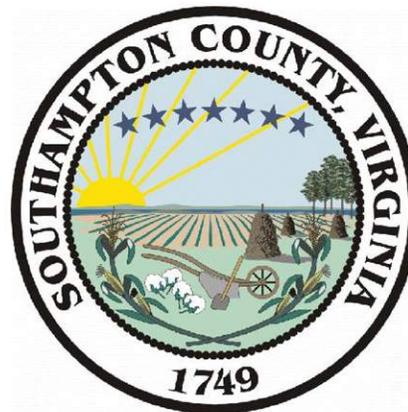




2015-2025 Southampton County COMPREHENSIVE PLAN



ADOPTED JUNE 22, 2015

VISION 2025

**THE SOUTHAMPTON COUNTY
COMPREHENSIVE PLAN**

**Adopted by the Board of Supervisors of Southampton County, Virginia
June 22, 2015**

**Prepared by the
Southampton County Planning Commission
with contributions from staff of the
Hampton Roads Planning District Commission and
Hampton Roads Transportation Planning Organization**

June 2015

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TABLE OF CONTENTS

INTRODUCTION	v
History and Culture	vi
Physical Setting	ix
Purpose and Authority	x
Methodology	x
Format	x
Citizen Participation	xii
Planning History	xii
CHAPTER 1 – POPULATION	
Introduction	1-1
Trends	1-1
Age, Race, and Sex	1-2
Marital Status, Households, and Families	1-3
Population Projections	1-5
CHAPTER 2 – HOUSING	
Introduction	2-1
Housing Inventory	2-1
Housing Conditions, Costs, Occupancy	2-2
New Housing Construction	2-3
Rental Housing	2-4
Housing Distribution and Age	2-4
Housing Projections	2-5
CHAPTER 3 – ECONOMY	
Introduction	3-1
Labor Force and Unemployment	3-5
Agriculture	3-9
Income and Poverty	3-10
Conclusions	3-12
CHAPTER 4 – TRANSPORTATION	
Introduction	4-1
Existing Roadway System	4-1
2035 Rural Long Range Plan	4-3
Hampton Roads Rural Safety Study	4-8

Other Transportation Systems	4-10
Planned and Recommended Improvements	4-12
Summary	4-16

CHAPTER 5 – EDUCATION

Introduction	5-1
Elementary and Secondary Education	5-1
Enrollment	5-2
Student Performance	5-2
Higher Education	5-4
Career and Technical Education	5-4
Revenues and Expenditures	5-4
Future Capital Needs	5-5

CHAPTER 6 – COMMUNITY FACILITIES

Introduction	6-1
Local Government	6-1
Public Safety	6-1
Health Care	6-2
Libraries	6-3
Parks and Recreation	6-3
Historic Resources	6-6
1831 Insurrection Trail	6-7
Solid Waste Management	6-8
Water and Wastewater Facilities	6-10

CHAPTER 7 – ENVIRONMENT

Introduction	7-1
Climate	7-1
Air Quality	7-3
Topography, Geology, and Soils	7-4
Wetlands and Floodplains	7-5
Climate Change	7-8
Agricultural and Forest Lands	7-10
Surface Water Resources	7-11
Ground Water Resources	7-15
Stormwater Management	7-17
Natural Heritage Resources	7-18
Open Space and Recreation	7-19
Strategic Planning	7-19

CHAPTER 8 – LAND USE AND GROWTH MANAGEMENT

Introduction	8-1
Land Use	8-3
Agricultural/Forