture, Forestry, Fishing, and Hunting	\$682.00
Construction	\$1,225.00
Manufacturing	\$1,608.00
Wholesale Trade	\$1,001.00
Retail Trade	\$566.00
Transportation and Warehousing	\$1,266.00
Real Estate and Rental and Leasing	\$1,345.00
Professional, Scientific, and Technical Services	\$544.00
Administrative and Support and Waste Management	\$1,282.00
Educational Services	\$768.00
Health Care and Social Assistance	\$607.00
Arts, Entertainment, and Recreation	\$490.00
Accommodation and Food Services	\$359.00
Other Services (except Public Administration)	\$841.00
Federal Government	\$1,150.00
State Government	\$1,077.00
Local Government	\$874.00
Government Total	\$1,034.00
Unclassified	\$967.00
Average, All Industries	\$1,185.00

SOURCE: Virginia Employment Commission, Economic Information & Analytics, Quarterly Census of Employment and Wages (QCEW), 4th Quarter (October, November, December) 2021.

TABLE 6.2 | INDUSTRY EMPLOYMENT AND PROJECTIONS

Industry	Estimated 2014	Projected 2024	Percentage Change
Agriculture, Forestry, Fishing, Hunting	***	***	***
Mining Quarrying, Oil and Gas Extraction	***	***	***
Utilities	1,318	1,194	-9.41%
Construction	2,383	2,635	10.58%
Manufacturing	6,501	6,133	-5.66%
Wholesale Trade	1,762	1,782	1.14%
Retail Trade	9,027	9,725	7.73%
Transportation and Warehousing	3,477	3,698	6.36%
Information	***	***	***
Finance and Insurance	1,036	1,097	5.89%
Real Estate and Rental and Leasing	656	677	3.20%
Professional, Scientific, and Technical Services	1,654	1,971	19.17%
Management of Companies and Enterprises	306	316	3.27%
Administrative Support and Waste Management	2,016	2,179	8.09%
Educational Services	4,974	5,575	12.08%
Health Care and Social Assistance	10,760	13,290	23.51%
Arts, Entertainment, and Recreation	505	561	11.09%
Accommodation and Food Services	6,345	6,742	6.26%
Other Services (except Public Administration)	2,045	2,228	8.95%
Note: Asterisks (***) indicate non-disclosable data.			

SOURCE: Virginia Employment Commission, Economic Information & Analytics, Long Term Industry and Occupational Projections, 2014-2024. Crater Area Data (no data available for Dinwiddie County).



KEY INDUSTRIES

Leading employers in the County are representative of the transportation and warehousing industries, followed by state and local government. Table 6.3 shows the current number of employees working in each industry in the County.

The Virginia Employment Commission identifies the top five employers in the County as the following:

1. Amazon Fulfillment Services Inc.
2. Walmart
3. Central State Hospital
4. Dinwiddie County School Board
5. Chaparral

**Check out the full list of
Dinwiddie County's top
employers here:**

<https://virginiaworks.com/Community-Profiles>

TABLE 6.3 | TOTAL EMPLOYEES BY INDUSTRY

Industry	No. of Employees
Agriculture, Forestry, Fishing, and Hunting*	30
Construction	428
Manufacturing	673
Wholesale Trade	76
Retail Trade	578
Transportation and Warehousing	2978
Real Estate and Rental and Leasing	30
Professional, Scientific, and Technical Services	99
Administrative and Support and Waste Management	420
Educational Services	41
Health Care and Social Assistance	267
Arts, Entertainment, and Recreation	45
Accommodation and Food Services	255
Other Services (except Public Administration)	128
Federal Government	38
State Government	1374
Local Government	1060
Government Total	2472
Unclassified	12
Total, All Industries	8,484

SOURCE: Virginia Employment Commission, Economic Information & Analytics, Quarterly Census of Employment and Wages (QCEW), 1st Quarter (January, February, March) 2022.

***NOTE:** Due to the way industry data is collected and organized, this number does not reflect all individuals in the County who farm or who are otherwise part of the agriculture industry.

AGRICULTURE AND FORESTRY

Dinwiddie County has a strong history of agriculture and forestry. Though the economic impact in the County today is not as large as it once was, it is still an important and meaningful sector of the County's economy.

According to the 2017 Census of Agriculture, there are over 92,000 acres of land in Dinwiddie being used for farm operations. These farms are responsible for a \$25 million yearly industry in the County. Major agricultural activities include animal husbandry of cattle, pigs, chicken, and sheep, as well as crop productions including but not limited to corn, wheat, and soybeans.



Agricultural production in the County - measured in both acres of farmland and total sales of agricultural commodities - has seen increases between the 2012 and 2017 Census of Agriculture. It will be important to monitor this growth in the future and continue to accommodate these important economic assets.

Another important component of the County's agricultural economy is wood and timber production and processing. Dinwiddie County's large acreage of forested lands provide an ideal setting for this sector of agricultural production in the County to flourish. Agritourism is an additional valuable subsector of the larger agricultural economy, providing a unique opportunity for the future of the industry.

Recognizing that an agricultural economy is present and has proven to be a mainstay of the County economy as a whole, future development must be guided by an awareness of the important role that agriculture will continue to play. Guiding and assisting younger citizens to develop agricultural and farming skills through supporting existing programs such as Dinwiddie FFA and Dinwiddie 4-H should be a high priority in the coming years.

MANUFACTURING AND LOGISTICS

Attracting and retaining new manufacturing and industry businesses has been, and continues to be, an important goal for Dinwiddie County. Due to its ideal location and proximity to many important transportation connections, such as Interstates 85 and 95, Dinwiddie County has become a hub for major logistical operations that support Virginia and beyond. The recently completed Amazon Fulfillment Center has quickly become the leading employer in the County, followed closely by the Walmart Distribution Center. The concentration of employment in General Warehousing and Storage (NAICS 49311) in Dinwiddie County is 24.29 times that of the United States. This industry makes up a larger share of the Dinwiddie County employment total than it does for any other County in the United States and for the nation as a whole.¹ Retaining these businesses, and attracting more logistical and manufacturing operations, is therefore key to the economic success of the County.

COMMERCIAL AND RETAIL SERVICES

Dinwiddie County has several commercial centers concentrated in the northern part of the County close to Petersburg, with another smaller commercial center located in the Dinwiddie Courthouse area. Many of the current commercial and retail services relied upon by community members lie outside of Dinwiddie County in nearby Colonial Heights or Petersburg. Residents have expressed a desire for additional growth in the retail and hospitality industry. This includes additional hotels, restaurants, and retail stores, both to enhance the job market as well as provide benefits for residents' overall quality of life. Dinwiddie County is currently conducting a retail study and should implement its findings once complete.

Healthcare and medical services is another important aspect of the Dinwiddie County economy. Increased availability of healthcare and medical services and jobs was identified by residents as a top priority. The County should actively work to attract healthcare services to the community for both their benefit to overall quality of life and the employment opportunities they provide.

¹ Bureau of Labor Statistics, Quarterly Census of Employment and Wages, March 2022
Location Quotient Data

GOVERNMENT EMPLOYMENT

Dinwiddie County has a very strong presence of government employees, with this sector of its economy bolstered by County and state government, the National Park Service, and Fort Barfoot.

The Dinwiddie County government and Dinwiddie County public school system are two of the County's top ten employers, providing an important source of economic opportunity for citizens. Fort Barfoot, formerly known as Fort Pickett, also provides a unique and significant economic benefit to the region. According to a Joint Land Use Study conducted in 2021, approximately 1,637 military, civilian, and other personnel are employed at Fort Barfoot. In 2018, the southside region of Virginia received approximately \$450 million in defense related spending, much of it attributed to Fort Barfoot operations.



ECONOMIC DRIVERS

SITES AND BUILDINGS

Economic growth in Dinwiddie County is largely concentrated in the northern region surrounding the greater Petersburg area. Here, several large, highly accessible business and industrial sites are available in close proximity to housing, services, and amenities. Available sites are actively marketed by the County and the Virginia Economic Development Partnership (VEDP). VEDP certification can be highly useful in helping attract new industries and corporations to relocate to the County. The County should continue its efforts to identify, develop, and market new shovel-ready industrial sites.

TRANSPORTATION AND UTILITY INFRASTRUCTURE

Dinwiddie County offers a highly accessible location through roadways, rail, and air. Over 23 miles of Interstate 85 run through Dinwiddie County from its southern to northern border. In addition, U.S. Route 460, U.S. Route 1, and many state routes connect residents, visitors, and businesses both regionally and beyond. Two active railways are available for industrial and commercial users, with passenger Amtrak service available in nearby Petersburg. Dinwiddie County Airport is a general aviation airport located on U.S. Route 460 and offers both a 3,031 foot runway and a 5,001 foot runway that can accommodate corporate jets; a master plan is currently in development to facilitate a runway expansion. International and commercial flights are easily accessible from Richmond International Airport, located 40 miles northeast of the County.

Dinwiddie County also has the infrastructure to support commercial and industrial growth, with public water and sewer available throughout the northern portion of the County. Investment in these utilities is critical to accommodate future industrial and commercial development and expand services to more areas of the County. The County's significant investments in broadband are also expected to bolster economic development and improve teleworking opportunities for residents.

WORKFORCE DEVELOPMENT

Dinwiddie County's workforce is one of the County's most important and essential assets. Through continued education and training, the workforce in the County becomes an attractive incentive for prospective new businesses and industries. The Richard Bland College of William and Mary is located just over the eastern border of the County and provides residents with educational opportunities in the form of classes and degrees. Many other secondary educational opportunities exist for community residents in the greater Petersburg and Richmond areas. The current educational attainment of residents in the County can be seen in Figure 6.1. Dinwiddie County should continue to partner with secondary providers such as Brightpoint Community College, CCWA, and Southside Community College and promote workforce educational attainment as an incentive for potential new businesses and industries. This could occur through investments in trades training, makers' spaces, and community college access through County schools.



What characteristics define the regional workforce?

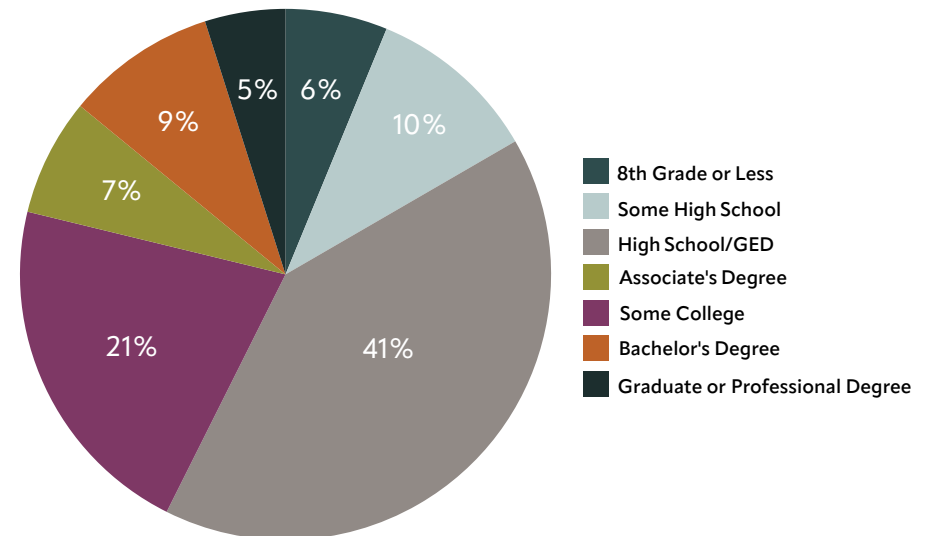
One key economic development node in Dinwiddie County is the intersection of US Route 460 and Interstate 85. With easy access to Interstates 85 and 95, the Dinwiddie County Airport, and retail and housing opportunities, the area is a prime location for retail, commercial, office, and industry. Table 6.4 provides prospective businesses with a snapshot of the workforce available to support Dinwiddie County's industries in this area. This snapshot shows total populations, number of workers and their average wages, and higher education facilities within 30-, 45-, and 60-minute driving times from the area. Map 6.1 provides a visual of the 30-minute, 45-minute, and 60-minute drive time areas for this location.

TABLE 6.4 | REGIONAL WORKFORCE SNAPSHOT

Category	30 Minutes	45 Minutes	60 Minutes
Total Population	365,205	1,144,618	1,413,929
Total Workforce	196,305	593,416	727,311
Manufacturing Workers	10,117	27,620	34,182
Average Wage	\$18.39/hr	\$18.33/hr	\$18.14/hr
Office Workers	56,220	180,453	219,843
Average Wage	\$23.54/hr	\$24.88/hr	\$24.63/hr
IT Workers	5,739	19,618	23,796
Average Wage	\$40.71/hr	\$42.81/hr	\$42.69/hr
Unemployment Rate	3.20%	3%	3%
Universities & Colleges	3	11	13
Community Colleges	4	8	10

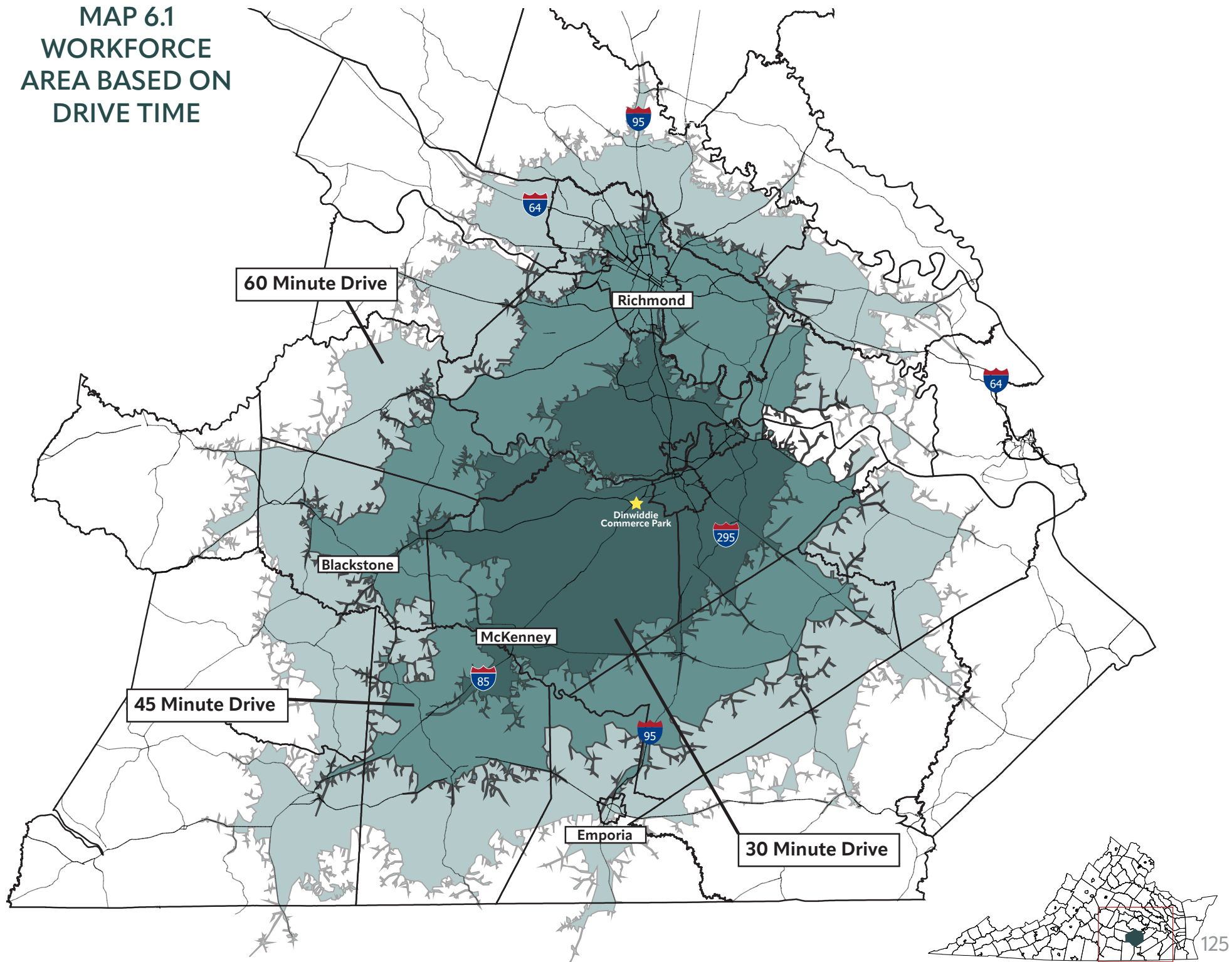
SOURCE: Virginia Economic Development Partnership, 2022, Statistics for Dinwiddie Commerce Park

FIGURE 6.1 | WORKFORCE EDUCATIONAL ATTAINMENT



SOURCE: 2011-2016 American Community Survey 5-Year Estimates

MAP 6.1
WORKFORCE
AREA BASED ON
DRIVE TIME



BUSINESS INCENTIVES

Many resources and incentives are available through federal, state, and regional programs to promote business development and investment in Dinwiddie County. In addition to local incentives, such as a competitive tax structure, VEDP designated sites and buildings, and an established Tourism Zone, investors can also take advantage of countless regional and statewide incentives offered through VEDP. The County can consider establishing locally designated incentive districts as permitted under the Code of Virginia, such as Technology Zones and Arts and Culture districts, to further attract new employers and industries to the County. The County should also continue its efforts to develop an Economic Development Zone, with additional incentives and considerations for prospective industries.

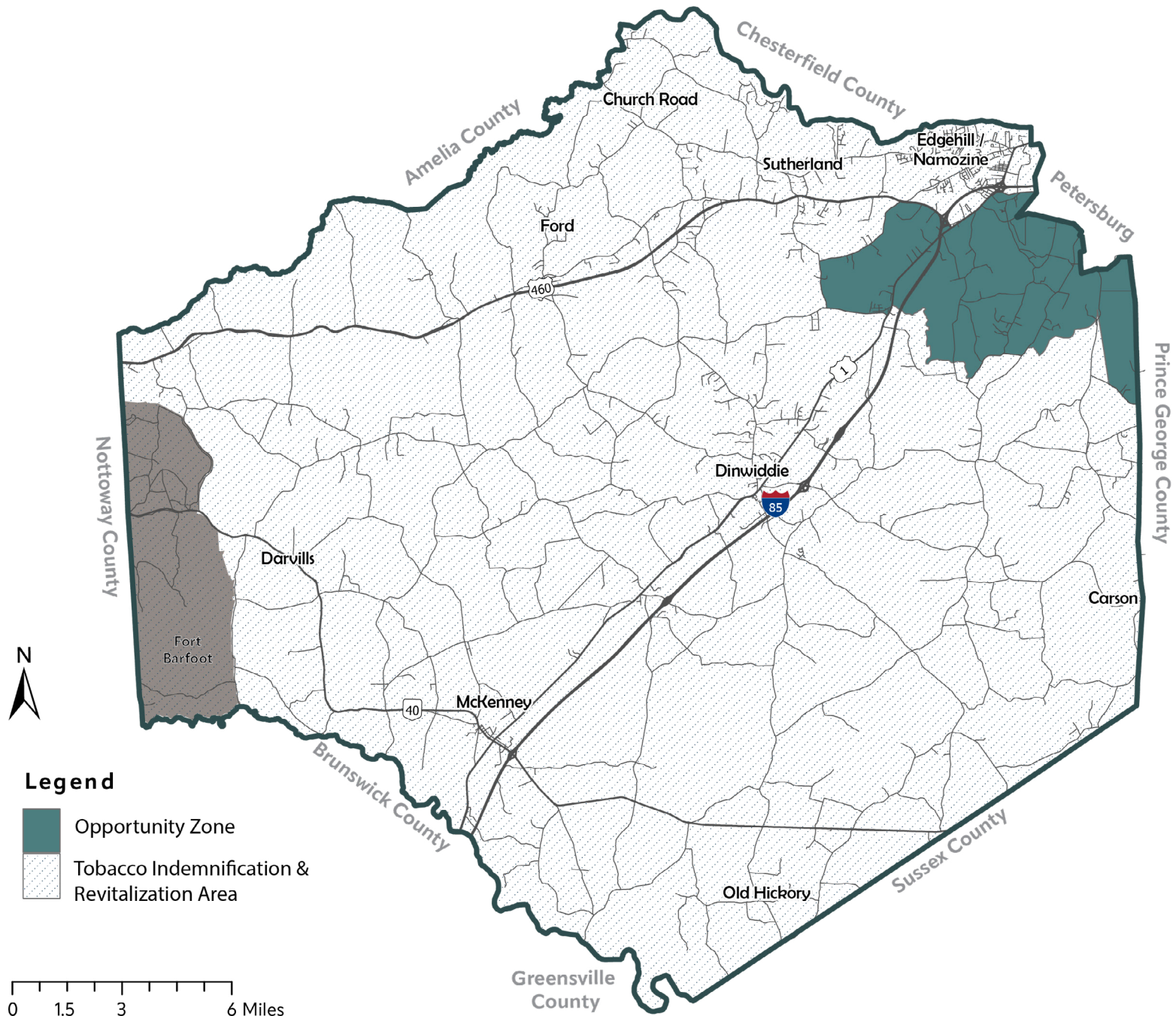
The Dinwiddie Industrial Development Authority (IDA) is a valuable asset to the County in being able to attract new employers and industries to the County. The County should work with the IDA and other local and regional organizations to establish additional dedicated funding for economic development projects and initiatives.



The following incentives are a sample of the options available to prospective new and expanding businesses.

- **Opportunity Zone** – Approximately 17,000 acres in northeastern Dinwiddie County is part of a federally-designated Opportunity Zone. Under the 2017 Tax Cuts and Jobs Act, this designation provides an economic and community development tax benefit to investors with capital gains. It is designed to encourage long-term private investment in low-income Census tracts.
- **Tobacco Regional Opportunity Fund** – Dinwiddie County is located within the Tobacco Indemnification and Revitalization footprint, which makes the area eligible for Tobacco Regional Opportunity Fund grants (TROF). The TROF program provides discretionary incentives based on the number of new jobs being created, average wage of new jobs, and amount of new capital investment. Qualifying companies must invest a minimum of \$1 million and create at least 10 jobs over 36 months to be eligible.

MAP 6.2 | BUSINESS INCENTIVE AREAS



TOURISM ASSETS

Dinwiddie County is a member of the Petersburg Area Regional Tourism Corporation along with the cities of Colonial Heights, Hopewell, and Petersburg, and counties of Prince George and Chesterfield. A regional tourism plan is used as a guide to encourage and enhance tourist activities within the County and is an important strategic economic benefit.

Major tourism assets within the County include Lake Chesdin, the Virginia Motorsports Park, the Dinwiddie County Fair, and historical battlefields as part of the Virginia Civil War Trails program. Agritourism is also another valuable asset and source of pride that the County can continue to develop and market in the coming years. Richlands Dairy Farm & Creamery, farm tours, and several vineyards draw tourists from the greater Richmond region year-round. Many of the major important tourism drivers within the County, and detailed information about these areas, can be found through the Petersburg Area Regional Tourism Corporation.

There are several opportunities Dinwiddie County can explore developing in order to increase its tourism base as an economic driver. These include exploring opportunities for the development of a regional visitor center and the development of a County-specific marketing and branding plan. The County can continue to market its designated Tourism Zone to further leverage local and state incentives to attract hospitality businesses, such as hotels and restaurants. Finally, gateway and wayfinding improvements are needed to create a more distinct sense of place and clearly direct visitors to the County's various attractions.

**Want to learn more about
tourism opportunities in
Dinwiddie County?**

<https://bestpartva.org>



A photograph of a vast field of golden wheat, with several stalks in sharp focus in the foreground. In the background, a line of green trees is visible under a bright blue sky with scattered white clouds. The overall scene is peaceful and rural.

Diawiddie County sustains a thriving, diverse economy that attracts industry, supports a thriving entrepreneurial ecosystem, and builds community wealth and exceptional quality of life for its citizens.

GOAL STATEMENT

STRATEGIES FOR A STRONG ECONOMY

BUSINESS DEVELOPMENT

- 1 Promote and expand incentives for new and expanding businesses. Ensure these incentives are made readily accessible and understandable.
- 2 Consider designating arts and culture districts to help develop and grow small retail and hospitality-oriented businesses.
- 3 Pursue expansion of current County water and sewer infrastructure to support additional economic growth throughout the County.
- 4 Continue efforts to expand the availability of broadband and high-speed internet throughout the County to reach more businesses and residents and support the growing telework sector.
- 5 Develop a clearinghouse of economic development tools and reports to promote the County to prospective businesses.
- 6 Review zoning regulations to ensure that they support economic development goals.
- 7 Identify and pursue additional funding sources for economic development in the County.
- 8 Continue efforts to establish a designated Economic Development Zone.

WORKFORCE DEVELOPMENT

- 9 Continue supporting workforce development and quality of life improvements and partnerships as a foundation for economic success.
- 10 Support the County school system in developing an educated, skilled workforce to fill the community's needs.
- 11 Recognize the educational attainment and employment profile of the current County workforce as a promotable asset for target industries.
- 12 Explore the creation of a workforce development center that provides maker spaces, coworking space, training, or other services.
- 13 Continue to support and grow important agricultural workforce development for County youth through programs such as 4-H, FFA, and Virginia Cooperative Extension Offices.

TOURISM ASSETS

14 Continue coordination with the Petersburg Area Regional Tourism Corporation and other neighboring localities to promote tourism as an economic driver.

15 Explore opportunities for the creation of a Dinwiddie County visitor center as a hub for local and regional tourism in the area.

16 Continue to support the County's growing agritourism industry.

17 Consider the creation of County-specific marketing and branding to give the County greater brand recognition among tourists and potential industries alike.

18 Utilize electronic mediums, collateral materials, and targeted advertising to highlight community success, vibrancy, and opportunities for new businesses and tourists.

19 Consider the installation of wayfinding signage throughout the County to foster a sense of place and guide tourists to the County's various attractions.

KEY INDUSTRIES

20 Continue supportive partnerships with extension services to support farmers and the agricultural industry.

21 Support expansion and diversification in the agricultural and forestry industries by adding production and processing with local exporting while maintaining and encouraging environmentally friendly and sustainable practices.

22 Identify strategic capital improvement projects to facilitate or leverage with private investment.

23 Continue to develop shovel-ready industrial sites at appropriate locations in the County.

24 Implement findings of the ongoing retail study upon completion, subject to the availability of resources.





Chapter 7:

LAND USE





LAND USE

Dinwiddie County makes strategic and efficient land use and development decisions that preserve its rural landscape while welcoming new opportunities for residential, commercial, and industrial growth.

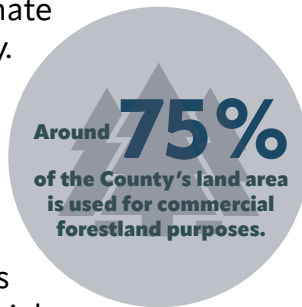
Dinwiddie County currently finds itself at a crossroads, faced with a defining question as it considers its identity moving forward: How do we preserve the rich history, charm, and natural character of our rural landscapes, while opening the door for additional growth opportunities in our suburban and transitional areas? The two ideals posed in this question are not mutually exclusive. Both can be realized in harmony and practicality through good stewardship of the County's land. This chapter provides an overview of Dinwiddie County's existing land use patterns, identifies the key issues and opportunities the County faces in its land use decisions, and recommends a future land use framework to guide decision making.

EXISTING LAND USE

Dinwiddie County has 507 square miles of land and water area (320,640 acres) and a population density of approximately 55 people per square mile. The general land use patterns of the County have not changed significantly over time: the County has been historically agrarian and remains predominantly rural, with large farms and timber holdings across the landscape.

AGRICULTURE AND FORESTRY

Agricultural and forestal uses, including traditional farming, timber holdings, and agritourism, dominate the rural landscape of Dinwiddie County. The County preserves its agricultural land through its zoning and subdivision ordinances (see callout box on the following page). The County also utilizes land use taxation, which reduces the tax burden on agricultural and forestal lands thereby removing some of the financial pressure for sale of land for development. Finally, the County is supportive of conservation easements that place rural lands under permanent conservation.



Community Engagement

During community engagement, residents provided the following feedback related to land use and development in Dinwiddie County:

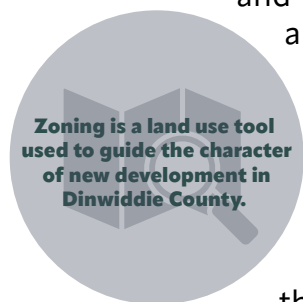
- Additional growth and density should be encouraged along U.S. Route 460 and U.S. Route 1.
- Residents want to balance a rural way of life with ease of access to modern conveniences and amenities.
- There are mixed opinions on where new housing development – especially apartments – should occur. Some feel that it should be concentrated in the northern area of the County; others feel that it should be more dispersed.
- Recreational facilities and new grocery stores are two of the most desired uses.
- Promoting commercial land uses around Interstate 85 interchanges would not only improve quality of life for County residents but boost the County's tax base due to new opportunities for revenue generation from highway travelers.

RESIDENTIAL

Residential land use patterns are primarily single-family, although density differs throughout the County. The northeastern area of the County closest to the City of Petersburg and Chesterfield County is developed with residential subdivisions comprised primarily of detached single-family housing and manufactured housing. Toward the western and central parts of the County, suburban areas along U.S. Route 1 and River Road give way to low-density residential development, forest area, and farmland.

In rural areas, residential uses are mostly single-family homes on large agricultural parcels, manufactured housing, or strip residential development. Strip residential development occurs when large agricultural lots are subdivided into smaller lots, each with direct access to and frontage on a public road. The County recently increased the road frontage requirements in agricultural districts in an effort to reduce the impact of strip residential development. The County should maintain sliding scale zoning

and monitor its requirements for minimum lot area, road frontage, maximum density, and setbacks in agricultural districts to ensure these standards facilitate appropriate densities.



Recent Residential Development

Population growth and urban sprawl from the Richmond metropolitan region has led to an increase in residential development since 2013.

This development has been occurring all over the County and not just in planned growth areas. While much of this development occurred in new, formal subdivisions, much of it also occurred as strip residential development. Map 4.1 depicts the locations of new residential development since 2013, as determined through Certificates of Occupancy (COs).



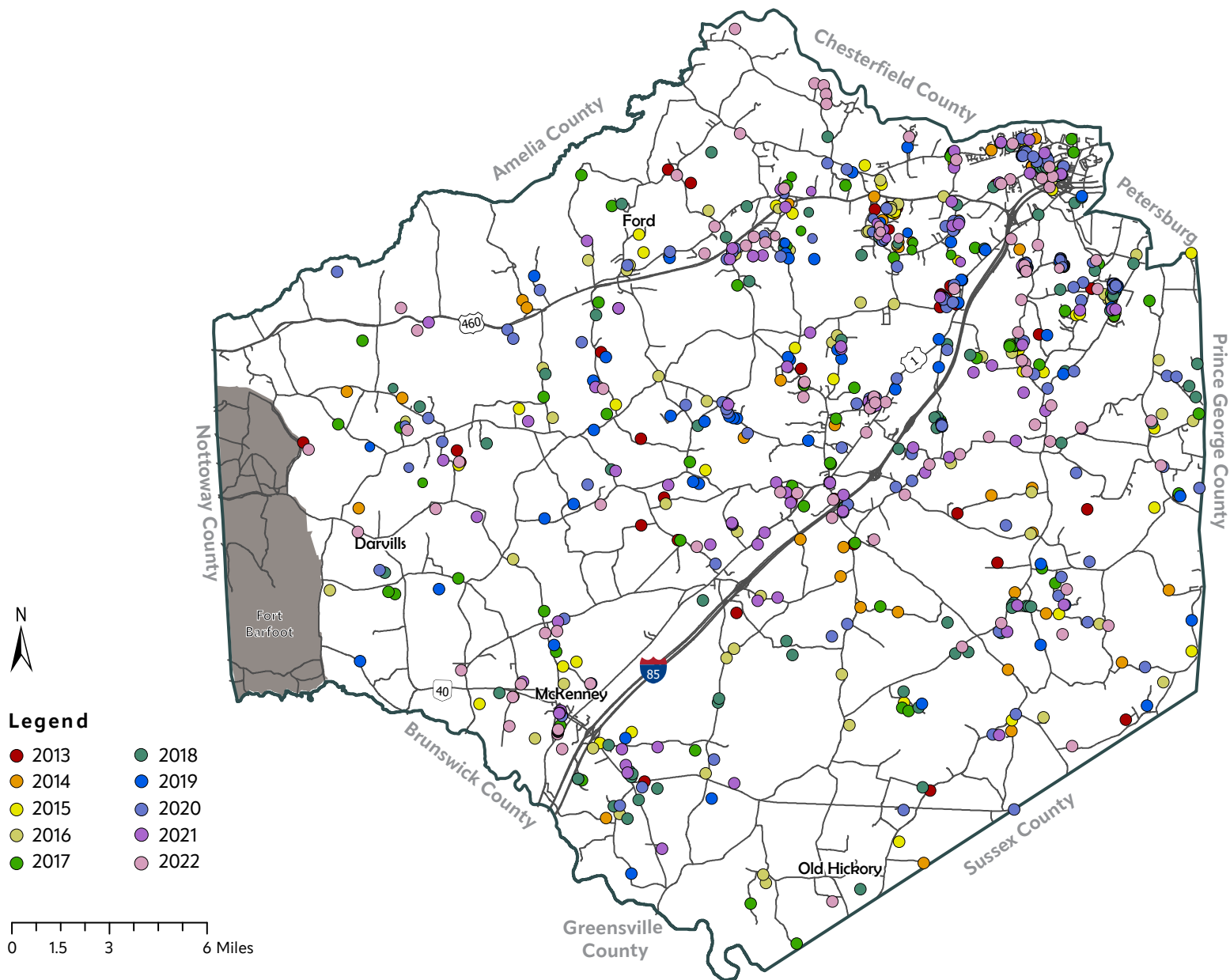
How does Dinwiddie County regulate density?

Sliding Scale Zoning: The County utilizes sliding scale zoning to limit the number of new residential lots that can be subdivided from parcels in agricultural zoning districts. Sliding scale zoning is considered one of the most effective tools available to Virginia localities to preserve rural lands.

Minimum Lot Area: Minimum lot area is the primary standard Dinwiddie County uses to regulate residential density. Outside of agricultural areas subject to sliding-scale zoning, the smaller the minimum lot size, the higher the density of a zoning district is likely to be, and vice versa. Below are examples of current minimum lot areas for some residential zoning districts:

- Residential, Conservative (R-R): 5 acres
- Residential, Limited (R-1): 1.5 acres for lots with on-site water and septic facilities; 20,000 square feet for all other lots
- Residential, General (R-2): 10,000 square feet and up, depending on water/sewer availability and number of units
- Residential, Urban District (R-U): 5,000 square feet

MAP 7.1 | RESIDENTIAL GROWTH IN DINWIDDIE COUNTY, 2013-2022



Year	Number of Residential COs Issued
2013	50
2014	56
2015	49
2016	69
2017	85
2018	100
2019	88
2020	134
2021	94
2022	114
2023*	6*

SOURCE: Dinwiddie County Commissioner of the Revenue, 2013-2023

NOTE: This map depicts all Certificates of Occupancy issued for residential units between 2013 and December 2022. Data for 2023 is through January 2023 and is not included on the map.

COMMERCIAL

Dinwiddie County's commercial uses are lower intensity uses such as small businesses, medical offices, gas stations, and restaurants. Dinwiddie, the Town of McKenney, the Interstate 85 and U.S. Route 460 interchange, and the Interstate 85 and U.S. Route 1 interchange in Northern Dinwiddie are the County's centers of commercial development. Limited commercial uses exist outside of these areas. The County should encourage commercial growth in compact centers as a means of generating revenue from interstate travelers and simultaneously improving quality of life for its residents. In particular, residents cited the need for more hospitality-based businesses such as hotels and restaurants.

INDUSTRIAL

The northern part of the County has experienced recent growth in industrial land uses. These land uses are primarily large warehousing and distribution centers, although some traditional manufacturing uses remain. Industrial land uses are important contributors to the local tax base and jobs and should continue to be encouraged. Future industrial development should be carefully planned to limit adverse impacts, such as noise, traffic, odors, and light, on residential and agricultural properties.

CONSERVATION LANDS

Dinwiddie County's conservation lands are an asset and unique type of land use. Historic Civil War battlefields, Fort Barfoot, and environmentally sensitive areas, such as floodplains and critical habitats, are all examples of conservation lands throughout the County. Continued preservation of these lands is vital to limit adverse impacts of future development and protect the County's rich history and character. See Chapter 3, Natural Environment, for more information and a map of these areas.

RURAL VILLAGES

Dinwiddie County has several rural villages, including Carson, Dewitt, Darvills, Ford, Church Road, Old Hickory, and Wilsons. These rural villages are characterized by historic commercial buildings, single-family residences, and small businesses, such as post offices and gas stations. Many historic structures that define these rural villages are vacant and, in some cases, deteriorating. The County should consider methods to preserve these structures and promote their adaptive reuse to enhance community character and provide smart growth opportunities in rural villages. Additional information about housing maintenance and ensuring quality housing throughout the County can be found in Chapter 4 of *Dinwiddie Forward*.



KEY ISSUES AND OPPORTUNITIES

STRATEGIC GROWTH

It will be important for Dinwiddie County to concentrate and direct new development to areas with available water and sewer infrastructure to avoid straining capacity. Areas that are planned for expansion, or currently have either public water or public sewer, are most appropriate as transitional areas from urban to rural development. These transitional areas are characterized as areas with low-density residential development, lower intensity commercial uses such as convenience stores, and no industrial uses. Detailed maps of water and sewer availability can be found in Chapter 8 of *Dinwiddie Forward*. This water and sewer infrastructure directly informs the designated growth areas in the Future Land Use Map.

INFILL HOUSING

Infill housing, or residential development that occurs on abandoned or underutilized lots, is another means of promoting residential growth while strategically maintaining that growth in a traditionally developed area. The Edgehill area was identified by the County as an area to direct future residential infill and redevelopment. The County should develop a small area plan further detailing infill housing for the Edgehill area.

TRANSPORTATION AND LAND USE

When considering where to direct new growth, it is imperative that the existing transportation network can accommodate increased traffic while preserving safety and preventing congestion. County staff should continue to work closely with the Virginia Department of Transportation (VDOT) in reviewing development applications to ensure the level of service is appropriate for the density and traffic generation proposed. The review process of amendments to the Future Land Use Map should consider transportation infrastructure. Chapter 5, Transportation addresses priority transportation opportunities and projects. Transit-oriented development, or mixed-use, dense development that is centered around a public transit station, should be explored in the northern area of the County, where public bus service is present.

PUBLIC HEALTH AND LAND USE

Dinwiddie County is responsible for making land use decisions that facilitate efficient use of the physical environment while enhancing quality of life for all residents. One of the ways to improve quality of life is through investments in public health, as land use decisions have a direct impact on healthy lifestyles. Dinwiddie County can prioritize several land use policies to ensure that new land uses support healthy lifestyles:

- Invest in active recreation facilities such as trail systems, sports fields, and playgrounds to promote an active lifestyle.
- Attract full-service grocery stores to the County.
- Attract healthcare facilities to the County.
- Partner with community organizations and faith-based organizations in their work to better their communities.
- Prioritize pedestrian-oriented development in Development Areas and Town Centers.



RENEWABLE ENERGY

The County's Zoning Ordinance includes a utility-scale solar energy district, which outlines the process and requirements for the construction, installation, operation, and decommissioning of solar energy facilities in Dinwiddie County. Roof-mounted and ground-mounted solar installations are also permitted as accessory uses. The County should continue to closely monitor new legislation relating to renewable energy to ensure its ordinance remains compliant with the Code of Virginia, as well as remain apprised of best practices for siting, design, regulating, and decommissioning of solar facilities.

REGIONAL LAND USE CONSIDERATIONS

REGIONAL OUTLOOK

Several regional considerations are important for future land use planning in Dinwiddie County:

- Chapter 4 of *Dinwiddie Forward* addresses population expansion into Dinwiddie County from the Richmond metropolitan region due to urban sprawl and the associated demand for housing. Dinwiddie County should be prepared to consider future population growth by increasing residential uses and promoting housing choice in appropriate areas.
- Distribution centers, warehousing, and traditional manufacturing continue to be important economic drivers in the greater Richmond region. These uses have infrastructure and transportation impacts that must be considered when evaluating proposals. Chapter 6 of *Dinwiddie Forward* provides more information on economic development priorities.
- Alternative energy uses present an additional potential new land use for counties in southside Virginia and around the state.
- Demand continues for parks, recreation facilities, and trail systems, as evidenced by community engagement. Looking ahead, the County will need to prioritize land acquisition and/or designation, planning, and funding for new parks and recreation programming and facilities. Chapter 9 of *Dinwiddie Forward* addresses parks, recreation, and historic resources in greater detail.
- In areas adjacent to the City of Petersburg and Chesterfield County, avoid recommending potentially conflicting land uses. The areas of the City of Petersburg closest to Dinwiddie County are currently planned for future light industrial and low-density residential use. The areas of Chesterfield County closest to Dinwiddie County are currently planned to remain rural or consist of low-density residential development.

TOWN OF MCKENNEY

The Town of McKenney is an ideal location for economic revitalization, due to its historic architecture and proximity to U.S. Route 1 and Interstate 85. While development within Town limits is outside the purview of this Plan, new development opportunities can be explored in the areas of Dinwiddie County immediately surrounding the Town. The County should work closely with the Town of McKenney to attract compatible and creative development and infill that contributes to both localities' economic and community vitality.

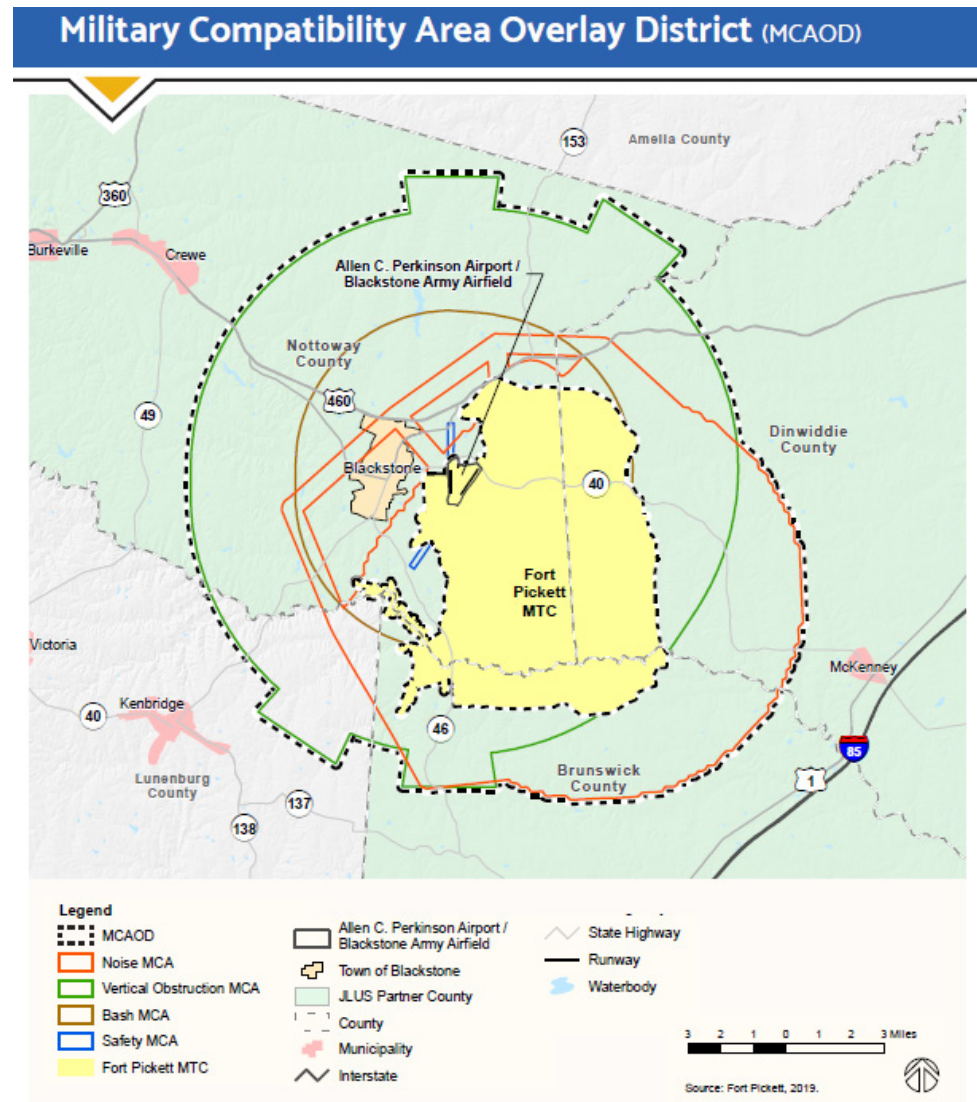
FORT PICKETT JOINT LAND USE STUDY (JLUS)

Fort Barfoot, formerly referred to as Fort Pickett, is a Virginia Army National Guard training facility and consists of approximately 41,000 acres in Dinwiddie and Nottoway Counties. A Joint Land Use Study (JLUS) was conducted in 2021 to ensure coordinated and compatible land use around the facility. Although not binding on Dinwiddie County, the study recommends that the County adopt a Military Compatibility Area Overlay District (MCAOD) in its Zoning Ordinance to address noise, safety, airspace, and vertical obstruction impacts on surrounding properties. The proposed MCAOD is shown in Figure 7.1.



Another land use consideration highlighted in the JLUS was the lack of both temporary and permanent housing in proximity to the base. The County can continue to partner with Fort Barfoot, Nottoway County, the Town of McKenney and other local housing providers to support temporary and permanent housing options to meet personnel housing needs, particularly in the areas immediately surrounding the Town.

FIGURE 7.1 | PROPOSED MILITARY COMPATIBILITY AREA OVERLAY DISTRICT



SOURCE: Fort Pickett Joint Land Use Study (JLUS) Executive Summary, 2022

FUTURE LAND USE FRAMEWORK

The Future Land Use Framework describes general, ideal future land use patterns in Dinwiddie County. It does not directly regulate private property but is rather a guide for evaluating growth and development proposals and for amending the Zoning Ordinance. The Zoning Ordinance is the tool that implements the Future Land Use Framework. The framework includes the following:

- Future Land Use Map
- Descriptions
- Core Development Concepts
- Primary Use Types
- Secondary Use Types (uses that may be lower priorities for inclusion or appropriate through a Conditional Use Permit process)
- Planning and Development Guidelines

Dinwiddie Forward's Future Land Use Framework should guide the direction, design, and outcome of new development and land uses within the County for the next twenty years.



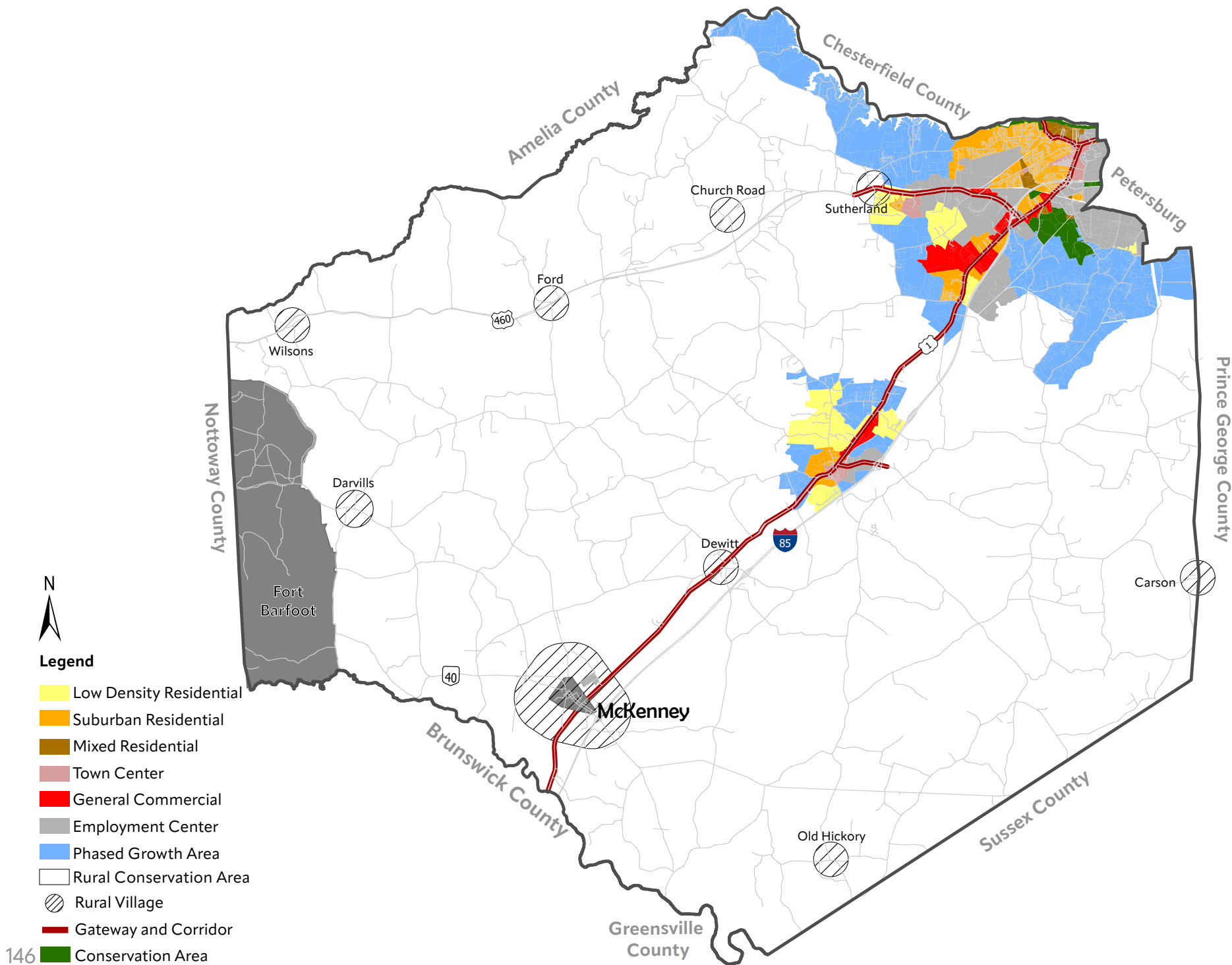
The location of each Future Land Use Designation on the Future Land Use Map (See Map 7.2) is informed by topography, natural resources, existing development patterns, existing and planned public water and sewer infrastructure, and transportation networks. The map and associated guidelines provide flexibility for future conditions and a pattern for desirable development in Dinwiddie County. This Framework is not a substitute for the Zoning and Subdivision Ordinances, but rather a vision for the future that is implemented by those ordinances. When considering Conditional Use Permit or rezoning applications, staff, Planning Commission, and the Board of Supervisors should use this framework to guide decisions about the impacts and conformance of those requests. Land use applications, capital improvement projects, and zoning regulations should also be assessed according to the guidelines in the Framework.



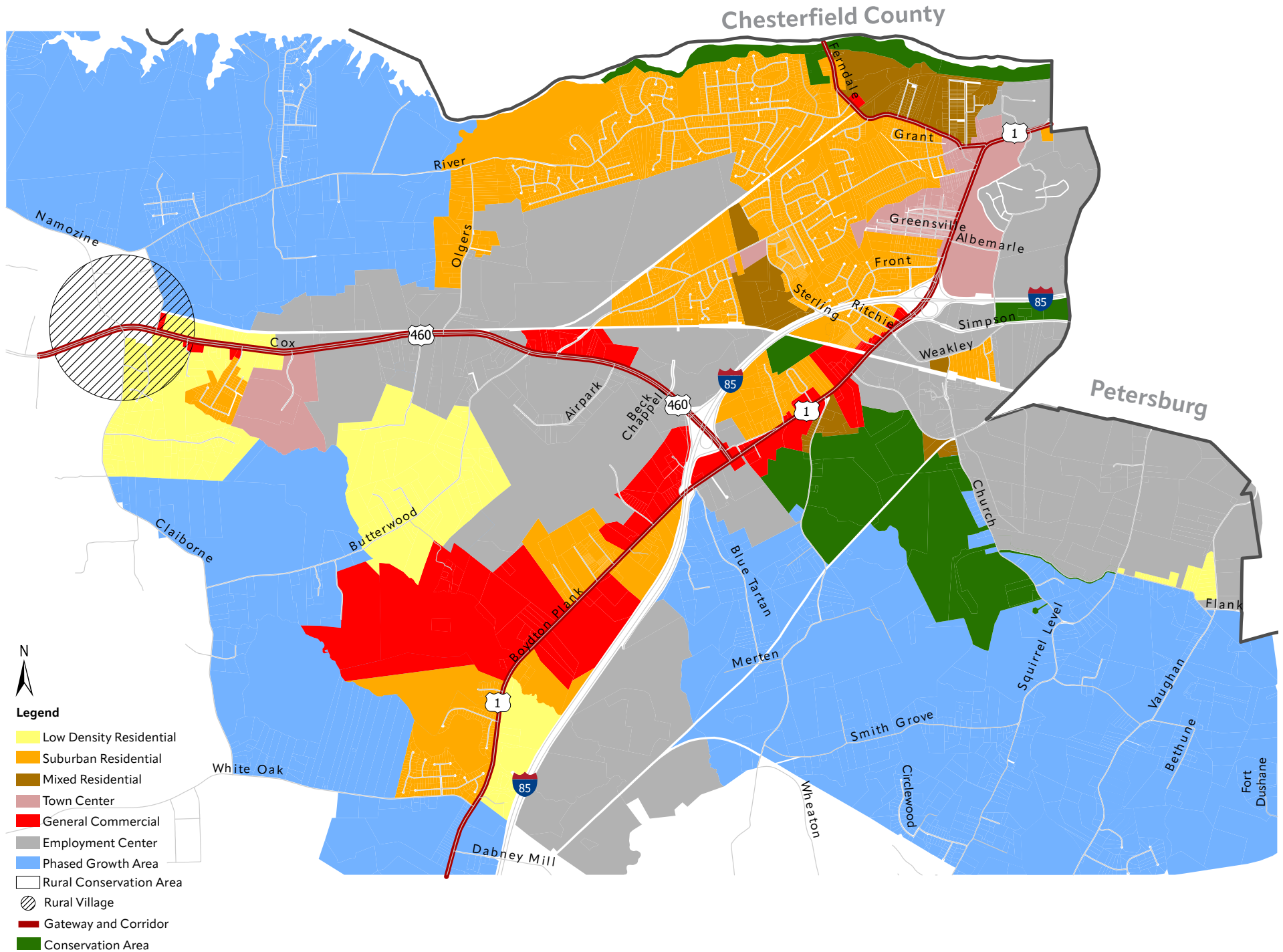
What are the guiding principles of the Future Land Use framework?

- Protect the County's rural character and sensitive natural and historic resources.
- Provide a network of corridors, gateways, and rural villages to carefully direct future growth and harness the economic potential of regional industry, recreation, and tourism.
- Strategically accommodate higher density growth in areas with existing water, sewer, and transportation infrastructure.
- Focus transitional suburban growth in planned service extension areas to ensure efficient and sustainable development.
- Encourage quality development and design that enhances quality of life and enjoyment for residents and visitors to the County.

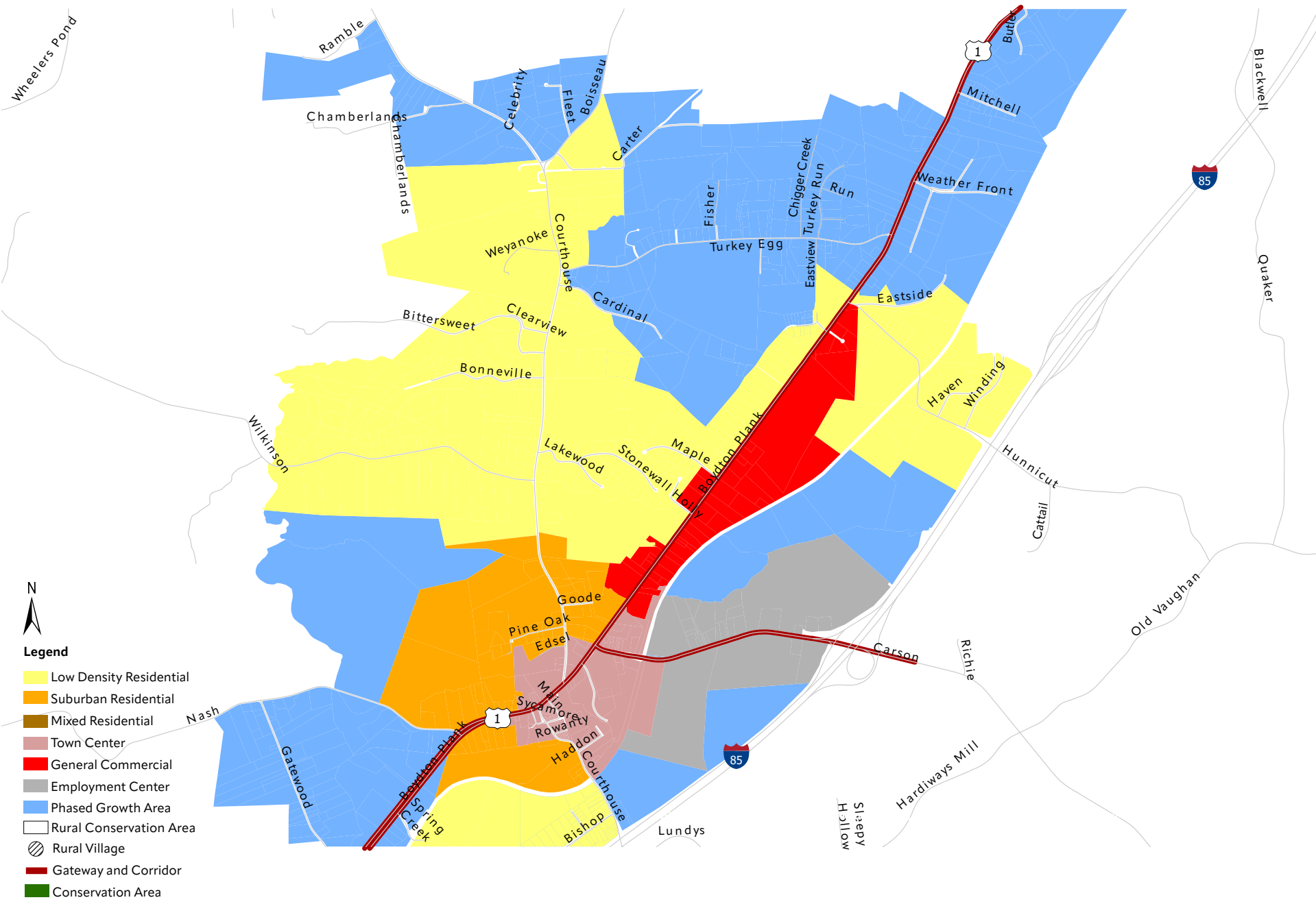
MAP 7.2 | DINWIDDIE COUNTY FUTURE LAND USE MAP



NORTHERN DINWIDDIE DEVELOPMENT AREA



DINWIDDIE COURTHOUSE DEVELOPMENT AREA



DEVELOPMENT AREAS

Within Development Areas are smaller sub-areas appropriate for different types and mixes of residential, commercial, and industrial development. These sub-areas share the same Core Concept and Planning and Development Principles as the overall Development Area but have more specific visions for use, density, and intensity.

Description	Dinwiddie County's Development Areas are priority areas for future residential, commercial, and industrial development. Development Areas have existing water, sewer, and transportation infrastructure that adequately meets demands associated with new growth. These areas are appropriate for medium to high density residential development, vertical and horizontal mixed-use, commercial uses, and industrial uses. All new development in Development Areas should be carefully sited, designed, and oriented in a way that complements existing development patterns.
Core Concept	Encourage strategic and efficient growth, proximity to amenities and community services, and protection of rural lands and natural resources by directing new growth, infill, and redevelopment to Dinwiddie County's Development Areas.
Planning and Development Guidelines	• Encourage compact development patterns, including vertical and horizontal mixed-use, cluster subdivisions, and traditional neighborhood development. • Ensure that new and infill development fits the scale, size, proportion, and character of existing development within the Development Area. • Extend connectivity by using traditional street grids. • Orient new buildings toward the street. • Encourage preservation, renovation, reuse, and adaptive use of existing structures. • Include a variety of housing unit types to be inclusive of all income levels. • Incorporate pedestrian safety infrastructure, such as sidewalks, shared use paths, and signalized crosswalks. • Implement traffic calming measures. • Incorporate coordinated wayfinding and signage. • Incorporate streetscape planting and amenities that contribute to community character. • Screen commercial parking and service areas from off-site views with low walls and hedges. • Integrate open space and provide well-defined public spaces. • Build new trails, bicycle routes, and other recreation amenities, and connect to existing facilities.

GUIDING PRINCIPLES FOR **DEVELOPMENT AREAS**

A great place is more than just buildings, streets, and places to park. A great place is attractive, safe, clean, accessible, environmentally friendly, and ultimately somewhere where people want to live, work, play, and visit. Dinwiddie County should continue to aim for its Zoning Ordinance to incorporate these principles of great places. This is to ensure all new development in Development Areas is intentionally designed and enhances overall quality of life for the County's residents.



PEDESTRIAN-ORIENTED

New development should include pedestrian paths. Mixed-use development should be encouraged to promote walkability and reduce automobile traffic. Consideration should also be given to including bike lanes and bike racks, especially in new commercial and mixed-use development.



LOW IMPACT DEVELOPMENT

New development should include buffers and street trees, the incorporation of natural waterways, and the use of materials such as permeable pavers and recycled products.



RENEWABLE ENERGY

The County currently allows roof-mounted and ground-mounted solar installations as accessory uses; this tool is important in helping facilitate sustainable, environmentally-friendly development.



HIGH QUALITY DESIGN

Architectural design guidelines could be adopted for historic areas and planned unit development districts within Development Areas. Design guidelines typically address building materials, landscaping, parking, setbacks, and signage to ensure that new development fits with the character of existing development and provides quality construction.



ACCESSIBLE TO ALL

New development should be ADA compliant. Commercial and mixed-use development should integrate existing public transportation stops into the development wherever possible. Additionally, new planned unit development should provide access to passive and active recreation opportunities.



PUBLIC SAFETY

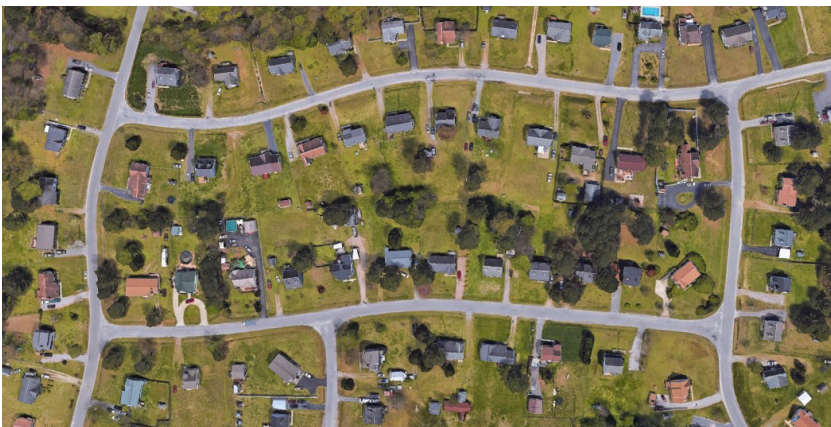
The physical design of a development has positive impacts on increasing safety and reducing crime. New development should include ample lighting, appropriate setbacks, and pedestrian paths that are either adjacent to a street or are not obscured by overgrown landscaping.



DEVELOPMENT AREAS: LOW DENSITY RESIDENTIAL

Dinwiddie County will facilitate individual housing choice through supporting a mix of residential development types.

Description	Low Density Residential areas are characterized by single-family detached residential development on one to five acre lots. They are appropriate on the edges of Development Areas to facilitate a physical transition into rural and agricultural areas. Low Density residential areas should be serviced by either water or sewer and have adequate transportation infrastructure to support future growth.
Planning and Development Guidelines	• Ensure that new development fits the scale, size, proportion, and character of existing development within the Development Area. • Integrate open space and provide well-defined public spaces.
Primary Land Uses	• Single-family detached residential
Secondary Land Uses	• Institutional uses • Manufactured housing • Parks and recreation facilities, public and private



DEVELOPMENT AREAS: SUBURBAN RESIDENTIAL

Dinwiddie County will facilitate individual housing choice through supporting a mix of residential development types.

Description	Suburban residential areas represent residential neighborhoods of moderate density located near amenities. They are characterized by single-family attached and detached residential development. Lot sizes are smaller than those found in low-density residential areas, and streets may have sidewalks, curbs, and gutters. Other housing types such as senior housing are appropriate in traditional residential neighborhoods.
Planning and Development Guidelines	• Extend connectivity by using traditional street grids. • Orient new buildings toward the street. • Incorporate pedestrian safety infrastructure, such as sidewalks, shared use paths, and signalized crosswalks. • Integrate open space and provide well-defined public spaces. • Build new trails, bicycle routes, and other recreation amenities, and connect to existing facilities.
Primary Land Uses	• Planned unit developments with a mixture of housing types • Public transportation infrastructure • Senior housing (i.e., active adult, assisted living) • Single-family attached residential (i.e., duplexes, townhomes) • Single-family detached residential
Secondary Land Uses	• Accessory dwelling units • Institutional uses • Manufactured housing • Parks and recreation facilities, public and private



DEVELOPMENT AREAS: MIXED RESIDENTIAL

Dinwiddie County will facilitate individual housing choice through supporting a mix of residential development types.

Description	Mixed residential areas are characterized by a variety of housing types, including single-family detached residential, single-family attached residential, manufactured housing, and multiple-family dwellings such as apartments. Mixed residential development is oriented in a compact manner on smaller lots, should be located near amenities, and can either be developed through new construction or infill development.
Planning and Development Guidelines	• Ensure that new and infill development fits the scale, size, proportion, and character of existing development within the Development Area. • Extend connectivity by using traditional street grids. • Orient new buildings toward the street. • Encourage preservation, renovation, reuse, and adaptive use of existing structures. • Include a variety of housing unit types to be inclusive of all income levels. • Incorporate pedestrian safety infrastructure, such as sidewalks, shared use paths, and signalized crosswalks. • Integrate open space and provide well-defined public spaces. • Build new trails, bicycle routes, and other recreation amenities, and connect to existing facilities.
Primary Land Uses	• Adaptive reuse • Multiple-family dwellings (i.e., apartments) • Planned unit developments with a mixture of housing types • Senior housing (i.e., active adult, assisted living) • Single-family attached (i.e., duplexes, townhomes) • Single-family detached • Vertical and horizontal mixed-use development
Secondary Land Uses	• Accessory dwelling units • Institutional uses • Parks and recreational facilities, public and private • Public transportation infrastructure



DEVELOPMENT AREAS: GENERAL COMMERCIAL

Dinwiddie County will support commercial growth and development through strategic land use and development policies.

Description	General Commercial districts are where Dinwiddie County should direct future business growth. These districts should be located along major transportation corridors, and in proximity to residential areas to facilitate the provision of goods and services. As a best practice, General Commercial districts should be located within Development Areas to provide necessary water, sewer, and transportation infrastructure. Most residential uses are not appropriate in General Commercial areas, although mixed-use development should be evaluated on a case-by-case basis and allowed where compatible.
Planning and Development Guidelines	• Screen commercial and industrial parking and service areas from off-site views with appropriate landscaping. • Promote inter-parcel connectivity wherever possible. • Implement traffic calming measures. • Orient new buildings toward the street. • Require dumpsters, loading areas, and other service areas to be screened and located at the rear or side of the property. • Provide appropriate setbacks and buffers from property lines and nearby residential development. • Incorporate high-quality materials for all buildings, including franchise architecture. • Design buildings so that the scale, massing, and character are compatible with existing structures and uses. • Incorporate pedestrian infrastructure, such as sidewalks, benches, shared use paths, and signalized crosswalks.
Primary Land Uses	• Commercial uses • Public facilities (i.e., schools, libraries, government offices) • Public transportation infrastructure • Vertical and horizontal mixed-use development
Secondary Land Uses	• Institutional uses • Industrial uses



DEVELOPMENT AREAS: EMPLOYMENT CENTERS

Dinwiddie County will support the growth and development of major employment centers, including industrial and commercial uses, through strategic land use and development policies.

Description	Major employment centers, high intensity commercial uses, and all industrial uses in Dinwiddie County should be directed to Employment Centers. This is not only to prevent incompatibility between differing types and intensities of uses, but also to provide a mechanism that Dinwiddie County can leverage to attract high-quality business and economic investment. Employment Centers should be designated in areas with existing economic incentives - such as tourism zones or opportunity zones - to maximize their appeal to potential companies and developers. Employment Centers should be located near interstate interchanges or along major transportation corridors such as U.S. Route 460 and U.S. Route 1. Commercial and industrial uses typically generate high traffic volumes and require access to regional highways. All Employment Centers should be serviced by water, sewer, and appropriate transportation infrastructure. Mixed-use development and multi-family housing may be allowed in Employment Centers, provided that the parcel of interest is located within the boundaries of a designated UDA or residential uses exist on an adjacent parcel, and that such residential development is not on the same parcel or immediately adjacent to heavy industrial uses (e.g., steel manufacturing, mining/extraction, chemical production).
Planning and Development Guidelines	• Screen commercial and industrial parking and service areas from off-site views with appropriate landscaping. • Promote inter-parcel connectivity wherever possible. • Implement traffic calming measures. • Orient new buildings toward the street. • Require dumpsters, loading areas, and other service areas to be screened and located at the rear or side of the property. • Provide appropriate setbacks and buffers from property lines and nearby residential development. • Incorporate high-quality materials for all buildings, including franchise architecture. • Design buildings so that the scale, massing, and character are compatible with existing structures and uses. • Incorporate coordinated signage. • Incorporate pedestrian infrastructure, such as sidewalks, benches, shared use paths, and signalized crosswalks.
Primary Land Uses	• High-intensity commercial uses • Industrial uses • Institutional uses • Public facilities (i.e., schools, libraries, government offices)
Secondary Land Uses	• Low-intensity commercial uses • Vertical and horizontal mixed-uses (provided that the criteria in the Employment Center description is met)

DEVELOPMENT AREAS: TOWN CENTERS

Description	Town Centers are envisioned to be cohesive, mixed use character districts within Development Areas that provide walkability and mixed-use development while preserving and enhancing the unique history and identity of Dinwiddie County. Town Centers should have a variety of housing types with pedestrian and bicycle infrastructure to connect residents to amenities and services. Town Centers are appropriate for commercial uses such as grocery stores, medical centers, entertainment, and recreation, as well as public and institutional facilities. Single-family detached residential development is appropriate but should not inhibit the introduction of varied housing types, walkability, and accessibility. Town Centers should be concentrated in a localized area to preserve the nearby Phased Growth Areas or Rural Conservation Areas. Development should be organized around a centralized node, for example, a park, historical landmark, or public facility. Water or sewer infrastructure should exist in at least part, if not all, of the designated area.
Core Concept	Dinwiddie County will focus investment and future development within Town Centers to protect the rural landscape, ensure efficient and effective provision of community services, enhance its community identity and sense of place, and provide well-connected and accessible lifestyles for all.
Planning and Development Guidelines	• Incorporate high quality materials for all buildings, including franchise architecture. • Design the scale, massing, and character of new buildings to be compatible with existing structures and uses. • Promote interparcel connectivity wherever possible. • Encourage preservation, renovation, reuse, and adaptive use of existing structures. • Include a variety of housing unit types to be inclusive of all income levels. • Incorporate pedestrian infrastructure, such as sidewalks, benches, shared use paths, and signalized crosswalks. • Implement traffic calming measures. • Incorporate coordinated wayfinding and signage. • Incorporate streetscape planting and amenities that contribute to community character.
Primary Land Uses	• Adaptive reuse • Commercial uses • Multiple-family dwellings (i.e., apartments) • Parks and recreational facilities, public and private • Planned unit developments with a mixture of housing types • Public facilities (i.e., schools, libraries, government offices) • Public transportation infrastructure • Senior housing (i.e., active adult, assisted living) • Single-family attached (i.e., duplexes, townhomes) • Single-family detached • Vertical and horizontal mixed-use development
Secondary Land Uses	• Institutional uses



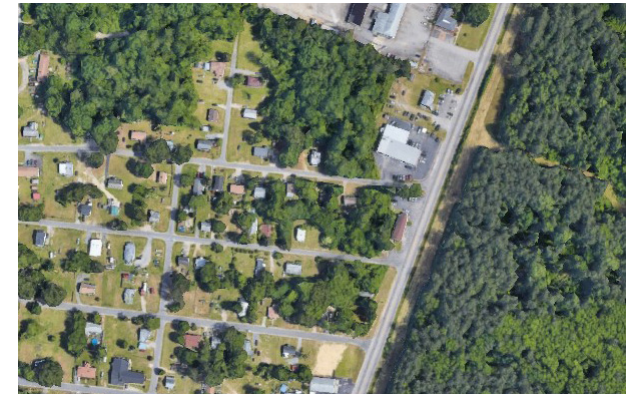
SUTHERLAND TOWN CENTER

The Sutherland Town Center is anchored by the Dinwiddie Sports Complex and Sutherland Elementary School. This location is an opportunity area for low-intensity commercial development such as banks, fitness studios, and restaurants, as well as medium density residential development in the form of townhouses, duplexes, and multifamily residential. Future development should incorporate shared use paths, connectivity to the school and the sports complex, streetscape plantings, and wayfinding signage.



DINWIDDIE COURTHOUSE TOWN CENTER

The Dinwiddie Courthouse Town Center is anchored by the Dinwiddie County Government Center and the Historic Dinwiddie County Courthouse. This location is an ideal location for community gathering spaces such as an amphitheater, community garden, or a park, that enhance the area's sense of place and build community identity. Its proximity to Interstate 85 and U.S. Route 1 also make it a prime location for medium density residential development and commercial uses. Given the area's historical significance, future investments in historical markers and wayfinding signage are appropriate in this area, as are encouraging streetscape plantings, consistent materiality, traffic calming measures, pedestrian and bicycle infrastructure, and interparcel connectivity.



DINWIDDIE GATEWAY TOWN CENTER

The Dinwiddie Gateway Town Center consists of the Edgehill area, the vacant Central State Hospital property on the eastern side of U.S. Route 1, and the Edgehill Shopping Center area. This Town Center is an ideal location for infill and adaptive reuse, provided that such development is complementary of the scale and materiality of the area's existing uses. New residential uses are only appropriate in the existing residential areas; commercial uses should be directed to the vacant areas on the eastern side of U.S. Route 1 and around the existing shopping center. Future development in the Dinwiddie Gateway Town Center should prioritize the inclusion of pedestrian and bicycle infrastructure, streetscape plantings and landscaping buffers, interparcel connectivity where possible, and incorporating high quality materials for all buildings, including franchise architecture. A small area plan is suggested for this area to further detail development and redevelopment opportunities.

PHASED GROWTH AREAS

Description	Phased Growth Areas represent a physical transition between Development Areas and Rural Conservation areas. This transition is intended to facilitate a controlled growth approach and limit sprawl into agricultural areas. Phased Growth Areas are areas that currently do not have water or sewer infrastructure, but may be future service areas within the timeframe of the Plan. Transportation infrastructure is not adequate to support significant development, but can support low levels of phased, steady residential growth. Amendments to minimum requirements for lot frontage on a public road may need to be considered to ensure that density in the County's agricultural and low-density residential zoning districts remains controlled. Phased Growth Areas are appropriate for low-density residential development, as well as low-impact commercial and institutional uses. Medium to high-density residential development, industrial development, and high-intensity commercial uses are not appropriate. Residential cluster development on smaller lots may be allowed where permanent open space protection is provided. All new development in Phased Growth Areas should be limited to single-family detached residential development on large lots until water or sewer lines are available within 3,000 feet of a parcel. Commercial, institutional, development and residential development on smaller lots are only appropriate in Phased Growth Areas once the 3,000 foot utility service requirement has been achieved, and adequate transportation infrastructure is available or provided as part of a proposal. In areas along the Lake Chesdin shoreline, new development should provide opportunities for viewshed protection and waterfront access where possible.
Core Concept	Encourage a phased growth approach that limits new low-density residential development to specified areas to protect the rural and agricultural landscape from sprawl.
Planning and Development Guidelines	• Integrate open space and provide community spaces well-defined by streets and adjacent buildings. • Connect existing paths and trails, bicycle routes, and other recreation amenities, and establish new ones as appropriate. • Implement traffic calming measures. • Coordinate development with public transportation stops wherever possible. • Encourage residential cluster development to promote the preservation of open space and agricultural land.
Primary Land Uses	• Accessory dwelling units • Manufactured homes • Parks and recreation facilities • Single-family detached residential • Low-intensity commercial uses (i.e., convenience store, banks, offices) • Planned unit developments with a mixture of housing types • Public facilities (i.e., schools, libraries, government offices) • Senior housing (i.e., active adult, assisted living)
Secondary Land Uses	• Agriculture • Agritourism • Institutional uses

RURAL CONSERVATION AREAS

Description	Rural Conservation Areas represent areas defined by traditional agriculture, open space, forest land, and low-density residential development. These areas have no public water and sewer infrastructure, limited transportation infrastructure, and are typically located away from major corridors and urban development areas. Rural conservation areas may be appropriate for limited, new single-family detached residential and manufactured housing development. However, the priority for these areas should be preserving the existing landscape and promoting agriculture, agritourism, and forestry as the predominant uses. Alternative energy uses may be appropriate in Rural Conservation Areas with discretionary approval. Residential strip development should be strongly discouraged in these areas. The purpose of rural conservation areas is to preserve existing farmland, forestland, and natural and historic resources. Conservation easements should be supported in rural conservation areas.
Core Concept	Protect and preserve Dinwiddie County's rural landscape by limiting new growth and encouraging the continuation of existing agricultural and residential uses.
Planning and Development Guidelines	• Minimize subdivision of agricultural parcels to encourage traditional agricultural uses. • Buffer residences from agricultural and forestry uses that may have negative impacts such as odor and noise. • Discourage development of prime farmland. • Protect, preserve, and promote Civil War and other historic resources. • Preserve existing floodplains, critical environmental habitats, and steep slopes. • Site renewable energy uses in a manner that has minimal impact to scenic viewsheds and natural resources.
Primary Land Uses	• Accessory dwelling units • Agriculture and support businesses • Agritourism • Manufactured homes • Parks and recreational facilities • Public facilities (i.e., schools, libraries, government offices) • Single-family detached residential
Secondary Land Uses	• Renewable energy (i.e., solar facilities)

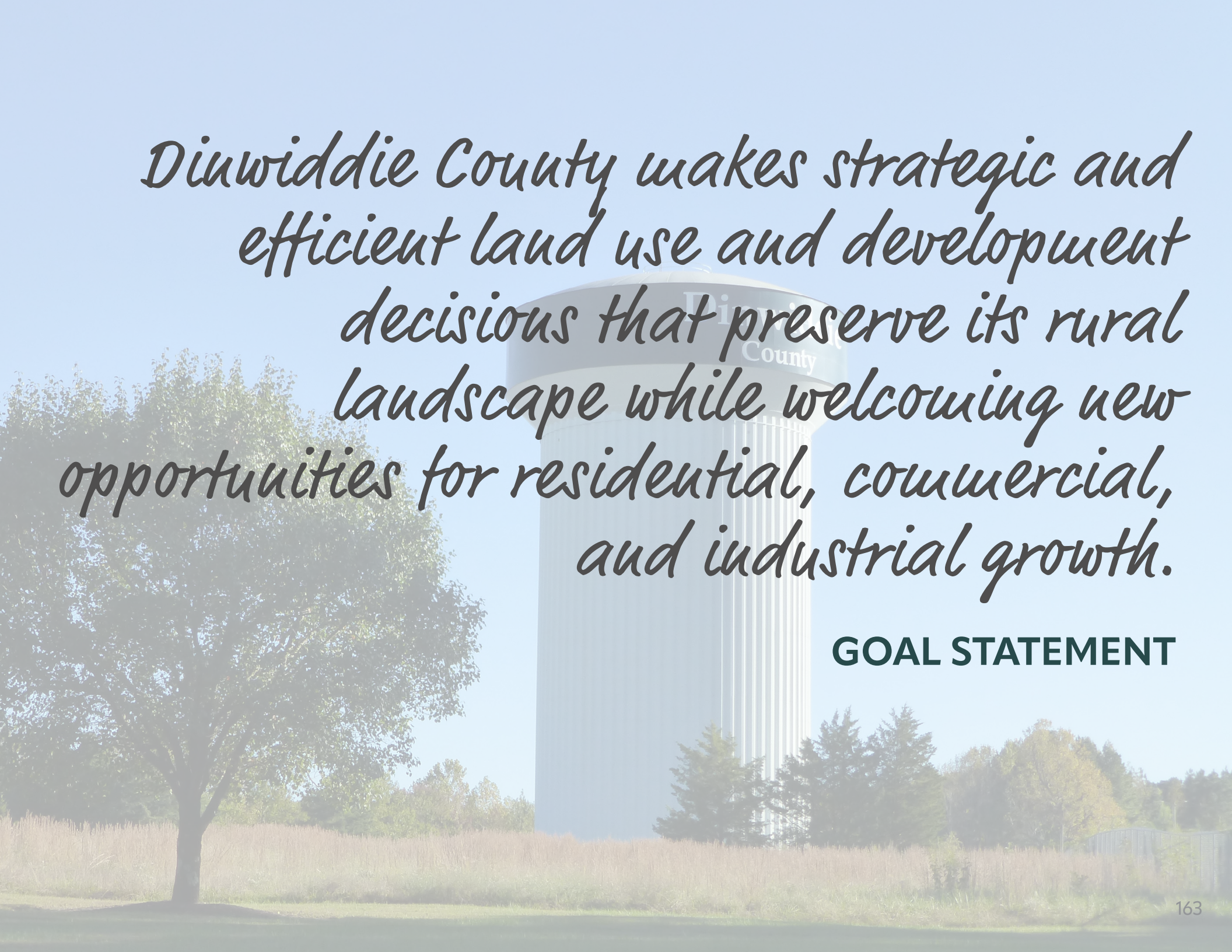
RURAL VILLAGES

Description	Rural Villages are Dinwiddie County's historic community centers. Often found at roadway intersections, these villages were traditionally commercial and residential service centers for the surrounding rural areas. Rural Villages are not larger towns, and are not likely to grow into larger towns during the timeframe of the plan. However, they have specific place names and carry historic and cultural significance, creating a deep sense of community pride. New development in Rural Villages should be limited, but should complement the architectural character of existing development. Adaptive reuse of historic or underutilized structures should be prioritized over new construction. Rural Villages should be primarily residential and agricultural in nature. Compatible commercial and uses may be appropriate; however, large scale commercial or residential development is neither appropriate nor encouraged in Rural Village areas.
Core Concept	Dinwiddie County preserves Rural Villages as rural, historic community centers through adaptive reuse and limited growth.
Planning and Development Guidelines	• Encourage preservation, renovation, reuse, and adaptive use of existing structures. • Enhance and protect Civil War and other historic resources. • Incorporate coordinated wayfinding and signage. • Incorporate streetscape planting and amenities that contribute to community character.
Primary Land Uses	• Adaptive reuse • Institutional uses • Low-intensity commercial uses (i.e., convenience store, banks, offices) • Parks and recreation facilities, public and private • Public facilities • Single-family attached residential development (i.e., duplexes, townhomes) • Single-family detached residential development
Secondary Land Uses	• Accessory dwelling units • Agriculture and support businesses • Agritourism

GATEWAYS AND CORRIDORS

Description	Gateways are key places where the regional road network enters Dinwiddie County or key points of interest. Corridors are longer stretches of the road network that serve as important local and regional travel routes. Gateways and Corridors serve as the community's front doors, establishing first impressions and reinforcing perceptions of Dinwiddie County. Planning strategies should prioritize improving the image and attractiveness of Gateways and Corridors. This designation applies to parcels and intersections along U.S. Route 1, U.S. Route 460, and other key roadways that serve as gateways to the County.
Core Concept	Development adjacent to Dinwiddie County's Gateways and Corridors should promote attractive images of community character.
Planning and Development Guidelines	• Prioritize inter-parcel connectivity to alleviate congestion and improve safety. • Incorporate pedestrian safety infrastructure, such as sidewalks, shared use paths, and signalized crosswalks along Gateways and Corridors located within Urban Development Areas. • Incorporate coordinated wayfinding and signage. • Incorporate streetscape planting and amenities that contribute to community character. • Establish architectural design guidelines for new development in gateways and corridors.



The background of the slide features a large, white, cylindrical water tower with a dark top section. The words "Dinwiddie County" are visible on the tower. In the foreground, there is a large, leafy tree on the left and a field of tall, dry grass. The sky is a clear, light blue.

Dinwiddie County makes strategic and efficient land use and development decisions that preserve its rural landscape while welcoming new opportunities for residential, commercial, and industrial growth.

GOAL STATEMENT

STRATEGIES FOR STRATEGIC GROWTH AND SMART LAND USE

STRATEGIC GROWTH

- 1 Use zoning to encourage commercial development along U.S. Route 1 and U.S. Route 460.
- 2 Include preservation and protection of lands designated for future roads, parks, schools, and other public facilities in development plans.

Require adequate services and facilities in residential developments by continuing to enforce the Subdivision Ordinance. Continue monitoring the Subdivision Ordinance to facilitate the provision of necessary services such as water, sewer, and pedestrian infrastructure.
- 3
- 4 Review the Zoning and Subdivision Ordinances on an annual basis, and amend as needed, to implement the land use strategies outlined in the Comprehensive Plan.
- 5 Direct road improvements and sewer and water line extensions to the County's growth centers.
- 6 Direct new development to areas planned for future growth.

- 7 Conduct a Build-Out Analysis in areas planned for future growth, based on existing zoning and planned future land use.

Encourage future commercial and industrial development around Interstate 85 interchanges to maximize efficiency in the existing road network and discourage vehicular traffic in rural areas.
- 8
- 9 Consider developing a small area plan detailing future growth and development in the northern area of the County.
- 10 Explore opportunities for transit-oriented development (TOD) as part of redevelopment efforts in the northern area of the County.

REGIONAL LAND USE

- 11 Continue to partner with the Town of McKenney, Fort Barfoot, the Crater Planning District Commission, and neighboring localities on regional land use studies and initiatives.
- 12 Work with the Town of McKenney to attract compatible and creative development and infill that contributes to mutually beneficial economic and community vitality.

RURAL VILLAGES AND LANDSCAPES

13 Consider adopting a Rural Villages Overlay District in the Zoning Ordinance that includes historic preservation and architectural design guidelines.

14 Encourage revitalization, repurposing, and rehabilitation of existing structures by promoting available resources, such as grants and tax credits, and pursuing funding to support such efforts.

15 Continue to support the work of conservation organizations in establishing and holding conservation easements and limiting development in rural areas.

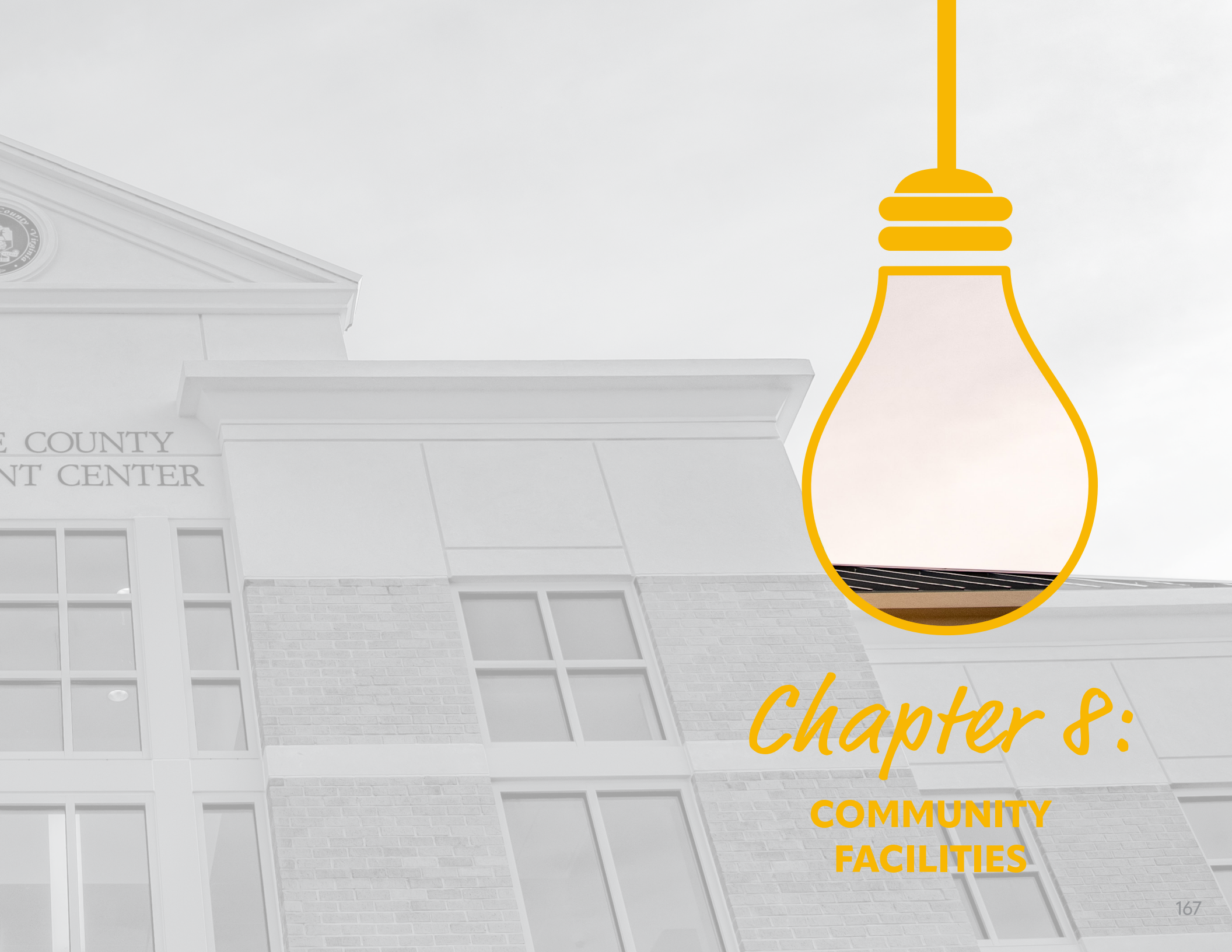
16 Encourage the location and continuation of agriculture related uses which support the agricultural economy and contribute to preservation of rural character.

17 Continue to balance the larger mass of natural resources with new employment opportunities.





DINWIDDIE
GOVERNMENT



E COUNTY
NT CENTER

Chapter 8:

COMMUNITY FACILITIES





COMMUNITY FACILITIES

Dinwiddie County provides superior public facilities, services, and infrastructure to support a high quality of life for all residents in a cost-effective, equitable, and sustainable manner.

Community facilities, services, and infrastructure are foundational elements of an attractive, livable, and prosperous community. Facilities (such as schools and libraries) and services (such as education and public safety) are important in shaping community dynamics and should remain an investment priority. As an emerging distribution hub, investment in broadband and public water and sewer infrastructure can leverage Dinwiddie County for future growth opportunities. Dinwiddie County is committed to providing superior services, facilities, and infrastructure for its residents, businesses, and visitors. Maintaining and improving these resources is imperative for attaining a high quality of life and ultimately implementing the vision and goals of this plan. This chapter articulates how Dinwiddie County is both meeting community needs today and planning for the needs of tomorrow.

COMMUNITY FACILITIES AND SERVICES

DINWIDDIE COUNTY GOVERNMENT CENTER

Dinwiddie County's administrative functions are centrally located at the Dinwiddie County Government Center in Dinwiddie. The campus includes County administration, the County courthouse, the School Board, Human Services, Public Safety, and Fire and Emergency Medical Services (EMS), among others. Development on the campus follows the Government Center Campus Master Plan (2014). This Master Plan was created in 2014 to conceptualize the development of the Government Center Campus. This included examination of the site for current and future capacity as well as best possible design choices.

While there are currently no plans for additional construction, the County will work to increase connectivity between the Government Center and the nearby Historic Dinwiddie Courthouse and library to create a safe, accessible, and walkable civic hub.

FIGURE 8.1| DINWIDDIE COUNTY GOVERNMENT CENTER MASTER PLAN



SOURCE: Dinwiddie County

NOTE: The master plan is a conceptual document intended to depict the potential uses that may be present on Government Center property. The location and type of uses on the property at the time of this Plan therefore may differ slightly than what is shown in the above master plan.

DINWIDDIE COUNTY PUBLIC SCHOOLS

The Dinwiddie County Public School system continues to work towards excellence in education, providing the educators and administrators with the tools they need to achieve their goals and remain in the County. Improvements to school infrastructure and facilities were highlighted as a top priority for residents. Further updating, expanding, and modernizing school facilities and infrastructure to facilitate sustainable and holistic teaching environments can help better prepare students for their transition into higher education and the community's workforce.

School Facilities

The Dinwiddie County School Board operates five elementary schools, one middle school, and one high school. Combined, these schools educate approximately 4,200 students between pre-kindergarten and grade 12. A breakdown of the current enrollment, and other relevant information, can be found in the 2020 Dinwiddie County Public Schools Plan.

In addition to the County's seven public schools, the Dinwiddie County School Board owns the Historic Southside High School Education Center. The center serves as the home of Dinwiddie's Adult Education Program, provides space for the School Board and other meetings and trainings, and contains the secondary education Pathways Learning Center. In addition, the center houses a therapeutic educational program operated by New Story Schools.

Projected Enrollment and Facility Needs

In 2016, an enrollment projection study was conducted for Dinwiddie County Public Schools to ascertain estimated student enrollment through 2026. In general, this study found that student enrollment can be expected to steadily decline in the years leading up to 2026. This projection has proven accurate from 2016 to 2022. Looking ahead, the

schools should consider an update to this study and ensure that facilities are modified, as needed, in line with projected demand.

A 2016 facilities study, conducted by RRMM Architects, outlined specific programming needs and opportunities for the seven public schools, the Historic Southside High School Education Center, and the Dinwiddie School Board Annex. The study determined that:

- Sutherland Elementary and Dinwiddie High School did not need capital improvements;
- Dinwiddie Elementary and Midway Elementary need limited renovations and improvements; and,
- Dinwiddie Middle, Sunnyside Elementary, and Southside Elementary need substantial renovation, expansion, or replacement.

In addition to implementing the recommendations and improvements laid out in this study, playground equipment and recreation facilities and fields at all schools should be regularly updated to ensure safe, accessible, and age-appropriate opportunities for recreation and play.

**Dinwiddie County Public
Schools has its own
Comprehensive Plan! Read
it here:**

<https://www.dinwiddie.k12.va.us/discover-dcps/comprehensive-plan/>



PUBLIC SAFETY

Law enforcement and fire and rescue services are essential for preventing, as well as mitigating, accidents and emergencies. These services are vital to the health, safety, and welfare of Dinwiddie County's residents.

Law Enforcement

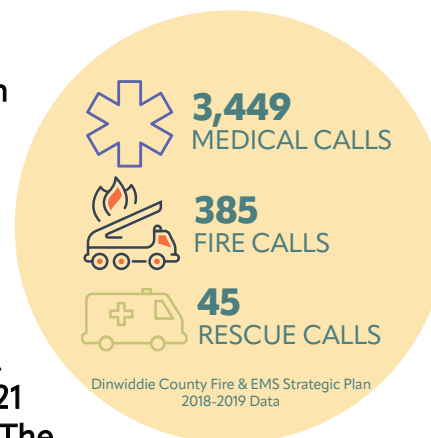
Dinwiddie County Sheriff's Office is located in the Government Center along with the Fire and Emergency Medical Services (EMS) administration offices. The office currently employs approximately 50 full-time deputies and an elected sheriff. In addition to the County Sheriff's Department, the Virginia State Police Area 7 Office is located in northern Dinwiddie County. This office is operated through the Virginia State Police Division One Headquarters in Richmond.

Fire and EMS

Dinwiddie County Fire and EMS is responsible for delivering fire services, emergency medical services, and the emergency/disaster management program. The division uses a combination of career and volunteer personnel to deliver these services. Fire services are provided from six fire stations that are located throughout the County. Services provided include fire suppression, hazardous materials response, rescue services, fire prevention, code enforcement and public education. Emergency Medical Services (EMS) are provided from four of the County's six fire stations. EMS provides first response and transport services at the basic and advanced life support levels.

As with many rural areas, Dinwiddie County's Fire and EMS services are often strained with longer travel times and a lack of municipal water systems. Additionally, the Fire and EMS system is seeing significant increases in call volume, especially in non-traditional call types such as lift assists, public service, and other non-emergent calls for service.

In addition, the transition to full-time staffed stations has generated the need for modernization and expansion of facilities to include living and fitness facilities. A strategic plan for Dinwiddie County Fire and EMS services was developed in 2021 to address these issues and identify future facility, staff, and equipment needs. The plan calls for changes in staffing and resource allocation, as well the addition of a new training facility and a new station near Dinwiddie Airport. Adding this station will fill service gaps, improve response time, and offset anticipated reductions in mutual aid response resulting from a planned station relocation in Chesterfield County. Improving response time is critical to prevent loss of life and property and can also help improve the County's Insurance Services Office (ISO) rating – a score on how a fire department is doing compared to its organizational standards –



thereby reducing insurance costs for residents. Focusing development in areas where response times can be met will also help the County maintain this essential factor of public safety.

Emergency and Disaster Management

The County's emergency and disaster management program is managed by the Division of Fire and EMS. This program is primarily responsible for the County's various emergency plans, including the Dinwiddie County Emergency Operations Plan, the Hazardous Materials Emergency Response Plan, and the Disaster Mitigation Plan. The emergency management program is also responsible for maintaining the County Emergency Operations Center (EOC), staffing the EOC, and coordinating response during major events that affect the County.

Emergency Communications

The Emergency Communications Center (ECC) is the primary public safety answering point in the County and provides dispatching services for fire, emergency medical services, and law enforcement agencies. This facility is located at the County Government Center and was recently constructed in accordance with the Government Center Campus Master Plan. In 2017, the ECC processed approximately 24,000 calls for service.

Emergency Communications is also responsible for the management of the county's Public Safety Radio System. The current 4 site VHF radio system was brought online in 2004. It is anticipated that system will be replaced in 2023 with a new seven site 700MHz trunked radio system.



COMMUNITY CENTERS

Community centers act as central hubs for communities. The Robert & Betty Ragsdale Community Center in McKenney and the Eastside Community Enhancement Center near Petersburg are the official public community centers for the County. There are also a number of privately owned meeting places throughout the County such as churches and ruritan clubs that function as community centers, providing opportunities for socialization, recreation, and a sense of belonging to all members of the County. More information on community center services and amenities can be found in Chapter 9 of this Plan.

LIBRARIES

Dinwiddie County is a part of the Appomattox Regional Library System (ARLS) along with Prince George County and the City of Hopewell. Beyond offering a selection of books, ARLS provides career prep, language courses, classes, legal resources, internet access, technology rentals, and space for meetings and cultural programming, among other services. Funding for the ARLS library system is shared by the three member localities and supported by a "Friends of" program.

Dinwiddie County's branches are:

- Dinwiddie Library, located in the Historic Dinwiddie Courthouse complex;
- McKenney Library, located in the Ragsdale Community Center;
- Rohoic Library, located in the Eastside Community Enhancement Center.

Carson Depot Library, located just across the County border in Prince George County, serves the Carson community.

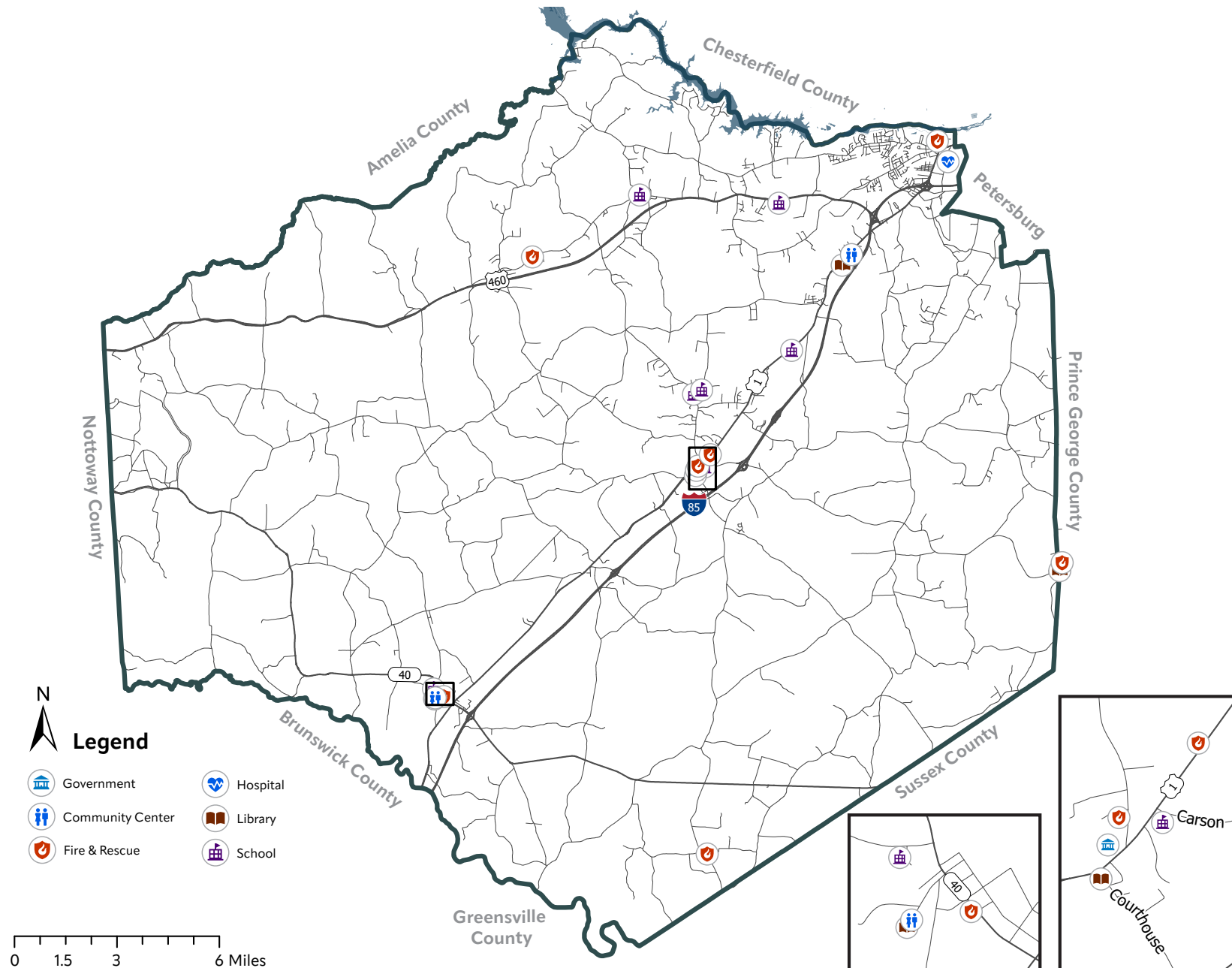
Continued support of modern library services that meet the needs of all residents is a priority for the County. The County will work cooperatively with ARLS to identify and address operational and service improvements, balancing the needs of all users of these shared facilities.

HEALTHCARE

There are very few medical services located within Dinwiddie County and while health care is vital to the community, the County does not directly provide these services. Most of the necessary healthcare facilities used by County residents are located nearby in the Tri-Cities area of Petersburg, Hopewell, and Colonial Heights. In Petersburg, the Bon Secours Southside Medical Center provides primary, urgent, and emergency care as well as a plethora of other healthcare services. In northern Dinwiddie County, the Central State Hospital and Hiram W. Davis Medical Center are part of the State Department of Behavioral Health and provide mental and behavioral health services to patients throughout Virginia. The Dinwiddie Medical Center, located on U.S. Route 1 in Dinwiddie, also provides medical, dental, counseling, and behavioral health services in a more central location of the County.

Public engagement identified the need for additional healthcare services in Dinwiddie County, especially for older adults. The County should work to attract more healthcare providers to meet the community's health and medical needs. Ready access to healthcare encourages patients to seek primary care and/or mental health services that could help them manage their health and avoid costly hospitalizations and calls to EMS. Locating these service providers within County borders can help cut down on transportation costs to residents, especially older adults or the infirm who do not have easy access to transportation options.

MAP 8.1| DINWIDDIE COUNTY COMMUNITY FACILITIES



SOURCE: Dinwiddie County, Dinwiddie County Geographic Information Systems

INFRASTRUCTURE

WATER AND WASTEWATER

The Dinwiddie County Water Authority (DCWA) provides water and sewer services for Dinwiddie County. Regional collaboration with the Appomattox River Water Authority and the South Central Wastewater Authority help to make this possible. DCWA maintains two water distribution pump stations, 24 wastewater pump stations, five elevated water tanks, one wastewater treatment plant, approximately 80 miles of water lines, and approximately 65 miles of wastewater collection lines. A water and wastewater facility plan was prepared in 2006 and identified existing and proposed facilities throughout the County. While thorough, this plan is now outdated and many of the issues and proposed strategies are no longer relevant. Dinwiddie County Water Authority is planning to update the study to address future water and sewer needs in the County.

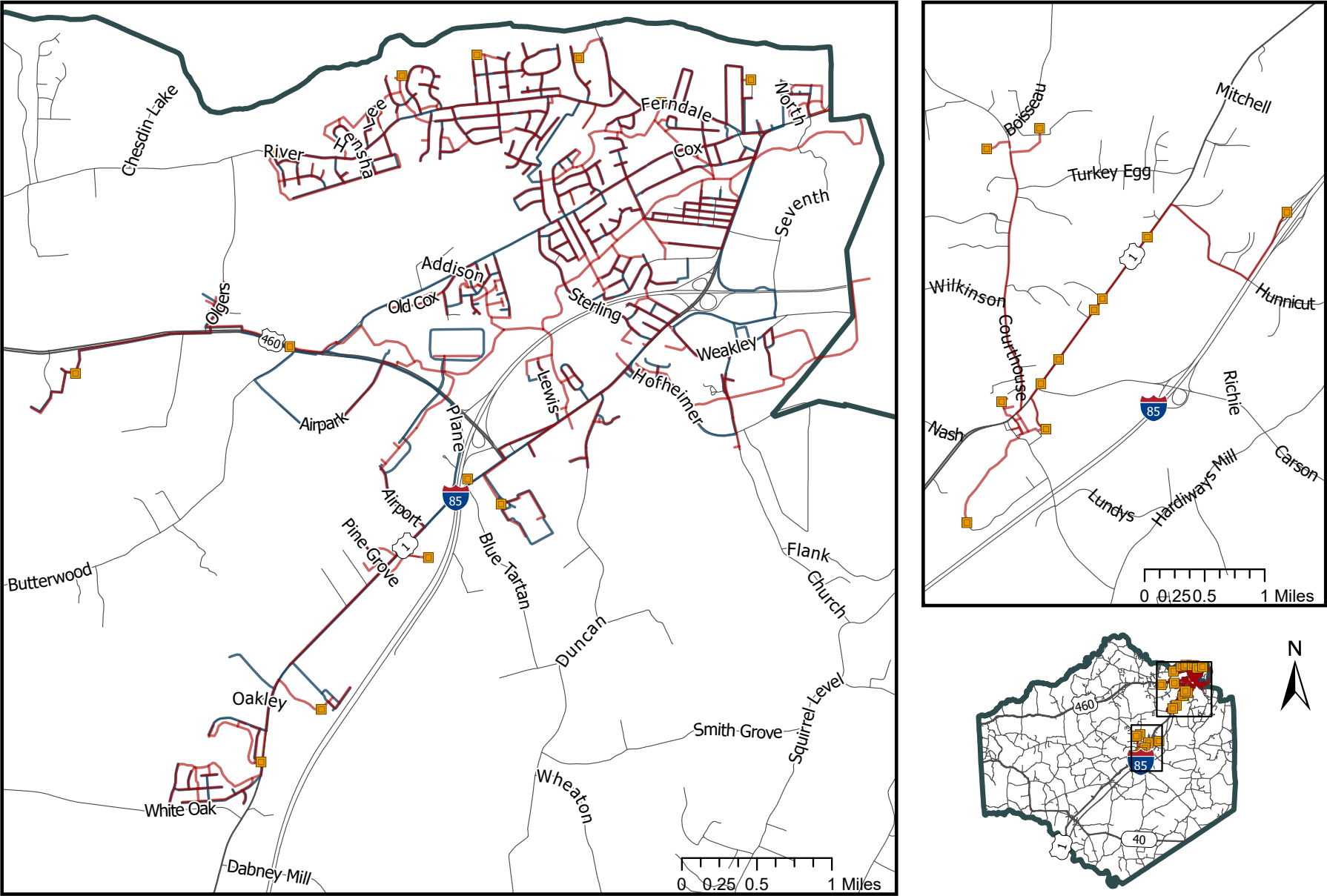
Currently, public water access is available only in northern Dinwiddie County where water lines branch off along the major U.S. Route 460 and Route 226, between Sutherland and 7th Avenue, as well as along U.S. Route 1 as far south as Lake Jordan and White Oak Road. Public wastewater availability follows a similar route as water access. Additional public wastewater lines around the Dinwiddie Courthouse area along U.S. Route 1 and Courthouse Road provide access to vital community facilities such as the Middle and High School, Dinwiddie Elementary School, and the Dinwiddie Government Complex. The Dinwiddie Courthouse area does not have public water access at this time.

Access to water and wastewater is a major influence on both future development and the ability of current development to safely and fully meet resident needs. By expanding the service area and capacity of public water and sewer, the County can attract more businesses and industries for economic development, as well as more housing choices for all residents.

Plans for expansion to Dinwiddie's water and wastewater infrastructure by DCWA include the construction of a new wastewater treatment plant, which will be located at Cox Road and Rohoic Creek, consideration for development of a new water line across the Appomattox River, and an update to the water and wastewater facility plan.



MAP 8.2 | WATER AND WASTEWATER INFRASTRUCTURE



Legend

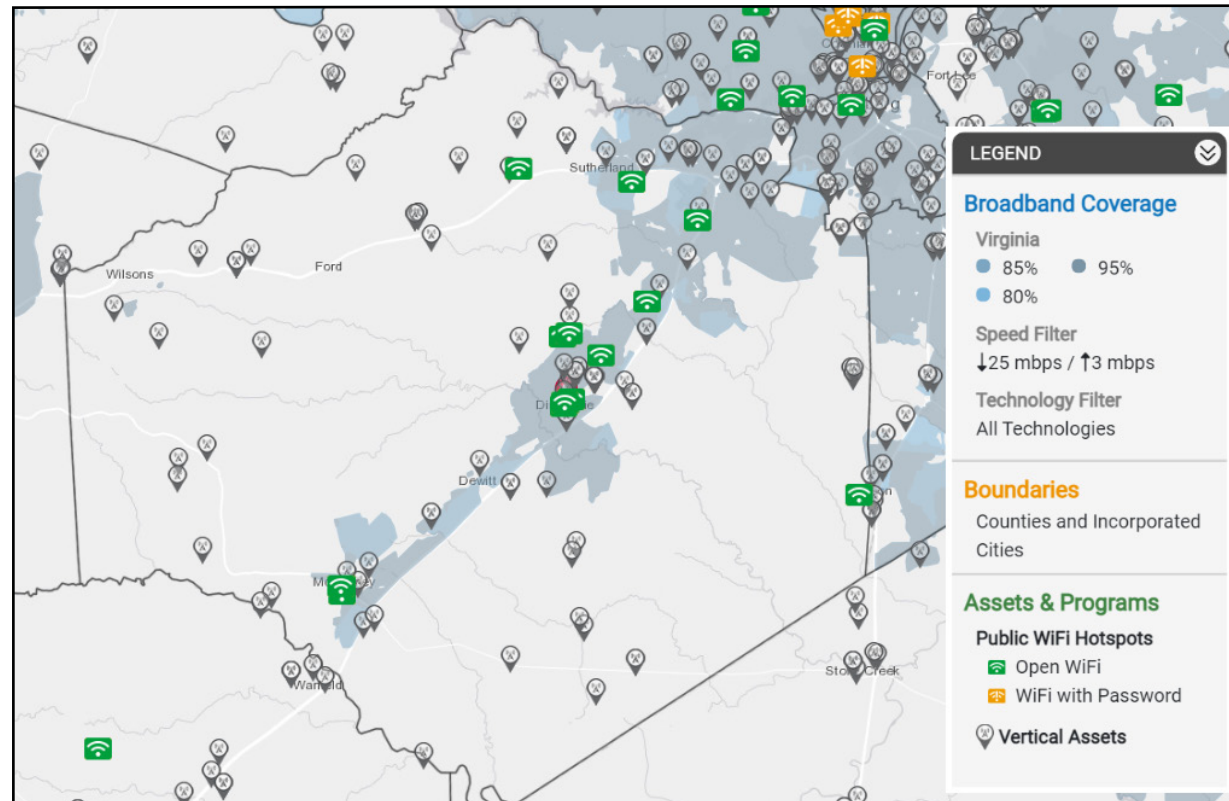
- Water Main Line
- Sewer Line
- Water & Sewer Lines
- Pump Station

BROADBAND

Residents identified broadband and high-speed internet access as the top concern facing the County. High speed internet is critically lacking throughout the County at this time, with only a small geographic area of the County covered by a service provider. The need for internet was expressed regularly through the public engagement process, and according to the community survey, only 45% of survey respondents have access to internet service that is adequate for their daily needs.

Dinwiddie County continues to work diligently to identify adequate funding and the most appropriate universal broadband solution for its residential and business community.

MAP 8.3| DINWIDDIE COUNTY BROADBAND COVERAGE AND WIRELESS ASSETS



SOURCE: Commonwealth Connect, August 2022

TELECOMMUNICATIONS

Cellular coverage was another common concern expressed by residents during the public engagement process. Cellular telephones have become essential to everyday life and supplying substantial coverage of service for Dinwiddie residents will have a significant impact on their quality of life as well as help allow residents to work from their homes more easily.

Planning for new cellular technologies and reducing zoning barriers for telecommunications will make it easier for private companies to fill in any existing service gaps. Recent changes to the County's wireless telecommunications facilities regulations have helped streamline this process and these changes should be monitored closely in the following years to verify that they have achieved the desired effect. Creation of a wireless facilities plan should also be considered to help Dinwiddie County identify gaps in cellular coverage and facilities conditions.

SOLID WASTE

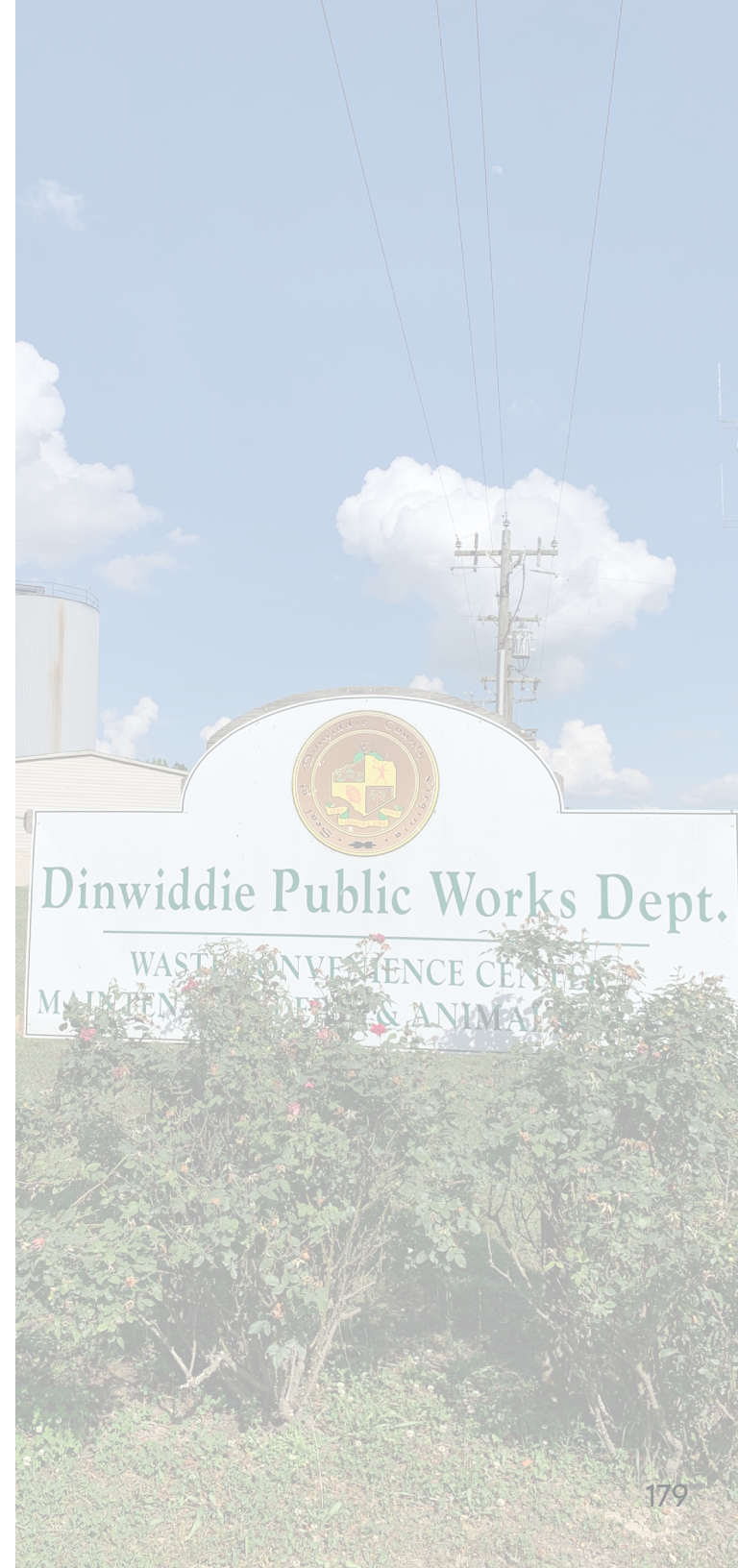
Dinwiddie County encourages recycling and offers residential waste disposal services to County residents at no charge. Manned convenience centers are located throughout the County for disposal of recyclables and household waste. The central County waste transfer station is located on Wheelers Pond Road.

ELECTRIC AND NATURAL GAS

Dominion Power, Southside Electric Cooperative, and Prince George Electric Cooperative currently provide electricity throughout Dinwiddie County. Columbia Gas provides natural gas in certain areas of the County.

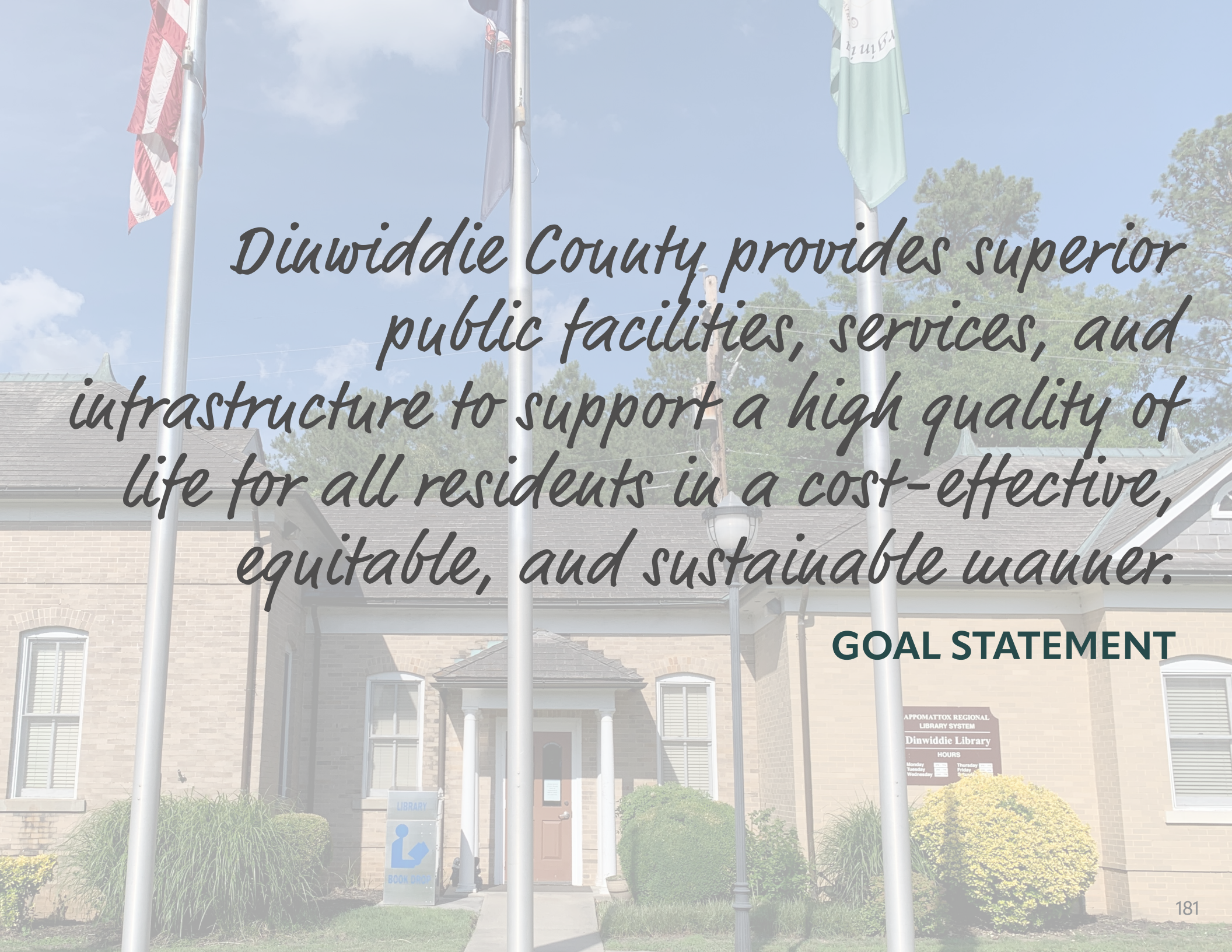
What public utilities and utility providers are available to County residents?

<https://www.dinwiddieva.us/421/Public-Utilities>





Given in honor of
Lawrence C. Carmichael
for his service & dedication to our library.



Dinwiddie County provides superior public facilities, services, and infrastructure to support a high quality of life for all residents in a cost-effective, equitable, and sustainable manner.

GOAL STATEMENT

APPOMATTOX REGIONAL
LIBRARY SYSTEM
Dinwiddie Library
HOURS
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday



STRATEGIES FOR SUPERIOR COMMUNITY FACILITIES

COMMUNITY FACILITIES AND SERVICES

- 1 Enhance the Government Center and Historic Dinwiddie Courthouse area as a central hub for County activities, tourism, and recreation. Increase pedestrian safety and connectivity between these civic centers.
- 2 Pursue opportunities to add additional recreation amenities to existing public lands and facilities, including school buildings and grounds and other County-owned properties.

PUBLIC SCHOOLS

- 3 Complete the public school capital improvements identified in the 2016 School Facility study.
- 4 Maintain public school facilities to provide state-of-the-art education, help safeguard student safety, and enhance community connections.
- 5 Update the public school enrollment projection study to support future capital planning efforts.
- 6 Expand the use of innovative technologies throughout the school system to enhance and expand teacher and staff capabilities.

PUBLIC SAFETY

- 7 Implement the Fire and EMS strategic plan recommendations to address current and projected needs.
- 8 Plan and develop a new fire station in the vicinity of Dinwiddie County Airport.
- 9 Plan and develop a new fire and rescue training facility.
- 10 Continue to work with the Sheriff's Department and the Fire & EMS Department to monitor, maintain, and improve service levels.
- 11 Ensure that new development does not degrade response time beyond acceptable service levels.

LIBRARIES

- 12 Work with the Appomattox Regional Library System to expand meeting space at the Historic Dinwiddie Courthouse branch.
- 13 Continue to promote, support, and provide ample funding for the Appomattox Regional Library System.

INFRASTRUCTURE

- 14 Develop a water and wastewater infrastructure plan to detail current facility conditions.

Extend public water and sewer services to communities with gaps in service when health threats necessitate action or when growth and development are desirable.
- 15

Evaluate current and projected waste management services and plan for any necessary expansions or development of the County's manned convenience sites and landfill.
- 16

Continue Countywide efforts to reduce waste and increase recycling.
- 17

Support the continued improvement and development of advanced communication infrastructure including broadband, wireless internet, and telecommunications.
- 18

Promote and support outreach, education, and technical support regarding the expansion of broadband internet connection, cost, and access.
- 19

FUTURE PLANNING AND PARTNERSHIPS

- 20 Create a comprehensive inventory of community facilities with construction dates, current condition, capacity, and potential future demands for assessment and incorporation into capital improvement plans.
- 21 Ensure that the County's Capital Improvements Plan aligns with the goals and strategies of the Comprehensive Plan.
- 22 Develop a comprehensive maintenance schedule for County facilities to protect existing investments and prevent potential maintenance issues.
- 23 Coordinate with Dinwiddie County Public Schools and other appropriate agencies to annually update the Crisis Management Plan.



Chapter 9:

PARKS, RECREATION, AND CULTURAL RESOURCES





PARKS, RECREATION, AND CULTURAL RESOURCES

Dinwiddie County provides equitable access to parks, recreation, and cultural resources that promote healthy lifestyles, bolster tourism, and ensure continued protection and promotion of community history and environment.

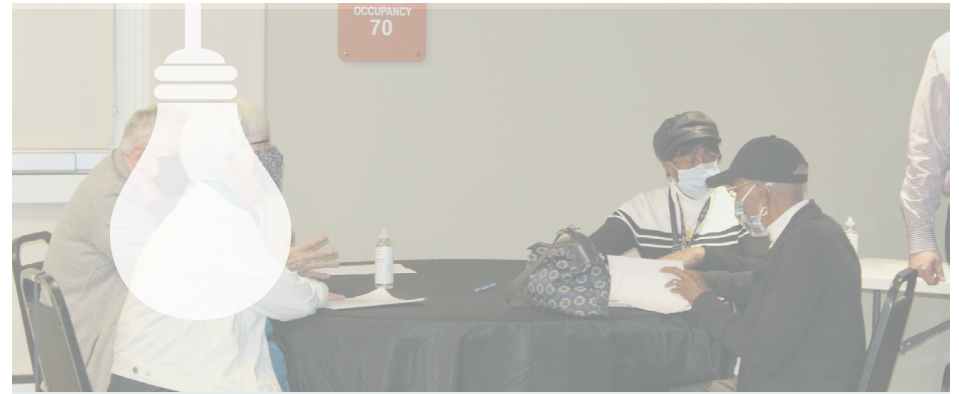
Parks, recreation, and cultural resources are fundamental to the quality of life enjoyed by Dinwiddie County residents. Changing demographics between 2010 and 2020 present new issues and opportunities for recreation and historic preservation in Dinwiddie County. Children under 20 and older adults make up increasingly large percentages of Dinwiddie County's population, making continued investment in multigenerational recreation facilities and programming a top priority. Additionally, the COVID-19 pandemic magnified the importance of universal access to outdoor activities for public health and overall quality of life. This chapter highlights the County's existing parks, recreational opportunities, and cultural resources, and how the County should continue its efforts to develop a well-connected network of these assets.

EXISTING FACILITIES

The Dinwiddie County Parks and Recreation Department assists with the management of several parks, recreation areas, and community centers throughout the County. Dinwiddie County Public Schools, the Dinwiddie County Public Works Department, state and federal agencies, and several private providers also play an important role in recreation access and preservation of historic and natural resources. Table 9.1 provides an inventory of existing parks, trails, and other recreational and community facilities in the County. Map 9.1 identifies the location of these facilities.



CLOCKWISE FROM TOP LEFT: Halligan Park, Robert and Betty Ragsdale Community Center, Five Forks Battlefield, Sunnyside Elementary School, Pamplin Historical Park, McKenney Gymnasium



Community Engagement

During the engagement phase of the Comprehensive Plan process, residents expressed their desires related to parks and recreation in Dinwiddie County. Residents' priorities include:

- More trails and public green spaces
- New hiking, walking, and biking trails, connected to existing trails, to provide expanded access for more people in the County
- More active recreation facilities and new play fields, especially for youth sports teams
- Therapeutic recreation opportunities for children and adults with disabilities
- Centralized venue with space for meetings, age-inclusive programming, and active recreation
- Continued preservation of historic Civil War sites

TRAILS

Dinwiddie County has several existing trail systems that benefit the community and serve as popular recreational assets for both County residents and the region. One of these trail systems is the Appomattox River Trail system, a long-standing trail system that runs along the northeast County line (see Map 9.1) and connects with Appomattox Riverside Park, also commonly referred to as Ferndale Park. With planned linkage to the developing Fall Line Trail, the Appomattox River Trail will become part of a long-distance trail extending north to Ashland and east to Williamsburg via the Virginia Capital Trail. Other existing trail systems include those at Petersburg National Battlefield, Pamplin Historical Park, and Five Forks Battlefield.

One opportunity for a rails to trails project can be found in the abandoned CSX S-line that runs north to south through the central area of the County. A feasibility study to determine the likelihood of converting this rail line to a shared use trail has been completed; the East Coast Greenway has potential plans to run along this route (see Page 200).

Expanding its trail system in an effort to respond to resident desires, promote healthy lifestyles, and provide choice in recreational and transportation opportunities is an active priority for the County. The County should continue planning and implementation of the projects outlined at the end of this chapter, as well as look for new opportunities to expand trail access in new development and future transportation projects.



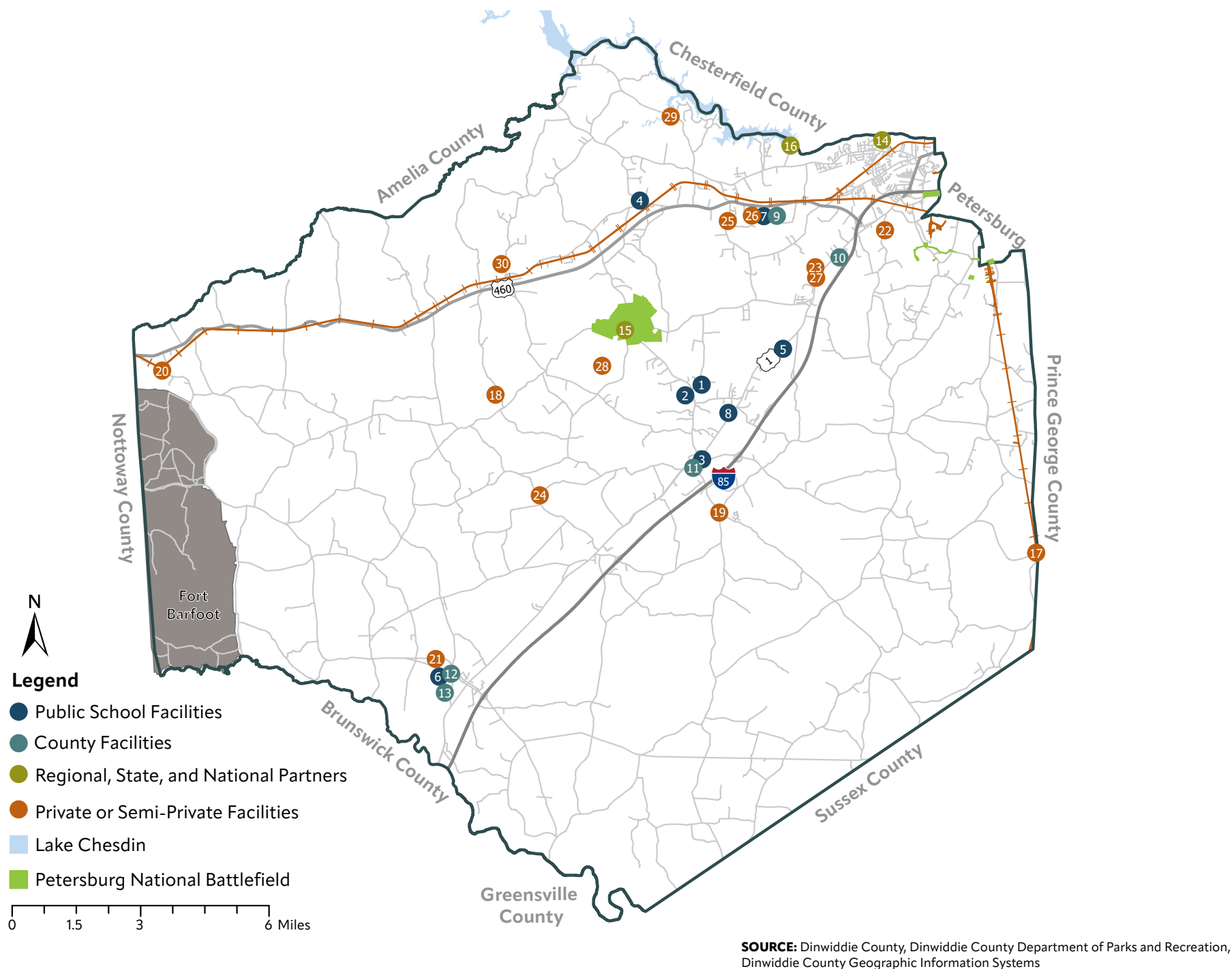
TABLE 9.1 | EXISTING PARKS AND RECREATION FACILITIES

Map ID	Facility Name	Acreage	Amenities
Public School Facilities			
1.	Dinwiddie High School	25.4	Auditorium Gymnasium Practice fields Lighted slow-pitch softball field Lighted baseball field Tennis courts Track
2.	Dinwiddie Middle School	20.3	Auditorium Gymnasium Lighted Athletic Field Unlighted Athletic Field
3.	Dinwiddie Elementary School	12.2	Gymnasium Athletic Field
4.	Midway Elementary School	13	Basketball Playground Garden
5.	Southside Elementary School	23.7	Gymnasium Basketball Gymnasium Playground
6.	Sunnyside Elementary School	17.4	Gymnasium Playground Play fields
7.	Sutherland Elementary School	63	Garden Gymnasium Nature trail Playground Play fields
8.	Historic Dinwiddie High School	N/A	Concession Stand Gymnasium Playground Practice fields
County Facilities			
9.	Dinwiddie Sports Complex	20.3	Baseball field Concession Stand Football stadium Soccer stadium Softball fields
10.	Eastside Community Enhancement Center	15.1	Athletic Field Exercise Rooms Facility Rentals Game Room / Youth Lounge Lounge Areas Picnic Area Playground
11.	Historic Dinwiddie County Courthouse	1	Facility Rentals Historical Society Passive courtyard/lawn Seasonal programming
12.	McKenney Gymnasium	1.1	Facility Rentals Gymnasium Seasonal athletic programming
13.	Robert and Betty Ragsdale Community Center	3.01	Exercise Rooms Facility Rentals Game Room Library Lounge Area Picnic Area 4H / Virginia Cooperative Extension Offices

Regional, State, and National Partners			
14.	Appomattox Riverside Park (Ferndale Park)	160	Bike trails Birding Fishing Hiking trails Kayaking/canoeing Picnic shelters Whitewater rafting
15.	Five Forks Park (Petersburg National Battlefield)	8-mile trail loop	Civil War Battlefield Hiking trails Picnic area
16.	Lake Chesdin Boat Ramp	2	Boat Ramp
Private or Semi-Private Facilities			
17.	Carson Park	< 1	Passive open space
18.	Coleman's Lake	57	Fishing
19.	Dinwiddie Ruritan Club	9	General Recreation
20.	Fort Pickett Recreational Areas	50	Boat Ramps Fishing Paddle Access
21.	McKenney Ballfield	1.2	Baseball fields
22.	Pamplin Historical Park	424	Hiking trails Historical Civil War sites Museums, exhibits, and living history Park
23.	Picture Lake Campground	63	Cabins Camping Playground Swimming Waterfront tent sites
24.	Rocky Run Ball Park	10	Baseball field
25.	Sutherland Ruritan Club	18.45	Baseball field General Recreation
26.	Sutherland Manor Swim Club	2	Swimming Tennis
27.	Virginia Motorsports Park	500	Racetrack
28.	Wheeler's Pond	150	Fee Fishing
29.	Whippernock Marina	10	Boat ramp Swimming Camping General Recreation
30.	Wilson-Hebron-Ford Ruritan Club	10	Baseball field

SOURCE: Dinwiddie County, Dinwiddie County Department of Parks and Recreation, Dinwiddie County Geographic Information Systems, Google Earth

MAP 9.1 | EXISTING PARKS AND RECREATION FACILITIES



HISTORIC AND CULTURAL RESOURCES

Dinwiddie County boasts many historic sites of local, state, and national significance (see Table 9.2 and Map 9.2). Classic colonial architecture, historic agricultural structures, archaeological sites, and battlefields provide a glimpse into the rich cultural heritage of the County.

Protecting existing historic and cultural sites and identifying new sites for preservation should remain a top priority moving forward. Grants and programs such as the Historic Rehabilitation Tax Credit program, which is available to owners of designated historic properties, and grants from the Virginia Department of Historic Resources (VDH) are two examples of financial assistance that can be leveraged to fund preservation projects. Another common method of preservation is achieved through Historic and Scenic Overlay Districts. A historic district is a geographic area recognized for its historical significance by a formal listing on the Virginia Landmarks Register and the National Register of Historic Places. When locally adopted through the Zoning Ordinance, overlay districts superimpose an additional set of regulations over existing zoning districts to protect historic buildings, prevent demolition, and regulate development in the vicinity. Dinwiddie County should consider adopting historic overlay districts in its Zoning Ordinance as one method of protecting valuable resources. The Historic Dinwiddie County Courthouse is one potential area to explore such designation to ensure compatible future development within the vicinity.

Dinwiddie County should also consider ways to preserve properties of historic importance to its diverse community. Three of the state and nationally registered structures are associated with Black history. Three Rosenwald Schools – historic schools for the education of Black children in the Jim Crow era – still exist in the County and should be preserved through active education and partnership with property owners. The County should explore opportunities to register remaining Rosenwald Schools with VDH.



What is the Dinwiddie County Courthouse?

Built in 1851, the Dinwiddie County Courthouse was the headquarters of Union General Philip H. Sheridan during the Battle of Dinwiddie Courthouse. The Union victory at Five Forks led to the capture of Confederate General Robert E. Lee's last railroad supply line into Petersburg and the eventual capture of the city.

Today, the Historic Courthouse is owned by the County and is home to the Historical Society and available for private rental. The courtyard area features historic information about the area and also hosts seasonal programming for County residents.

HERITAGE-BASED TOURISM AND RECREATION

Recreation and heritage-based tourism can aid the economic development of the County and provide revenue for continued preservation of historic and cultural resources. Dinwiddie County offers tourists a variety of historic and cultural sites as well as scenic views and trails. Virginia Motorsports Park, Pamplin Historical Park, and Petersburg National Battlefield are three of the most popular attractions for tourists, attracting visitors from not only Virginia but from across the United States. The County can continue to boost tourism through continued investment in historic preservation and recreation. Regional partnerships with federal, non-profit, and private organizations will be necessary to achieve this goal.

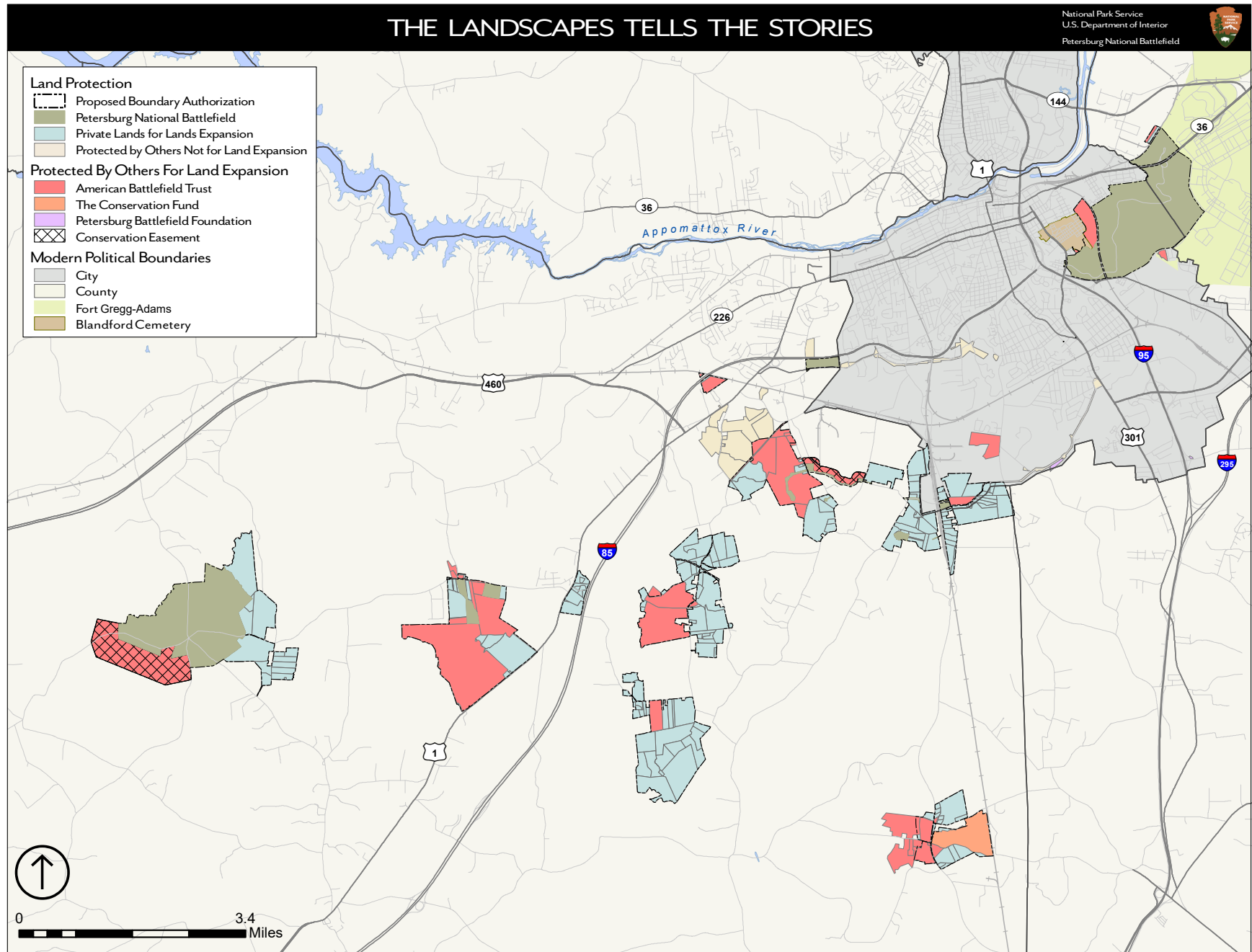
Petersburg National Battlefield has adopted a Land Protection Plan as part of their General Management Plan to ensure the protection of the site for future generations. Map 9.2 depicts the current plan. Dinwiddie County can continue to ensure that any development adjacent to protected lands has limited impact on the sites, and can continue to be an active partner with Petersburg National Battlefield and the National Park Service in promoting and preserving the area's valuable Civil War history.

CULTURAL EVENTS

In addition to the facilities and programming highlighted in this chapter, the County's Cultural and Special Events division provides unique, seasonal, and large-scale events beyond regular classes and programming. These events include the Dinwiddie County Fair, Courthouse Grand Illumination, and the Five Forks 5K. Combined, these events draw upwards of 25,000 people annually. The County should continue to support the work of the Cultural and Special Events division and consider new opportunities for events that boost tourism and enhance quality of life and community.

Another example of an important cultural event in Dinwiddie County is the McKenney Farmer's Market. The McKenney Farmer's Market, the County's only farmer's market, is in the Town of McKenney and open every Friday between April and October. This privately sponsored farmer's market provides a valuable opportunity for both enhancing community identity and preserving the agricultural legacy of the County.

MAP 9.2 | LAND PROTECTION PLAN



SOURCE: National Park Service / Petersburg National Battlefield

HISTORICAL SITES IN DINWIDDIE COUNTY

Table 9.2 details Dinwiddie County's historical sites, as listed in the Virginia Landmarks Register and the National Register of Historic Places. Map 9.3 depicts the locations of these landmarks throughout the County. It is important to note that there are other historic and cultural resources throughout the County that may not be registered. These resources are still valuable, and the County should work to identify them and seek appropriate methods of preservation. The County should map additional valuable historic and cultural resources to identify specific geographic areas deserving of local historic resource protection.

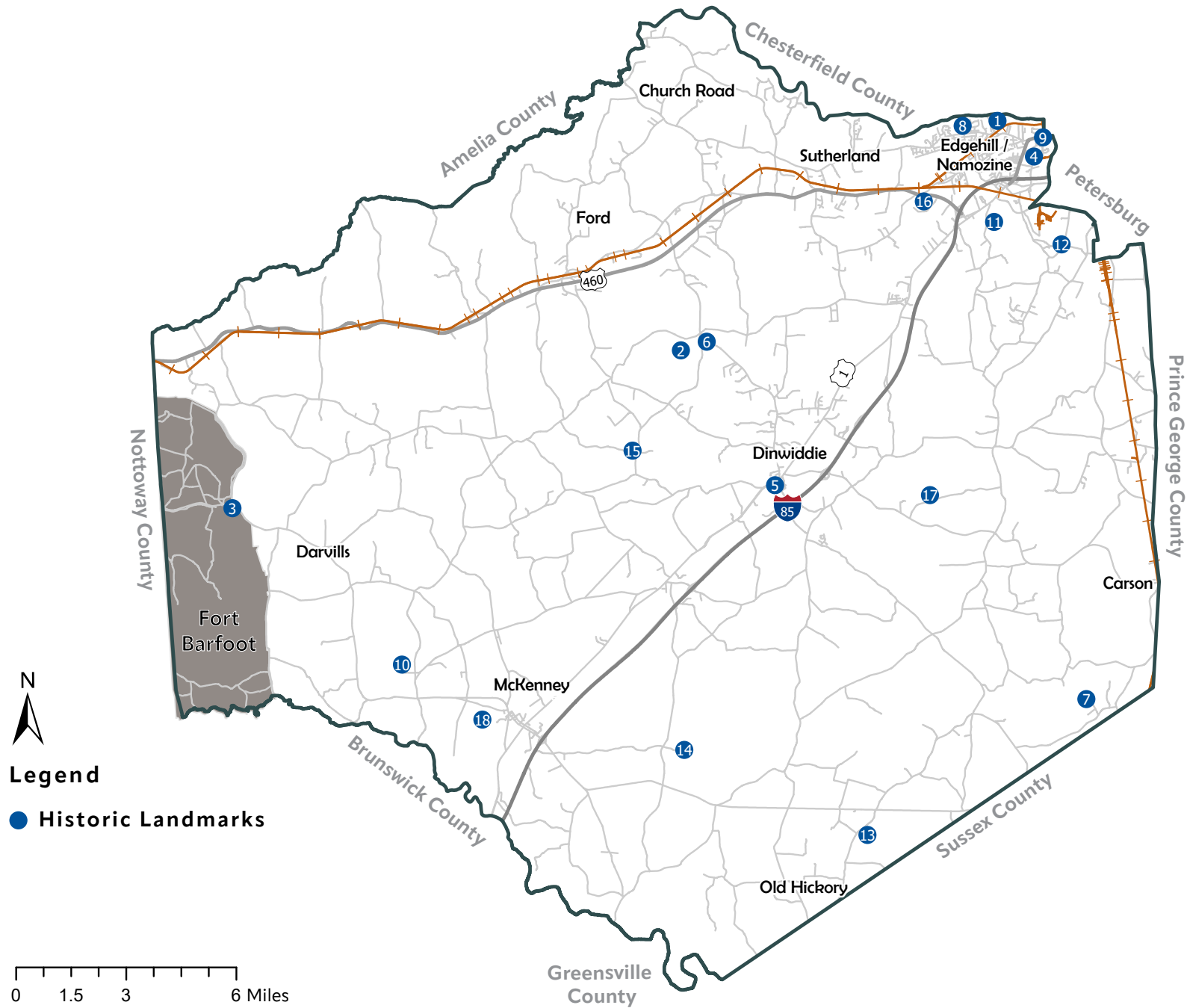
TABLE 9.2 | EXISTING HISTORICAL AND CULTURAL SITES

Map ID	Site Name	Architectural Style	Year Built	Listings*	Notes
1.	Burlington	Colonial	Mid 1700s	VLR, NRHP	Wood-frame, double-pile plantation dwelling
2.	Burnt Quarter	Georgian, Federal, and Greek Revival	Mid to late 1700s	VLR, NRHP	Plantation house
3.	Butterwood Methodist Church and Butterwood Cemetery	Carpenter Gothic	1866 - 1867	VLR, NRHP	Historic African American Site
4.	Central State Hospital Chapel	Late Gothic Revival	1904	Delisted from VLR and NRHP in 2016 and 2017 resp.	Historic African American Site
5.	Dinwiddie County Courthouse	Greek Revival	1851	VLR, NRHP	Public building
6.	Five Forks Battlefield	-	-	VLR, NRHP, NHL	Civil War Site
7.	Gooseneck Field (Conover Archaeological Site)	-	-	VLR, NRHP	Historic Native American site
8.	Mansfield	Georgian	Early 1700s	VLR, NRHP	Plantation house
9.	Mayfield Cottage	Formal, mid-18 th century Virginia architecture	Mid 1700s	VLR, NRHP	Oldest brick house in the County
10.	Montrose	Early Republic, Federal	Ca. 1825-1850	VLR, NRHP	Farmhouse
11.	Petersburg Breakthrough Battlefield Historic District at Pamplin Historical Park	-	-	VLR, NRHP, NHL	Civil War Site
12.	Petersburg National Battlefield	-	-	VLR, NRHP	Listed administratively in the National Register in 1966, the Petersburg National Battlefield does not yet have an accepted nomination.
13.	Rose Bower	Federal	1818-1826	VLR, NRHP	Plantation house
14.	Sappony Church	-	1725-1726	VLR, NRHP	Designated a shrine church; historic African American Site
15.	Stony Creek Plantation	Georgian	Early 1700s	VLR, NRHP	Oldest building in the County. Is one of Virginia's most rare examples of early 18 th century architectural elements.
16.	Wales	Palladian	Ca. 1730	VLR, NRHP	Plantation house
17.	Williamson Archaeological Site	Prehistoric	Ca. 9000 B.C.	VLR, NRHP	Very large and rare quarry workshop of Paleo Indians
18.	Zehmer Farm	Late 19 th /Early 20 th Century Revivals	1905	VLR, NRHP	Farm with over 22 structures and outbuildings

SOURCE: Virginia Department of Historic Resources

***ACRONYMS:** Virginia Landmarks Register (VLR), National Park Service (NPS), National Register of Historic Places (NRHP), National Historic Landmark (NHL)

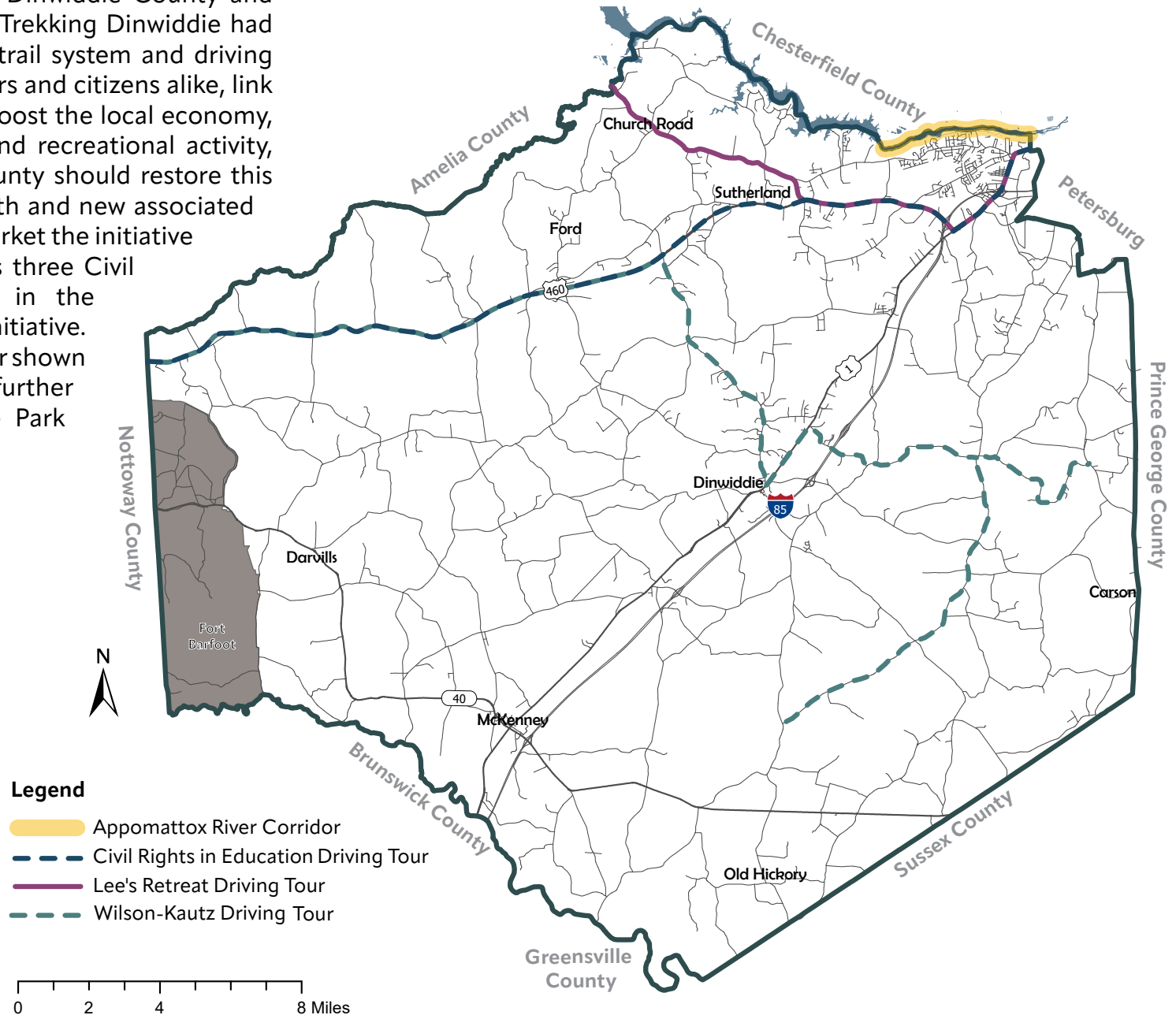
MAP 9.3 | EXISTING HISTORICAL AND CULTURAL SITES



Trekking Dinwiddie

Trekking Dinwiddie is one example of a former County initiative intended to enhance the experience of visitors to the County, as well as reacquaint both residents and visitors with the treasures of Dinwiddie County and its place in American history. Trekking Dinwiddie had proposed to use a greenway trail system and driving tour network 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. The County should restore this initiative, plan for future growth and new associated driving tours and trails, and market the initiative as needed. Map 9.4 illustrates three Civil War driving tours included in the original Trekking Dinwiddie initiative. The Appomattox River Corridor shown on the map is being explored further in the Appomattox Riverside Park and River Trail Master Plan.

MAP 9.4 | TREKKING DINWIDDIE



PUBLIC HEALTH AND ACTIVE LIVING

Dinwiddie County's existing and future parks and recreational spaces are important assets that will help ensure well-being and quality of life for the community over the next twenty years. Furthermore, the COVID-19 pandemic elevated the importance of ongoing universal access to outdoor activities for public health and quality of life. The Dinwiddie County Parks and Recreation Department plays an important role in promoting healthy lifestyles, offering a variety of year-round recreational activities including karate, yoga, fitness classes, and pop line dance. Many of these activities are intergenerational in nature, meeting an important need expressed by County residents.

In addition to parks and recreation facilities, the built environment determines the extent to which residents can access facilities and recreate safely. Designing or redeveloping communities with sidewalks, trails, shared use paths, bicycle lanes, and expanded public transportation stops and routes is crucial to providing safe transportation choices for all. Local governments and public agencies play an essential role in fostering healthy lifestyles by providing and requiring accessible, safe, and convenient infrastructure both in new developments and by redeveloping the existing streetscape to include pedestrian and bicycle facilities.



PLANNING, OPERATIONS, AND MAINTENANCE

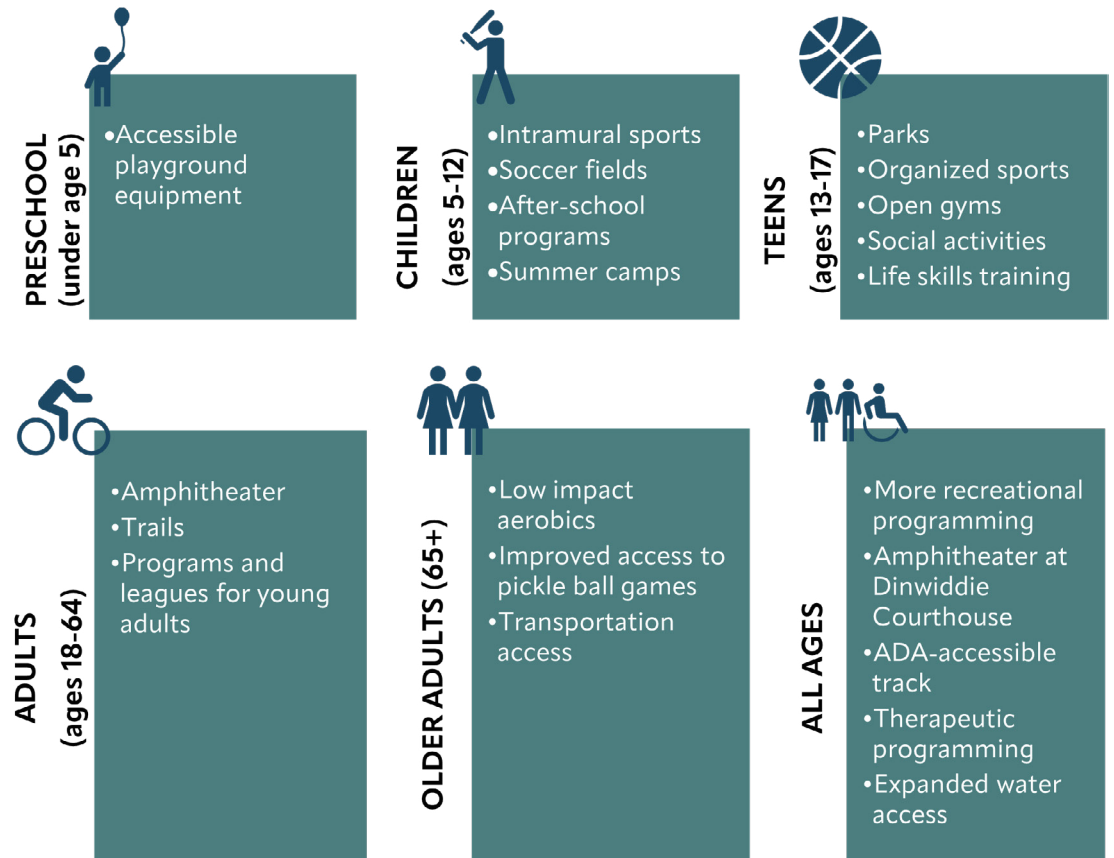
PARKS AND RECREATION MASTER PLAN

Public engagement identified the need for recreational facilities and programming opportunities designed to serve all age groups (See Figure 9.1). These priorities will be further refined and prioritized as part of the comprehensive Parks and Recreation master plan that is currently under development. This plan will provide a detailed assessment of public needs and identify priorities for expanded recreational facilities and programs. Finalizing and implementing the Parks and Recreation master plan is of top importance to the community.

APPOMATTOX RIVERSIDE PARK AND RIVER TRAIL MASTER PLAN

A master plan outlining the rejuvenation of Appomattox Riverside Park, also referred to as Ferndale Park, and expansions and upgrades to the Appomattox River Trail system was recently adopted. The intent of the master plan is to further enhance Appomattox Riverside Park and the Appomattox River Trail system as an important regional recreational asset. The County should continue to work alongside Friends of the Lower Appomattox River and other appropriate agencies to finalize and implement the plan recommendations. The County should also prioritize recommended upgrades to the Appomattox River Trail system, integrating opportunities for water access as appropriate. Additionally, the County can continue partnering with the Virginia Department of Transportation, the Cameron Foundation, and other private and public organizations to pursue additional grants and funding opportunities for sidewalk and bicycle infrastructure throughout the County.

FIGURE 9.1| RECREATIONAL NEEDS BY AGE GROUP



EAST COAST GREENWAY TRAIL

Another potential, future recreational asset for the County is the East Coast Greenway, a long-term trail project. When complete, the East Coast Greenway will run over 3,000 miles from Maine to Florida. Several designated trails for this greenway already exist throughout Virginia along the Interstate 95 corridor; trails are planned to run through Dinwiddie County along the old CSX S-Line but funding is unavailable at this time. A study to assess on-road usage as part of the Greenway within the County is underway. The County can support the efforts to continue development of the East Coast Greenway as another opportunity for expanded passive recreation.

OPERATIONS AND MAINTENANCE

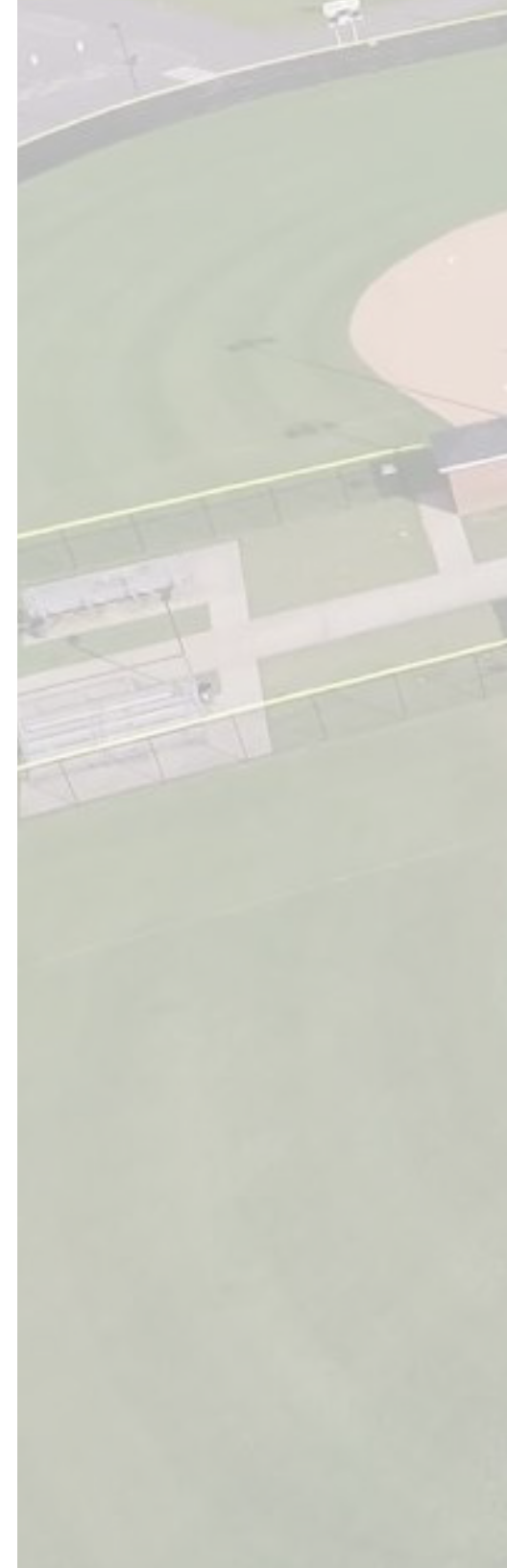
Regular maintenance of existing facilities is also an important priority for the County in ensuring that facilities remain in good condition and accessible for all age groups and abilities. The County can strategically invest in improvements that expand the service life of existing facilities and provide new opportunities for access. The County should also consider developing maintenance standards to ensure consistent ongoing maintenance of parks and fields and conduct annual inspections according to established standards. Enhancing existing facilities can also be an opportunity to engage community volunteer organizations and public-private partnerships, such as through Adopt-A-Park/Field programs.

ADVERTISING AND PROMOTIONS

The County should work to expand public information campaigns to encourage residents to participate in programs offered by the Parks and Recreation Department. While the Department maintains an active social media presence, additional wayfinding signage and advertising would also help increase awareness of programming, events, and recreational facilities.

PARTNERSHIPS

The creation of partnerships characterized by open collaboration and frequent communication will be essential in helping realize the County's vision for the provision of parks and recreational facilities and the preservation of historic resources. In addition to partnerships with local and regional organizations mentioned throughout this chapter, the County can identify opportunities to partner with its major employers and corporations to facilitate the development of new parks and recreational amenities.



An aerial, slightly blurred photograph of a baseball stadium. The green field is visible in the upper center, surrounded by the reddish-brown infield. The stadium seating is visible in the lower half, and a large scoreboard is on the right. The image has a soft, hazy quality.

Duwiddie County provides equitable access to parks, recreation, and cultural resources that promote healthy lifestyles, bolster tourism, and ensure continued protection and promotion of community history and environment.

GOAL STATEMENT

STRATEGIES TO PRESERVE PARKS, RECREATION, AND CULTURAL RESOURCES

PARKS, TRAILS, AND FACILITIES

- 1 Improve sidewalk and trail connectivity to recreational services.
- 2 Build a network of pedestrian and bicycle infrastructure connecting parks, recreational services, and cultural resources.
- 3 Integrate ADA accessible amenities into park and facility design to ensure facilities are safe for users of all ages and abilities.
- 4 Ensure new residential development provides or contributes to parks and recreation amenities for residents, through evaluating applications on a case-by-case basis.
- 5 Identify opportunities to partner with the County's major employers and corporations to facilitate the development of new parks and recreational amenities, including passive recreation.

HISTORIC AND CULTURAL RESOURCES

- 6 Preserve historic and culturally significant properties in Dinwiddie County.
- 7 Identify, protect, and celebrate the County's Black heritage by conducting an inventory of designated associated historic properties and seeking their continued preservation and protection.
- 8 Maintain and regularly update the County's inventory of historic sites and structures.
- 9 Adopt zoning regulations, including Historic Overlay Districts and buffers where appropriate, to protect historic sites, structures, and their gateways.
- 10 Support local, regional, and state efforts to develop and promote heritage and outdoor tourism opportunities in the County, such as the Appomattox River Trail and trails in Pamplin Historical Park.
- 11 Continue preservation of battlefields and Civil War sites by leveraging available grants such as the Virginia Battlefield Preservation Fund offered by the Virginia Department of Historic Resources.
- 12 Explore the feasibility of establishing a centralized heritage and cultural center to preserve all aspects of Dinwiddie County's history, including agriculture.
- 13 Explore opportunities to register remaining Rosenwald Schools with the Virginia Department of Historic Resources.

PLANNING, OPERATIONS, AND MAINTENANCE

14 Finalize the ongoing Parks and Recreation master plan and prioritize implementation of recommendations.

15 Prioritize regular maintenance and renovation of existing trails and ballfields.

16 Expand opportunities for water access along Lake Chesdin and the Appomattox and Nottoway Rivers.

17 Work with agencies, such as the Central Virginia Health Planning Agency and Virginia Department of Conservation and Recreation to seek grants, donations, and easements for new trails and recreational opportunities.

18 Engage community partners in park beautification and maintenance.

19 Prioritize improvements to Appomattox Riverside Park and the Appomattox River Trail system as recommended in the Appomattox River Trail Master Plan and the Ferndale Park Master Plan.

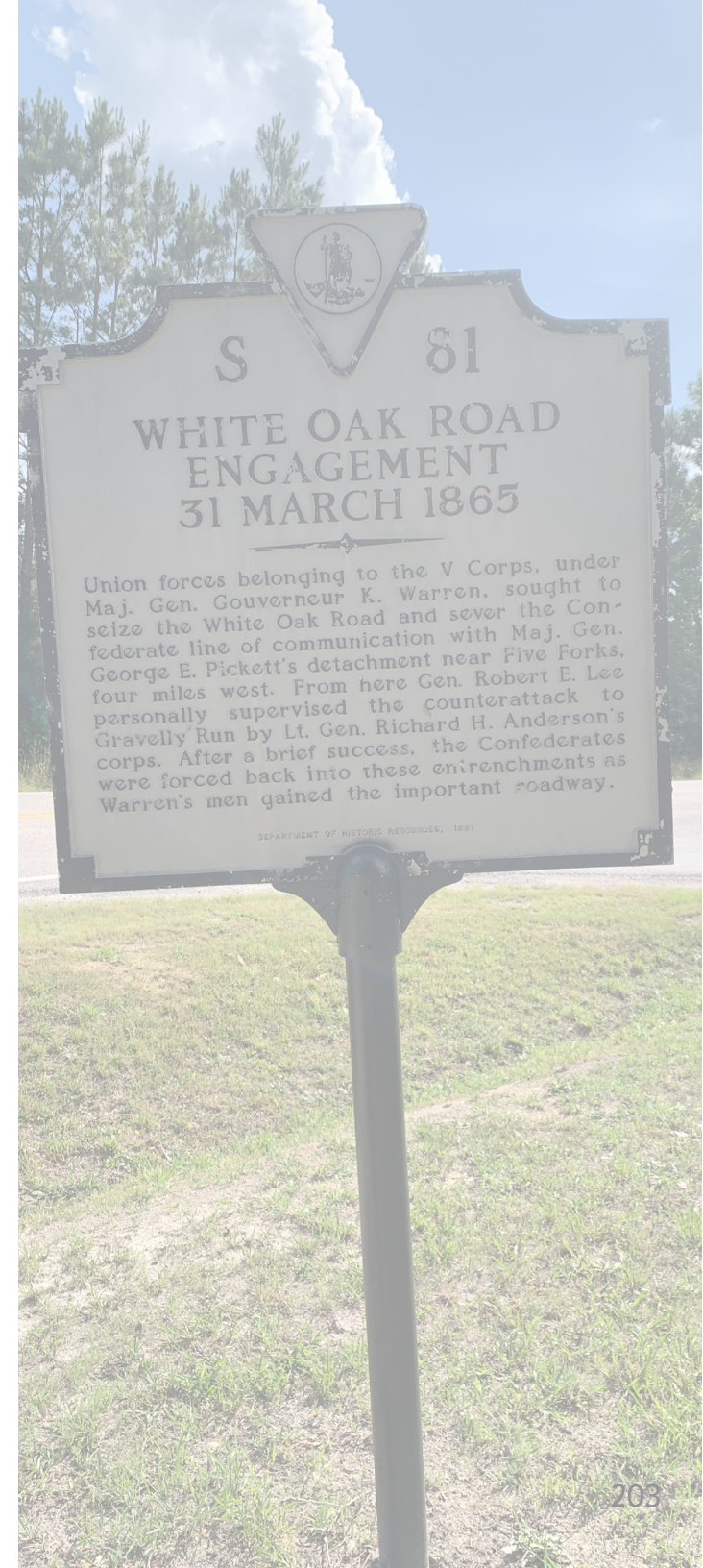
20 Support the development of the proposed East Coast Greenway.

ADVERTISING AND PROMOTIONS

21 Develop an interpretive signage program for historic parks and selected sites.

22 Install wayfinding signage to more clearly identify recreation sites and promote park use.

23 Increase advertising and promotion of existing parks, recreational facilities, and cultural resources.



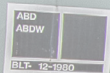




Chapter 10: **IMPLEMENTATION**

EXW 10-8 H-8
EW 8-0 H-15
5250 CU FT

CARBOLINE 992 INTERIOR LINING
APPLIED 02-2015 BY UTCP



REFLECTORS APPLIED 02-2015 BY UTCP

RULE 88.9.2 INSPECTED
02-2015 BY UTCP
DUE 2023

2 INCH HF COMP SHOES

DUPX
39003

DUPX
39003

LD LMT 190900 LBS
LT WT 72600 LBS



IMPLEMENTATION

The Implementation Plan prioritizes and provides accountability for the strategies from each Plan Element. The Implementation Plan provides specific guidance for decision-making and defines the ongoing process that will be used to monitor progress towards the vision for the future.

USING THE COMPREHENSIVE PLAN

Dinwiddie Forward is Dinwiddie County's guide for growth and development. It is intended to be a dynamic document that will change and evolve to reflect the needs of the community. Accordingly, to ensure that this Comprehensive Plan is properly implemented, the Planning Commission and Board of Supervisors should refer to Plan and consider its vision prior to making recommendations and decisions. Effective implementation of the Plan depends on consistent analysis of each land use application and budgetary decision to ensure compatibility with the long-range vision of the Comprehensive Plan.

Dinwiddie County should assess the Plan's effectiveness on a regular basis by reviewing and monitoring implementation of the goals and action strategies outlined within this document. When appropriate and necessary, the Plan should be amended. The Board of Supervisors should carefully consider whether specific amendments are congruent with the Plan's overarching vision. Any modifications should be considered with long-term policy implications.



TOOLS FOR IMPLEMENTATION

There are a variety of tools that can be used to implement the long-range vision set forth in the Comprehensive Plan. The following tools are the most important to ensuring the successful implementation of this Plan.

ANNUAL BUDGET

The Board of Supervisors and staff should use the recommendations of the Comprehensive Plan to guide preparation of the annual budget. The budget works in conjunction with the Comprehensive Plan to achieve a thriving and more resilient future.

CAPITAL IMPROVEMENTS PLAN

Dinwiddie County's Capital Improvements Plan (CIP) coordinates the location, timing, and financing of capital improvements over a multi-year period. Capital improvements refer to major, non-recurring physical expenditures such as land, buildings, public infrastructure, and equipment. The CIP includes a description of proposed capital improvement projects ranked by priority, a year-by-year schedule of expected project funding, and an estimate of project costs and financing sources. The CIP is a working document and should be reviewed and updated annually to reflect changing community needs, priorities, and funding opportunities. The community benefits and the long-range vision is achieved when the priorities of the CIP and ordinance updates align with the Comprehensive Plan.

Code of Virginia Section 15.2-2232 states that the Planning Commission "shall control the general or approximate location, character and extent of each feature shown on the plan." Therefore, the Planning Commission may continue holding public hearings to address the location, character, and extent of any public utility or facility not already shown in the Comprehensive Plan.

LAND USE REGULATIONS

The Zoning Ordinance, Subdivision Ordinance, and other land use and development standards and procedures are the primary implementation tools for the Comprehensive Plan. As legal documents, zoning and subdivision regulations outline what property owners may do with their land and how buildings and sites must be designed and developed. Aligning land use regulations with the goals and strategies in this Comprehensive Plan is critical to its implementation. Several objectives throughout the Plan include strategies that suggest revisions to the Zoning Ordinance as well as other considerations for the County's land use regulations. These revisions will work to enact Dinwiddie County's goals and vision over time.

LAND USE ACTIONS

The process for development approvals, including rezoning and Conditional Use Permit applications, are central to the implementation of the Comprehensive Plan. The Comprehensive Plan should serve as a strong guide for decisions on all land use applications. Land use applications should be scrutinized for alignment with the Comprehensive Plan, including the specific action strategies and the Future Land Use Map, to ensure consistency. In rare cases where unforeseen uses or changes in market conditions may warrant deviation from the adopted Plan, Planning Commission and the Board of Supervisors should review and consider amendments to the Comprehensive Plan to ensure that the document remains current, relevant, and responsive to the community's needs.

INTERGOVERNMENTAL COOPERATION

Dinwiddie County's success is dependent on multi-jurisdictional cooperation. Issues related to the natural environment, transportation, equity, education, tourism, community facilities, job and workforce development, and many other topics covered in this Comprehensive Plan do not conform to jurisdictional boundaries, and are best solved through cooperation at the regional and state levels. Dinwiddie County shares many facilities and services with the Town of McKenney. As such, successful implementation of the Plan will require collaboration and coordination with Town officials. Moreover, successful implementation of the strategies in this Plan will require continued regional cooperation with the Crater Planning District Commission and numerous state agencies responsible for various facilities, services, and programs implemented across the state.

ANNUAL REVIEW AND NECESSARY UPDATES

The Zoning Ordinance, Subdivision Ordinance, and other land use and development standards and procedures are the primary implementation tools for the Comprehensive Plan. As legal documents, zoning and subdivision regulations outline what property owners may do with their land and how buildings and sites must be designed and developed. Aligning land use regulations with the goals and strategies in this Comprehensive Plan is critical to its implementation. Several objectives throughout the Plan include strategies that suggest revisions to the Zoning Ordinance as well as other considerations for the County's land use regulations. These revisions will work to enact Dinwiddie County's goals and vision over time.



IMPLEMENTATION MATRIX

The implementation matrix provides specific tools to meet the goals of the Comprehensive Plan and serves as our roadmap forward. The matrix builds on the strategies in each plan element by identifying tools, resources, responsible parties, and anticipated timeframes for completion. The matrix also correlates strategies with specific policies, goals, and values set forth in the Plan. The implementation matrix should be reviewed annually as part of the County's budgeting process to set priorities as well as measure progress toward *Dinwiddie Forward's* vision.

The key to the Plan's success will be a proactive approach by the Planning Commission in cooperation with the Board of Supervisors, County departments and boards, residents, businesses, and community institutions and organizations. The matrix includes the following information:

IMPLEMENTATION STRATEGY

The specific action item. Type of Implementation Categories include:

- Capital Projects
- Land Use Actions
- Ordinance Updates
- Partnerships
- Plans and Studies
- Programs and Services

RESPONSIBLE AGENCY

The organization(s) responsible for partnering, administering, managing, and/or implementing the specific action item. These organizations include:

- Dinwiddie County
- Nonprofit Organizations
- Regional and Institutional Partners
- State and Federal Agencies
- County Citizens

PRIORITY

Each strategy is assigned an ideal timeframe for completion, with higher priority items being the most short-term in nature.

- *High:* Short-term actions that should be completed within **1-3 years** of the Plan's adoption
- *Medium:* Actions that should be completed within **3-5 years** of the Plan's adoption
- *Low:* Actions that should be completed beyond **5 years** of the Plan's adoption
- *Ongoing:* Actions that should continue for the life of the Plan

IMPLEMENTATION MATRIX ACRONYMS

The following acronyms can be found in the Implementation Matrix:

AASHTO - American Association of State Highway and Transportation Officials

ARLS - Appomattox Regional Library System

CDAAA - Crater District Area Agency on Aging

CPDC - Crater Planning District Commission

CTB - Commonwealth Transportation Board

DCPS - Dinwiddie County Public Schools

DCR - Virginia Department of Conservation and Recreation

DCWA - Dinwiddie County Water Authority

DEQ - Virginia Department of Environmental Quality

DHCD - Virginia Department of Housing and Community Development

DHR - Virginia Department of Historic Resources

DRPT - Virginia Department of Rail and Public Transportation

FOLAR - Friends of the Lower Appomattox River

HUD - United States Department of Housing and Urban Development

NPS - National Park Service

PARTC - Petersburg Area Regional Tourism Corporation

SBA - Small Business Administration

SERCAP - Southeast Rural Community Assistance Project

USDA - United States Department of Agriculture

USDOT - United States Department of Transportation

VATI - Virginia Telecommunication Initiative

VCE - Virginia Cooperative Extension

VDACS - Virginia Department of Agriculture and Consumer Services

VDOF - Virginia Department of Forestry

VDOT - Virginia Department of Transportation

VEDP - Virginia Economic Development Partnership

VMS - Virginia Main Street

VSMP - Virginia Stormwater Management Program

VTC - Virginia Tourism Corporation

CHAPTER 3

STRATEGIES TO PROTECT OUR NATURAL RESOURCES

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
<i>Natural & Historic Resources</i>						
<i>Sensitive Lands & Habitats</i>	3.1	Avoid development in steep slope areas and continue to ensure proper erosion and sediment control practices are followed through the site plan process.	Land Use Actions	Dinwiddie County	Ongoing	DEQ; Piedmont Regional Office
	3.2	Limit the fragmentation of high-value forestry and habitat resources and ensure that new development maintains an interconnected network between these resources.	Land Use Actions	Dinwiddie County	Ongoing	DEQ; Piedmont Regional Office
	3.3	Encourage forestry operators to maintain vegetative buffers between cleared areas and public roadways in order to preserve the scenic beauty of the County.	Community Education	Dinwiddie County; Nonprofit Organizations; Regional and Institutional Partners	Ongoing	VCE; VDACS; USDA; VDOF
	3.4	Continue to encourage environmentally sound methods – such as integrated pest management, reduced or no-till practices, and vegetated buffers – in agricultural and silvicultural operations.	Community Education	Dinwiddie County; Nonprofit Organizations; Regional and Institutional Partners	Ongoing	VCE; VDACS; USDA; VDOF
	3.5	Continue to support the preservation of agriculture, forestry, and open space through conservation easements.	Programs and Services; Partnerships	Dinwiddie County; Regional and Institutional Partners	Ongoing	DCR
	3.6	Preserve areas of high agricultural suitability from conversion to non-agricultural uses.	Land Use Actions	Dinwiddie County	Ongoing	VCE
<i>Water Resources</i>	3.7	Protect the availability, quantity, and quality of Lake Chesdin, all surface water, and groundwater resources.	Programs and Services	Dinwiddie County; Regional and Institutional Partners	High	CPDC; DCWA; DEQ; Piedmont Regional Office
	3.8	Encourage the preservation of vegetated buffers along waterways, integrating trails for passive recreation where appropriate.	Programs and Services	Dinwiddie County; Regional and Institutional Partners	Medium	DCR; DEQ; Piedmont Regional Office; FOLAR
	3.9	Encourage the use of green infrastructure principles and stormwater best management practices to reduce the impact of runoff and better incorporate developed areas into the natural environment.	Community Education	Dinwiddie County; Nonprofit Organizations	Medium	SERCAP; VSMP; EPA; Green Infrastructure Resources
<i>Air and Light</i>	3.10	Maintain vegetated buffers along major road corridors, both to enhance aesthetic beauty and to provide environmental benefits.	Land Use Actions	Dinwiddie County	Ongoing	Dinwiddie County (Zoning Ordinance)
	3.11	Integrate best practices to reduce fossil fuel emissions into government operations and development review for major contributors (e.g., industrial development).	Programs and Services; Land Use Actions	Dinwiddie County; Regional and Institutional Partners	Medium	DEQ; Piedmont Regional Office
	3.12	Encourage the use of energy-efficient lighting and adopt outdoor light standards to reduce the impacts of over-lighting, glare, and light pollution.	Ordinance Updates	Dinwiddie County; Nonprofit Organizations	Medium - Low	Dinwiddie County (Zoning Ordinance)

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
Environmental Sustainability & Resilience	3.13	Continue to ensure that new development minimizes adverse impacts on the natural environment.	Land Use Actions	Dinwiddie County	Ongoing	Dinwiddie County (Comprehensive Plan, Zoning Ordinance, Subdivision Ordinance)
	3.14	Continue to ensure that appropriate mitigation for environmental impacts is clearly defined and considered during the development proposal evaluation process.	Land Use Actions	Dinwiddie County	Medium - High	Dinwiddie County (Comprehensive Plan, Zoning Ordinance, Subdivision Ordinance)
	3.15	To the extent that fiscal resources and priorities allow, implement sustainability practices into the daily operations of County government and encourage local sustainability efforts of local businesses and residents. This includes promoting public transportation, planting trees, and promoting recycling and composting.	Programs and Services	Dinwiddie County; Local Business Partners	Medium	Dinwiddie County (Comprehensive Plan); CPDC; Chamber of Commerce
	3.16	Support biodiversity by promoting the use of regionally-adapted native plants, conserving pollinator and wildlife habitats, and managing invasive plant and animal species.	Partnerships	Dinwiddie County; Nonprofit Organizations; Citizens	Medium - Low	VCE
	3.17	Work with regional partners to implement the recommendations of the regional Hazard Mitigation Plan, as may be amended.	Partnerships	Dinwiddie County; Regional and Institutional Partners	High	CPDC

CHAPTER 4

STRATEGIES TO INVEST IN OUR HOUSING AND COMMUNITIES

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
Housing & Communities						
People & Communities	4.1	Prioritize housing development in areas of the County where adequate roads, infrastructure, and services are already in place.	Land Use Actions; Plans and Studies	Dinwiddie County	High	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	4.2	Engage the County's minority and vulnerable populations in the creation and adoption of future housing plans or policies.	Partnerships	Dinwiddie County	Medium	Habitat for Humanity; Crater District Area Agency on Aging; Virginia Housing
	4.3	Locate senior housing near health-care and social services.	Land Use Actions	Dinwiddie County	Medium	CDAAA; Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	4.4	Support local agencies that provide residential living facilities for persons with disabilities and senior citizens.	Partnerships	Dinwiddie County; Local Business Partners; Nonprofit Organizations	Medium - High	project:HOMES; Habitat for Humanity; CDAAA
	4.5	Encourage the creation of mixed-use communities.	Plans and Studies; Land Use Actions	Dinwiddie County; Regional and Institutional Partners	Medium - High	Dinwiddie County (Comprehensive Plan and Zoning Ordinance); Virginia Housing
	4.6	Cultivate livable communities through investment in retrofitting pedestrian infrastructure in developed areas and encouraging the inclusion of pedestrian infrastructure and passive and active recreation in new communities.	Plans and Studies; Land Use Actions	Dinwiddie County; Regional and Institutional Partners	Low - Medium	Dinwiddie County (Comprehensive Plan, Zoning Ordinance, and Capital Improvements; VDOT
	4.7	Consider developing a housing trust fund to provide grants to support homeownership.	Ordinance Updates	Dinwiddie County; Regional and Institutional Partners	Low	Virginia Housing Trust Fund; DHCD
Affordable Housing	4.8	Consider establishing incentives for affordable housing development, which could include waived or reduced fees, expedited review, or a density bonus.	Ordinance Updates	Dinwiddie County; Nonprofit Organizations	Medium	Dinwiddie County (Zoning Ordinance); Virginia Housing
	4.9	Ensure that manufactured homes remain a source of affordable housing, as outlined in the Code of Virginia Sec 15.2-2223.5, by preserving existing manufactured housing communities and allowing manufactured homes in specific zoning district(s).	Programs and Services; Ordinance Updates	Dinwiddie County	High	Dinwiddie County (Zoning Ordinance); Virginia Housing Trust Fund; project:HOMES; DHCD
	4.10	To the extent consistent with health, safety, and general welfare, consider reviewing and amending the Zoning Ordinance to remove any barriers to housing affordability and diversity.	Ordinance Updates	Dinwiddie County	High	Dinwiddie County (Comprehensive Plan and Zoning Ordinance); Virginia Housing
	4.11	Encourage residential development that increases housing diversity and opportunity for Dinwiddie County residents, provided that such is consistent with avoiding overcrowding, providing quality services, and preserving quality of life for all residents.	Land Use Actions	Dinwiddie County; Regional and Institutional Partners	Medium	Dinwiddie County (Comprehensive Plan, Zoning Ordinance, Subdivision Ordinance); DHCD

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
Housing Trends	4.12	Evaluate the Zoning Ordinance and amend accordingly to allow detached accessory dwelling units with a Conditional Use Permit where appropriate.	Ordinance Updates	Dinwiddie County; Nonprofit Organizations	Medium - Low	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	4.13	Consider updating the Zoning Ordinance to include language and appropriate use standards specifically pertaining to short-term rentals.	Ordinance Updates	Dinwiddie County	High	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
Housing Quality & Maintenance	4.14	Promote grant opportunities to retrofit older homes and manufactured housing with accessibility modifications and weatherization assistance.	Community Education	Dinwiddie County; Nonprofit Organizations; Regional and Institutional Partners	Medium	Virginia Housing; DHCD; USDA Rural Housing Service; HUD; SERCAP
	4.15	Encourage adaptive reuse of old and historic structures, particularly through the creation of multi-unit housing.	Plans and Studies; Land Use Actions	Dinwiddie County	Medium	DHCD; NPS
	4.16	Consider conducting a neighborhood study for the Edgehill, Ferndale Road, and River Road areas to identify community-based preservation, revitalization, and neighborhood improvement strategies. Pursue grant funding, as appropriate, to implement study recommendations.	Plans and Studies	Dinwiddie County	High	Dinwiddie County; CPDC; Virginia Housing;; DHCD
Partnerships & Initiatives	4.17	Consider creating an information clearinghouse for citizens in need of building repair and energy improvements by connecting them with established organizations such as Virginia Housing, USDA, HUD, and others.	Community Education	Dinwiddie County; Regional and Institutional Partners	Medium	Virginia Housing; DHCD; USDA Rural Housing Service; HUD
	4.18	Work with the Crater Planning District Commission to develop a regional affordable housing plan.	Plans and Studies	Dinwiddie County; Regional and Institutional Partners	High	CPDC
	4.19	Promote and encourage the use of regional, state, and federal funding assistance for affordable housing, building repair, weatherization assistance, and accessibility modifications.	Partnerships	Dinwiddie County; Regional and Institutional Partners	Medium	Virginia Housing; DHCD; USDA Rural Housing Service; HUD
	4.20	Partner with local community organizations on programs that encourage community pride and engagement, such as beautification awards and neighborhood cleanups.	Partnerships	Dinwiddie County; Regional and Institutional Partners	Low	Rotary Clubs; Ruritan Clubs; FOLAR; Homeowners' Associations; Faith Based Organizations
	4.21	Partner with neighboring localities to explore opportunities for the provision of veterans' housing.	Partnerships; Plans and Studies	Dinwiddie County; Regional and Institutional Partners	Low	CPDC; DHCD; U.S. Vets

CHAPTER 5

STRATEGIES TO BUILD OUR TRANSPORTATION NETWORK

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
<i>Transportation</i>						
<i>Existing Network</i>	5.1	Coordinate with neighboring jurisdictions, state, and regional agencies in planning and achieving an efficient and cost-effective transportation network.	Partnerships	Dinwiddie County; Regional and Institutional Partners	High	CPDC; VDOT
	5.2	Pursue VDOT funding for road improvements, such as revenue sharing programs and grants and the State of Good Repair program.	Capital Projects	Dinwiddie County	High	CPDC; VDOT
	5.3	Partner with VDOT and the Crater Planning District Commission to prioritize improvements to bridges with poor ratings.	Partnerships; Capital Projects	Dinwiddie County; Regional and Institutional Partners; State and Federal Agencies	High	CPDC; VDOT
	5.4	Work with VDOT to improve intersection level of service to increase capacity for development in northern Dinwiddie County.	Partnerships; Capital Projects	Dinwiddie County; State and Federal Agencies	High	VDOT
<i>Multimodal Transportation</i>	5.5	Work with transit agencies and participating towns and counties to create an expanded marketing program to increase County residents' familiarity with BABS and PAT.	Partnerships; Community Education	Dinwiddie County; Nonprofit Organizations	High	CPDC
	5.6	Work with the appropriate agencies to conduct a ridership study and needs assessment to determine if existing public transit services need expansion.	Partnerships; Plans and Studies	Dinwiddie County; Nonprofit Organizations	Low	CPDC; VDOT
	5.7	Continue to leverage federal, state, and local grants to improve alternative mobility options, including active transportation opportunities.	Programs and Services	Dinwiddie County	Medium	CPDC; VDOT; CTB
	5.8	Work with state and regional partners to create a trails master plan that assesses the need for additional walking/biking trails throughout the County and enhances the existing trails network.	Partnerships; Plans and Studies	Dinwiddie County; Regional and Institutional Partners	Medium - High	DCR; VDOT; CPDC
	5.9	Encourage complete streets road design that supports pedestrian and bicycle travel, particularly in northern Dinwiddie County and the Dinwiddie Courthouse area.	Ordinance Updates; Plans and Studies; Land Use Actions	Dinwiddie County; Nonprofit Organizations	High	VDOT; Dinwiddie County

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
Multimodal Transportation	5.10	Improve connectivity of active transportation infrastructure (walking and biking trails, sidewalk infrastructure, and bicycle paths) to tourism assets and recreational amenities.	Plans and Studies; Capital Projects	Dinwiddie County	Low	VDOT; DCR
	5.11	Pursue funding opportunities available through local, state, and federal agencies to improve safety for pedestrians and bicyclists on major roads.	Programs and Services	Dinwiddie County	Medium - High	VDOT; Bike Virginia; USDOT Bicycle and Pedestrian Program; AASHTO Publications
	5.12	Promote and enhance the Dinwiddie County Airport as a vital component of the region's transportation system and the local economy.	Programs and Services	Dinwiddie County; Local Business Partners	Ongoing	Virginia Department of Aviation; VEDP
	5.13	Support the ongoing development of the proposed Southeast Corridor high speed rail network.	Partnerships; Plans and Studies	Dinwiddie County; Regional and Institutional Partners	Ongoing	CPDC; DRPT; Southeast Corridor Commission; VDOT
Land Use and Transportation	5.14	Assess the feasibility of transit-oriented development (TOD) at interchanges along Interstate 85 and any passenger rail stops within the County.	Plans and Studies	Dinwiddie County	Low	CDPC; Dinwiddie County (Comprehensive Plan); VDOT
	5.15	Develop UDAs in accordance with identified VTrans needs.	Plans and Studies; Land Use Actions	Dinwiddie County	Ongoing	VDOT; VTrans; Dinwiddie County (Comprehensive Plan)
	5.16	Evaluate the Edgehill area for eligibility as a UDA and pursue designation, if eligible.	Plans and Studies	Dinwiddie County	High	CPDC; VDOT
	5.17	Encourage new development within UDAs and northern Dinwiddie County to incorporate multimodal transportation features, such as sidewalks, bike lanes, or shared use paths, crosswalks and stop bars, and bicycle storage facilities.	Land Use Actions	Dinwiddie County	Medium	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	5.18	Ensure new development throughout the County incorporates access management provisions, such as interparcel connectivity and limits on location and number of curb cuts, to improve the flow of traffic on higher volume streets.	Land Use Actions; Ordinance Updates	Dinwiddie County; State and Federal Agencies	Ongoing	Dinwiddie County (Comprehensive Plan and Zoning Ordinance); VDOT

CHAPTER 6

STRATEGIES FOR A STRONG ECONOMY

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
<i>Economic Development</i>						
<i>Business Development</i>	6.1	Promote and expand incentives for new and expanding businesses. Ensure these incentives are made readily accessible and understandable.	Programs and Services	Dinwiddie County; Local Business Partners	High	VEDP Telework Incentives; Opportunity Virginia; SBA HUB Zones
	6.2	Consider designating arts and culture districts to help develop and grow small retail and hospitality-oriented businesses.	Programs and Services; Ordinance Updates	Dinwiddie County; Local Business Partners; Nonprofit Organizations	Medium	GO Virginia; DHCD
	6.3	Pursue expansion of current County water and sewer infrastructure to support additional economic growth throughout the County.	Capital Projects	Dinwiddie County	High	Dinwiddie County (Capital Improvement Plan)
	6.4	Continue efforts to expand the availability of broadband and high-speed internet throughout the County to reach more businesses and residents and support the growing telework sector.	Programs and Services; Partnerships	Dinwiddie County; Regional and Institutional Partners	High	ConnectVirginia
	6.5	Develop a clearinghouse of economic development tools and reports to promote the County to prospective businesses.	Programs and Services	Dinwiddie County	Low	VEDP; CPDC
	6.6	Review zoning regulations to ensure that they support economic development goals.	Ordinance Updates	Dinwiddie County	Medium - High	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	6.7	Identify and pursue additional funding sources for economic development in the County.	Plans and Studies	Dinwiddie County	High	DHCD; GO Virginia; VEDP
	6.8	Continue efforts to establish a designated Economic Development Zone.	Programs and Services	Dinwiddie County	High	DHCD; GO Virginia; VEDP
<i>Workforce Development</i>	6.9	Continue supporting workforce development and quality of life improvements and partnerships as a foundation for economic success.	Programs and Services; Partnerships	Dinwiddie County; Local Business Partners	Ongoing	Youth Workforce Development Initiative; John Tyler Community College; Virginia Talent Accelerator Program; Richard Bland College; DCPS
	6.10	Support the County school system in developing an educated, skilled workforce to fill the community's needs.	Partnerships	Dinwiddie County; Regional and Institutional Partners	Ongoing	DCPS

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
Workforce Development	6.11	Recognize the educational attainment and employment profile of the current County workforce as a promotable asset for target industries.	Plans and Studies	Dinwiddie County	Ongoing	Workforce Development Board Combined State Plan; Virginia Workforce Connection
	6.12	Explore the creation of a workforce development center that provides maker spaces, coworking space, training, or other services.	Plans and Studies; Partnerships	Dinwiddie County; Regional and Institutional Partners	Medium	Cameron Foundation; Dinwiddie County Economic Development; Virginia Board of Workforce Development; Virginia Career Works; GO Virginia
	6.13	Continue to support and grow important agricultural workforce development for County youth through programs such as 4-H, FFA, and Virginia Cooperative Extension Offices.	Partnerships	Dinwiddie County; Nonprofit Organizations; Regional and Institutional Partners	Ongoing	VCE
Tourism Assets	6.14	Continue coordination with the Petersburg Area Regional Tourism Corporation and other neighboring localities to promote tourism as an economic driver.	Programs and Services; Partnerships	Dinwiddie County; Regional and Institutional Partners	Ongoing	PARTC; CPDC; VTC
	6.15	Explore opportunities for the creation of a Dinwiddie County visitor center as a hub for local and regional tourism in the area.	Plans and Studies; Partnerships	Dinwiddie County; Regional and Institutional Partners	Low	Cameron Foundation; CPDC; Dinwiddie County; GO Virginia; DHCD; NPS; VTC
	6.16	Continue to support the County's growing agritourism industry.	Programs and Services	Dinwiddie County	Ongoing	Small Farm Outreach Program; VCE; Virginia Seafood Agricultural Research and Extension Center; USDA
	6.17	Consider the creation of County-specific marketing and branding to give the County greater brand recognition among tourists and potential industries alike.	Programs and Services	Dinwiddie County	High	VTC; Dinwiddie County Economic Development
	6.18	Utilize electronic mediums, collateral materials, and targeted advertising to highlight community success, vibrancy, and opportunities for new businesses and tourists.	Programs and Services	Dinwiddie County	Medium	VTC; Dinwiddie County (Annual Budget); GO Virginia
	6.19	Consider the installation of wayfinding signage throughout the County to foster a sense of place and guide tourists to the County's various attractions.	Capital Projects	Dinwiddie County	Medium - High	VDOT

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
Key Industries	6.20	Continue supportive partnerships with extension services to support farmers and the agricultural industry.	Partnerships	Dinwiddie County; Regional and Institutional Partners	Ongoing	VCE; Virginia Seafood Agricultural Research and Extension Center
	6.21	Support expansion and diversification in the agricultural and forestry industries by adding production and processing with local exporting while maintaining and encouraging environmentally friendly and sustainable practices.	Partnerships	Dinwiddie County; Local Business Partners; Regional and Institutional Partners	Medium - High	DOF; VDACS; USDA; VEDP; GO Virginia
	6.22	Identify strategic capital improvement projects to facilitate or leverage with private investment.	Capital Projects	Dinwiddie County	Ongoing	Dinwiddie County (Capital Improvement Plan)
	6.23	Continue to develop shovel-ready industrial sites at appropriate locations in the County.	Capital Projects; Plans and Studies	Dinwiddie County; Regional and Institutional Partners; State and Federal Agencies	High	Dinwiddie County (Comprehensive Plan and Zoning Ordinance); VEDP; GO Virginia
	6.24	Implement findings of the ongoing retail study upon completion.	Plans and Studies	Dinwiddie County	High	Dinwiddie County Administration; Dinwiddie County Economic Development; VEDP; GO Virginia

CHAPTER 7

STRATEGIES FOR STRATEGIC GROWTH AND SMART LAND USE

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
<i>Land Use</i>						
<i>Strategic Growth</i>	7.1	Use zoning to encourage commercial development along U.S. Route 1 and U.S. Route 460.	Land Use Actions	Dinwiddie County	Medium	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	7.2	Include preservation and protection of lands designated for future roads, parks, schools, and other public facilities in development plans.	Land Use Actions	Dinwiddie County	Ongoing	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	7.3	Require adequate services and facilities in residential developments by continuing to enforce the Subdivision Ordinance. Continue monitoring the Subdivision Ordinance to facilitate the provision of necessary services such as water, sewer, and pedestrian infrastructure.	Land Use Actions; Ordinance Updates	Dinwiddie County	Ongoing	Dinwiddie County (Comprehensive Plan, Zoning Ordinance, Subdivision Ordinance)
	7.4	Review and amend the Zoning and Subdivision Ordinances on an annual basis to implement the land use strategies outlined in the Comprehensive Plan.	Land Use Actions	Dinwiddie County	Ongoing	Dinwiddie County (Comprehensive Plan, Zoning Ordinance, Subdivision Ordinance)
	7.5	Direct road improvements and sewer and water line extensions to the County's growth centers.	Capital Projects	Dinwiddie County	Medium - High	VDOT; DCWA; Dinwiddie County (Capital Improvement Plan, Comprehensive Plan, Zoning Ordinance)
	7.6	Direct new development to areas planned for future growth.	Plans and Studies; Land Use Actions	Dinwiddie County	Ongoing	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	7.7	Conduct a Build-Out Analysis in areas planned for future growth, based on existing zoning and planned future land use.	Plans and Studies	Dinwiddie County	Medium	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	7.8	Encourage future commercial and industrial development around Interstate 85 interchanges to maximize efficiency in the existing road network and discourage vehicular traffic in rural areas.	Plans and Studies; Land Use Actions	Dinwiddie County	Ongoing	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	7.9	Consider developing a small area plan detailing future growth and development in the northern area of the County.	Plans and Studies	Dinwiddie County	High	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	7.10	Explore opportunities for transit-oriented development (TOD) as part of redevelopment efforts in the northern area of the County.	Land Use Actions; Plans and Studies	Dinwiddie County	Low	Dinwiddie County; CPDC; VDOT; DRPT

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
<i>Regional Land Use</i>	7.11	Continue to partner with the Town of McKenney, Fort Barfoot, the Crater Planning District Commission, and neighboring localities on regional land use studies and initiatives.	Partnerships	Dinwiddie County; Regional and Institutional Partners	Ongoing	Dinwiddie County; Town of McKenney; Fort Pickett MTC; CPDC
	7.12	Work with the Town of McKenney to attract compatible and creative development and infill that contributes to mutually beneficial economic and community vitality.	Partnerships	Dinwiddie County; Regional and Institutional Partners	Ongoing	Dinwiddie County; Town of McKenney; VMS
<i>Rural Villages and Landscapes</i>	7.13	Consider adopting a Rural Villages Overlay District in the Zoning Ordinance that includes historic preservation and architectural design guidelines.	Ordinance Updates	Dinwiddie County	Low	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	7.14	Encourage revitalization, repurposing, and rehabilitation of existing structures by promoting available resources, such as grants and tax credits, and pursuing funding to support such efforts.	Community Education; Partnerships	Dinwiddie County; Regional and Institutional Partners	Ongoing	DHCD; DHR; Virginia Housing
	7.15	Continue to support the work of conservation organizations in establishing and holding conservation easements and limiting development in rural areas.	Partnerships	Dinwiddie County; Regional and Institutional Partners	Ongoing	DCR; VOF
	7.16	Encourage the location and continuation of agriculture related uses which support the agricultural economy and contribute to preservation of rural character.	Partnerships	Dinwiddie County	Ongoing	4-H; VCE; USDA; VEDP
	7.17	Continue to balance the larger mass of natural resources with new employment opportunities.	Land Use Actions; Plans and Studies	Dinwiddie County	Ongoing	Dinwiddie County (Comprehensive Plan); Dinwiddie County Economic Development; CPDC; Chamber of Commerce

CHAPTER 8

STRATEGIES FOR SUPERIOR COMMUNITY FACILITIES

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
<i>Community Facilities</i>						
<i>Community Facilities and Services</i>	8.1	Enhance the Government Center and Historic Dinwiddie Courthouse area as a central hub for County activities, tourism, and recreation. Increase pedestrian safety and connectivity between these civic centers.	Plans and Studies; Capital Projects	Dinwiddie County	High	Cameron Foundation; Dinwiddie County Economic Development; Dinwiddie County Parks and Recreation; VDOT
	8.2	Pursue opportunities to add additional recreation amenities to existing public lands and facilities, including school buildings and grounds and other County-owned properties.	Plans and Studies; Capital Projects	Dinwiddie County	High	Dinwiddie County Parks and Recreation; DCPS; Dinwiddie County (Comprehensive Plan and Capital Improvement Plan)
<i>Public Schools</i>	8.3	Complete the public school capital improvements identified in the 2016 School Facility study.	Capital Projects	Dinwiddie County	High	DCPS; Dinwiddie County (Comprehensive Plan and Capital Improvement Plan)
	8.4	Maintain public school facilities to provide state-of-the-art education, ensure student safety, and enhance community connections.	Capital Projects	Dinwiddie County	Ongoing	DCPS; Dinwiddie County (Comprehensive Plan and Capital Improvement Plan)
	8.5	Update the public school enrollment projection study to support future capital planning efforts.	Plans and Studies	Dinwiddie County	Medium	DCPS
	8.6	Expand the use of innovative technologies throughout the school system to enhance and expand teacher and staff capabilities.	Capital Projects; Programs and Services	Dinwiddie County	Medium	Cameron Foundation; Dinwiddie County (Capital Improvement Plan, Comprehensive Plan); DCPS; E-Rate Program & Funding
<i>Public Safety</i>	8.7	Implement the Fire and EMS strategic plan recommendations to address current and projected needs.	Plans and Studies; Capital Projects	Dinwiddie County; Dinwiddie County Fire and EMS	High	Dinwiddie County Fire and EMS; Dinwiddie County (Capital Improvement Plan)
	8.8	Plan and develop a new fire station in the vicinity of Dinwiddie County Airport.	Capital Projects	Dinwiddie County	Medium	Dinwiddie County Fire and EMS; Dinwiddie County Airport
	8.9	Plan and develop a new fire and rescue training facility.	Capital Projects	Dinwiddie County	High	Dinwiddie County Fire and EMS; Dinwiddie County (Capital Improvement Plan)
	8.10	Continue to work with the Sheriff's Department and the Fire & EMS Department to monitor, maintain, and improve service levels.	Plans and Studies; Capital Projects	Dinwiddie County	Ongoing	Dinwiddie County Sheriff's Department; Dinwiddie County Fire and EMS; Dinwiddie County (Capital Improvement Plan)
	8.11	Ensure that new development does not degrade response time beyond acceptable service levels.	Land Use Actions	Dinwiddie County; Dinwiddie County Fire and EMS	Ongoing	Dinwiddie County Fire and EMS

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
Libraries	8.12	Work with the Appomattox Regional Library System to expand meeting space at the Historic Dinwiddie Courthouse branch.	Partnerships	Dinwiddie County; Regional and Institutional Partners	Low	ARLS
	8.13	Continue to promote, support, and provide ample funding for the Appomattox Regional Library System.	Partnerships; Capital Projects	Dinwiddie County; Regional and Institutional Partners; Non-Profit Organizations	Ongoing	ARLS; Dinwiddie County (Capital Improvement Plan)
Infrastructure	8.14	Develop a water and wastewater infrastructure plan to detail current facility conditions.	Plans and Studies	Dinwiddie County; DCWA	High	DCWA
	8.15	Extend public water and sewer services to communities with gaps in service when health threats necessitate action or when growth and development are desirable.	Capital Projects	Dinwiddie County BOS; DCWA	High	DCWA
	8.16	Evaluate current and projected waste management services and plan for any necessary expansions or development of the County's drop sites and landfill.	Plans and Studies; Capital Projects	Dinwiddie County	Low	Dinwiddie County Public Works
	8.17	Continue Countywide efforts to reduce waste and increase recycling.	Programs and Services	Dinwiddie County; Regional and Institutional Partners	Ongoing	Dinwiddie County Public Works
	8.18	Support the continued improvement and development of advanced communication infrastructure including broadband, wireless internet, and telecommunications.	Capital Projects	Dinwiddie County; State and Federal Agencies	High	Dinwiddie County Administration; GO Virginia; DHCD; VATI
	8.19	Promote and support outreach, education, and technical support regarding the expansion of broadband internet connection, cost, and access.	Programs and Services	Dinwiddie County	High	Dinwiddie County Administration; CPDC; DHCD; VATI
Future Planning and Partnerships	8.20	Create a comprehensive inventory of community facilities with construction dates, current condition, capacity, and potential future demands for assessment and incorporation into capital improvement plans.	Plans and Studies; Capital Projects	Dinwiddie County	High	Dinwiddie County (Comprehensive Plan and Capital Improvements Plan)
	8.21	Ensure that the County's Capital Improvements Plan aligns with the goals and strategies of the Comprehensive Plan.	Plans and Studies	Dinwiddie County	Ongoing	Dinwiddie County (Comprehensive Plan and Capital Improvements Plan)
	8.22	Develop a comprehensive maintenance schedule for County facilities to protect existing investments and prevent potential maintenance issues.	Plans and Studies	Dinwiddie County	Medium	Dinwiddie County Administration; Dinwiddie County Public Works
	8.23	Coordinate with Dinwiddie County Public Schools and other appropriate agencies to annually update the Crisis Management Plan.	Plans and Studies; Partnerships	Dinwiddie County; DCPS	Ongoing	Dinwiddie County Administration; Dinwiddie County Fire and EMS; DCPS; Dinwiddie County Public Works

CHAPTER 9

STRATEGIES TO PRESERVE PARKS, RECREATION, AND CULTURAL RESOURCES

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
<i>Parks, Recreation, and Cultural Resources</i>						
<i>Parks, Trails, and Facilities</i>	9.1	Improve sidewalk and trail connectivity to recreational services.	Capital Projects	Dinwiddie County; Regional and Institutional Partners	High	VDOT; FOLAR; NPS
	9.2	Build a network of pedestrian and bicycle infrastructure connecting parks, recreational services, and cultural resources.	Capital Projects	Dinwiddie County; Regional and Institutional Partners	Low	VDOT; FOLAR; NPS
	9.3	Integrate ADA accessible amenities into park and facility design to ensure facilities are safe for users of all ages and abilities.	Capital Projects	Dinwiddie County	High	Dinwiddie County Parks and Recreation; DCPS
	9.4	Ensure new residential development provides or contributes to parks and recreation amenities for residents, through evaluating applications on a case-by-case basis.	Land Use Actions	Dinwiddie County	Ongoing	Dinwiddie County (Comprehensive Plan and Zoning Ordinance)
	9.5	Identify opportunities to partner with the County's major employers and corporations to facilitate the development of new parks and recreational amenities.	Capital Projects; Partnerships	Dinwiddie County; Regional and Institutional Partners	Medium	Dinwiddie County; CPDC; Chamber of Commerce; Major Employers
<i>Historic and Cultural Resources</i>	9.6	Preserve historic and culturally significant properties in Dinwiddie County.	Plans and Studies; Programs and Services	Dinwiddie County; Regional and Institutional Partners	Ongoing	Cameron Foundation; Dinwiddie County; Dinwiddie Historical Society; DHR; Preservation Virginia
	9.7	Identify, protect, and celebrate the County's Black heritage by conducting an inventory of designated associated historic properties and seeking their continued preservation and protection.	Plans and Studies; Programs and Services	Dinwiddie County; Regional and Institutional Partners; State and Federal Agencies	Low	Dinwiddie County; Dinwiddie Historical Society; DHR; Preservation Virginia
	9.8	Maintain and regularly update the County's inventory of historic sites and structures.	Plans and Studies	Dinwiddie County; Regional and Institutional Partners	Ongoing	Dinwiddie County; Dinwiddie Historical Society; DHR; Preservation Virginia; Private Landowners

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
<i>Historic and Cultural Resources</i>	9.9	Adopt zoning regulations, including Historic Overlay Districts and buffers where appropriate, to protect historic sites, structures, and their gateways.	Ordinance Updates	Dinwiddie County	Medium	Dinwiddie County (Zoning Ordinance)
	9.10	Support local, regional, and state efforts to develop and promote heritage and outdoor tourism opportunities in the County, such as the Appomattox River Trail and trails in Pamplin Historical Park.	Programs and Services; Partnerships	Dinwiddie County; Regional and Institutional Partners	Low	DHR; NPS; PARTC; FOLAR
	9.11	Continue preservation of battlefields and Civil War sites by leveraging available grants such as the Virginia Battlefield Preservation Fund offered by the Virginia Department of Historic Resources.	Programs and Services	Dinwiddie County; Regional and Institutional Partners	Ongoing	DHR; NPS
	9.12	Explore the feasibility of establishing a centralized heritage and cultural center to preserve all aspects of Dinwiddie County's history, including agriculture.	Plans and Studies	Dinwiddie County; Regional and Institutional Partners	Low	DHR; NPS; PARTC
	9.13	Explore opportunities to register remaining Rosenwald Schools with the Virginia Department of Historic Resources.	Programs and Services	Dinwiddie County; Regional and Institutional Partners	Low	DHR; Preservation Virginia
<i>Planning, Operations, and Maintenance</i>	9.14	Finalize the ongoing Parks and Recreation master plan and prioritize implementation of recommendations.	Plans and Studies	Dinwiddie County	High	Dinwiddie County Parks and Recreation; Dinwiddie County (Comprehensive Plan and Capital Improvement Plan)
	9.15	Prioritize regular maintenance and renovation of existing trails and ballfields.	Capital Projects	Dinwiddie County	Ongoing	Dinwiddie County Parks and Recreation
	9.16	Expand opportunities for water access along Lake Chesdin and the Appomattox River.	Capital Projects; Partnerships	Dinwiddie County; Regional and Institutional Partners	Medium	Dinwiddie County (Capital Improvement Plan); DCR; FOLAR
	9.17	Work with agencies, such as the Central Virginia Health Planning Agency and Virginia Department of Conservation and Recreation to seek grants, donations, and easements for new trails and recreational opportunities.	Programs and Services; Partnerships	Dinwiddie County; Regional and Institutional Partners	Medium	Dinwiddie County; CPDC; VDOT; Central Virginia Health Planning Agency; DCR

Focus Area	Strategy Number	Implementation Strategy	Implementation Type	Responsible Agency	Priority	Resources
Planning, Operations, and Maintenance	9.18	Engage community partners in park beautification and maintenance.	Partnerships	Dinwiddie County; Regional and Institutional Partners; Citizens	Ongoing	Dinwiddie County Parks and Recreation; FOLAR
	9.19	Prioritize recommended improvements to Appomattox Riverside Park and the Appomattox River Trail system, expanding water access as appropriate.	Plans and Studies; Capital Projects	Dinwiddie County; Regional and Institutional Partners	High	Dinwiddie County Parks and Recreation; FOLAR; DCR
	9.20	Support the development of the proposed East Coast Greenway.	Partnerships; Plans and Studies	Dinwiddie County; Regional and Institutional Partners	Low	Dinwiddie County (Comprehensive Plan and Capital Improvements Plan); East Coast Greenway
Advertising and Promotions	9.21	Develop an interpretive signage program for historic parks and selected sites.	Capital Projects	Dinwiddie County; Regional and Institutional Partners	Low	VDOT; PARTC; VTC
	9.22	Install wayfinding signage to more clearly identify recreation sites and promote park use.	Capital Projects	Dinwiddie County; Regional and Institutional Partners	Medium	VDOT; PARTC; VTC
	9.23	Increase advertising and promotion of existing parks, recreational facilities, and cultural resources.	Community Education	Dinwiddie County	High	Dinwiddie County Parks and Recreation

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Appendix

PLANTERS
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APPENDICES

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APPENDIX A | GLOSSARY OF TERMS

Accessory Dwelling Units (ADU) – A smaller, independent residential dwelling unit located on the lot of a detached single-family home. ADUs can be internal, attached, or standalone structures.

Adaptive Reuse – The renovation and reuse of pre-existing structures for new purposes.

Affordable Housing – Housing in which the occupant is paying no more than 30% of their gross income on housing costs, including utilities.

Agritourism – Used to describe any activity incidental to the operation of a farm that brings members of the public to the farm for educational, recreational, or retail purposes.

American Community Survey (ACS) – An ongoing survey, conducted by the U.S. Census Bureau, that provides demographic information on a yearly basis.

Americans with Disabilities Act (ADA) – A civil rights law that prohibits discrimination based on disability.

Best Management Practices (BMP) – Practice or combination of practices that is an effective, practicable means of preventing or reducing the amount of pollution in surface waters and groundwater systems generated by nonpoint sources.

Brownfield – A property on which the expansion, redevelopment, or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Brownfields are typically appropriate for industrial development or utility-scale solar energy facilities.

Buffer – An area of land established to separate land uses, or a natural area designed to intercept pollutants and manage other environmental concerns or provide for open space.

By-Right – A zoning designation in which projects that comply with the County's zoning standards receive approval without needing discretionary review.

Capital Improvement Plan (CIP) – A community planning and fiscal management tool used to coordinate the location, timing, and financing over capital improvements over a multi-year period.

Census – A national survey conducted every ten years of the U.S. population, recording various details of individuals and households.

Certificate of Occupancy – A certificate issued by a local authority indicating that a building meets building code requirements.

Cluster Development – A form of land development where principal buildings and structures are grouped together on a site, saving the remaining land for natural or open space.

Comprehensive Plan – A long-range plan intended to direct the growth and development of a locality.

Conditional Use Permits (CUP) – A discretionary permit that allows a use not allowed by-right in a particular zone on a parcel of land or property.

Conservation Easement – Voluntary, deed-restricting property amendments that limit the amount of development that can take place on a private parcel of land.

Cultural Resources – Sites, objects, landscapes, structures, or natural features associated with past human activity and of significance to a group of people traditionally associated with it.

Density – The average number of dwelling units per gross acre of land on a development site, including all land within the boundaries of the site for which the density is calculated.

Development – Any man-made changes to existing or proposed land use. Development activities can include land divisions, lot line adjustments, construction or alteration of structures, construction of roads and any other accessway, establishing utilities or other associated facilities, etc.

Easement – A grant by a property owner to use their land by another party for a specific purpose.

Ecological Cores – Large patches of natural land cover with at least 100 acres of unfragmented, interior conditions.

Enterprise Zone – A partnership between state and local government that encourages job creation and private investment.

Floodplain – A relatively flat or low land area adjoining a river, stream, or watercourse which is subject to partial or complete inundation; or an area subject to the unusual and rapid accumulation of run-off or surface waters from any source.

Forest Conservation Value – A tool designed by the Virginia Department of Forestry (VDOF) to strategically identify the highest priority forestland for conservation in Virginia.

Franchise Architecture – Building design that is trademarked or identified with a particular chain or corporation and is generic in nature.

Future Land Use Map (FLUM) – A map of a locality to demonstrate the desired use, intensity, and density of development in the locality over the timeframe of the Comprehensive Plan.

Grayfield – Describes underperforming, obsolete, and often vacant or deteriorating commercial centers. They range in size from small strip centers, to abandoned big box buildings, to entire regional malls.

Horizontal Mixed-Use – Refers to multiple uses in separate structures or a consolidated single-story structure on a single property.

Insurance Services Office (ISO) Rating – A score from 1-10 that indicates how well-protected your community is by the fire department, with the lower numbers indicating better protection.

Land Use – The occupation or use of land or water area for any human activity or any purpose defined in a comprehensive plan.

Land Use Plan – A basic element of a Comprehensive Plan that designates the present and future location, form, class, and extent (size) within a planning jurisdiction for residential, commercial, industrial, and institutional use or reuse. The land use plan includes the Future Land Use Map and a written description of the different land use areas or districts.

Manufactured Housing – A single-family dwelling unit, built on a permanent chassis, that is transportable in one or more sections.

Mixed-Use – Pedestrian friendly development that blends two or more residential, commercial, cultural, institutional, and/or industrial uses.

Open Space – An area or portion of land, either landscaped or essentially unimproved and which is used to meet human recreational or spatial needs, or to protect water, air, or plant areas.

Ordinance – A law or decree by a municipality.

Pedestrian-Oriented Development – Development designed with an emphasis primarily on the sidewalk and on pedestrian access to the site and building, rather than auto access and parking areas. The development should have all or some of these characteristics: well-maintained and continuous wide sidewalks, well-lit streets, high street connectivity, a safety barrier between pedestrians and motorized vehicles, minimal building setbacks, and cleanliness.

Permeable Pavers – Pavers separated by joints filled with crushed aggregate that allow water to pass around the pavers and drain into the ground underneath.

Planned Unit Development (PUD) – A flexible zoning technique for reviewing and approving large development projects controlled by a master development plan. Planned Unit Developments typically integrate a variety of residential uses, as well as open space and limited commercial uses.

Redevelopment – The process of reconstruction in an area that is not making effective and efficient use of the land or is in substandard condition.

Rural Character – A predominant visual landscape of open spaces, forests, and farms and the activities which preserve such features. It balances environmental, forest, and farm protection with rural development and recreational opportunities.

Short-Term Rentals – Any occupancy of a dwelling for a period of typically 30 consecutive days or fewer in exchange for payment. Though residential units by design, they can act like hotels in their impact on a community.

Six-Year Improvement Program (SYIP) – A state document that outlines planned spending for transportation projects proposed for development or study over the next six years.

Streetscaping – Elements to improve the appearance and experience within a particular corridor or street, including but not limited to traffic management, sidewalk conditions and materials, landscaping, lighting, benches, garbage cans, and signage.

Subdivision Ordinance – Specifies the standards for drawing and recording a plat, and requirements for public improvements necessary to make the property suitable for development.

Traffic Calming – Design and management strategies that aim to balance vehicular traffic on streets with other users by incorporating design features to slow motor vehicles and improve the environment for pedestrians and cyclists.

Urban Development Areas (UDA) – An area designated by a locality that is appropriate for higher density or redevelopment and coordinates land use and transportation. UDAs are designated in accordance with Code of Virginia regulations.

Utility-Scale Solar – Large-scale solar facilities that generate energy to connect into the local power grid.

Vertical Mixed-Use – Refers to multiple uses in a single building with multiple stories.

Wayfinding – A system of gateway signs, vehicular and/or pedestrian sign systems, or area-specific identification signs that help orient residents and visitors while promoting civic pride and enhancing community character.

Wildlife Corridor – A strip of natural habitat connecting populations of wildlife otherwise separated by roads, residential development, etc.

Workforce Housing – Housing options that are affordable to the County's essential workforce, such as first responders and educators.

Zoning Ordinance – Municipal law that outlines permitted uses and development standards for various sections of land.



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APPENDIX B | DINWIDDIE COUNTY FACILITY INVENTORY

General Administration Buildings

County Facility	Location	Date of Construction	Date of Most Recent Modification
Dinwiddie County Government Center	14010 Boydton Plank Road Dinwiddie, VA 23841	January 1, 2019	
Pamplin Building	14016 Boydton Plank Road Dinwiddie, VA 23841	July 1, 1978	April 16, 2019
Information Technology	13910 Courthouse Road Dinwiddie, VA 23841	July 1, 1973	August 9, 2002
Brick House	13814 Courthouse Road Dinwiddie, VA 23841	January 1, 1950	
Dinwiddie County Courthouse	14008 Boydton Plank Road Dinwiddie, VA 23841	July 1, 1998	
Historic Dinwiddie County Courthouse	14101 Boydton Plank Road Dinwiddie, VA 23841	1851	March 18, 2003

Public Safety Facilities

County Facility	Location	Date of Construction	Date of Most Recent Modification
Public Safety Building	13850 Courthouse Road Dinwiddie, VA 23841	July 1, 1973	July 1, 2018
Sheriff's Office Training Center	10209 Boydton Plank Road Dinwiddie, VA 23841		
Vacant Sheriff's Office	14230 Sycamore Drive Dinwiddie, VA 23841	July 1, 1965	February 10, 1998
Dinwiddie Fire Station	13516 Boydton Plank Road Dinwiddie, VA 23841	November 30, 1999	
Ford Fire Station	13402 Cox Road Church Road, VA 23833	February 27, 2011	
McKenney Fire Station	10507 Doyle Boulevard McKenney, VA 23872	November 30, 1999	
Namozine Fire Station	3913 Pelham Avenue N Dinwiddie, VA 23803	July 1, 1988	January 31, 2019
Old Hickory Fire Station	25813 Courthouse Road Stony Creek, VA 23882	July 1, 1978	January 11, 2017

General Recreation Facilities

County Facility	Location	Date of Construction	Date of Most Recent Modification
Eastside Enhancement Center	7301 B Boydton Plank Road N Dinwiddie, VA 23803		May 2, 2017
Dinwiddie Sports Complex	5850 R. B. Pamplin Drive Sutherland, Virginia 23885	July 1, 2011	July 21, 2015
McKenney Gym	10207 Melvin B Alsbrooks Ave McKenney, VA 23872		2016
Ragsdale Community Center	20916 Old School Rd McKenney, VA 23872	1960s	May 2, 2017

Public Works and Waste Management Facilities

County Facility	Location	Date of Construction	Date of Most Recent Modification
Dinwiddie County Waste Management	10817 Wheelers Pond Road Dinwiddie, VA 23841		January 7, 1998

Public Works and Waste Management Facilities, Cntd.

County Facility	Location	Date of Construction	Date of Most Recent Modification
Rohoic Convenience Center	22578 Airport Drive N Dinwiddie, VA 23803		March 29, 2013
McKenney Convenience Center	11206 Marguerita D Ragsdale St McKenney, VA 23872		
Old Hickory Convenience Center	19522 McKenney Highway Stony Creek, VA 23882		
Hart Road Convenience Center	19900 River Road Sutherland, VA 23885		
Dinwiddie Convenience Center	13542 Boydton Plank Rd Dinwiddie, VA 23841		
Old Stage Convenience Center	14475 Old Stage Rd Dinwiddie, VA 23841	March 21, 2014	
Ford Convenience Center	8701 Claystreet Road Ford, VA 23850	September 19, 2016	
Wilson Convenience Center	2025 Springston Road Wilson, VA 23894	October 1, 2018	
Gov't Center Pump House	14012 Boydton Plank Road Dinwiddie, VA 23841		

Dinwiddie County Public Schools

County Facility	Location	Date of Construction	Date of Most Recent Modification
Dinwiddie Middle School	11608 Courthouse Road, Dinwiddie, VA 23841	July 1, 1965	July 22, 2010
Dinwiddie Elementary School	13811 Boydton Plank Road, Dinwiddie, VA 23841	July 1, 1939	July 1, 2008
Midway Elementary School	5511 Midway Road, Church Road, VA 23833	1936 (main building)	November 7, 2002
Southside Elementary School	10305 Boydton Plank Road, Dinwiddie, VA 23841	July 1, 1973	July 22, 2010
Sunnyside Elementary School	10203 Sunnyside Road, McKenney, VA 23872	July 1, 1982	December 12, 2008
Sutherland Elementary School	6000 R.B. Pamplin Drive Sutherland, Virginia 23885		
Dinwiddie High School	11501 Boisseau Road, Dinwiddie, VA 23841	June 30, 2010	

SOURCE: Dinwiddie County, 2023.

NOTE: If no date is provided under the "Date of Construction" column, it means the date was not available as of April 30, 2023. If no date is provided under the "Date of Most Recent Modification" column, it means that the facility has not yet been substantially modified as of April 30, 2023.



APPENDIX C | DINWIDDIE COUNTY SIX-YEAR IMPROVEMENT PLAN (SYIP)

Map ID	UPC	Description	Scope of Work	Estimate	Previous	FY2023	FY24-28	Balance
1	111634	#SMART18 - Route 1 and Courthouse Rd (Route 627) Int. Realignment	Safety	\$1,045,000	\$912,000	\$150,000	0	(\$2,000)
2	115407	#SMART20 - Route 600/ Route 601 Roundabout	Safety	\$3,700,000	\$367,000	\$183,000	\$3,150,000	0
3	112719	Route 609 - Cherry Hill Road - Rural Rustic	Resurfacing	\$284,000	0	\$147,000	\$138,000	(\$2,000)
4	T26698	#SGR23VB - Route 639 Wilson Road (FED ID 6064) BR	Bridge Replacement w/o added capacity	\$7,993,000	0	0	\$6,463,000	\$1,530,000
5	T26964	#BF - Route 659 - Bridge Replacement (Off-System)	Bridge Replacement w/o added capacity	\$2,554,000	0	\$2,554,000	0	0
6	112718	Route 664 - Reese Road - Rural Rustic	Resurfacing	\$160,000	0	\$29,000	\$133,000	(\$2,000)
7	109230	Route 670 (Duncan Road) Curve Realignment	Safety	\$3,945,000	0	0	\$2,768,000	\$1,178,000
8	113422	Route 709 - Shippings Road - Rural Rustic	Resurfacing	\$355,000	0	0	\$357,000	(\$2,000)

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Prepared By:

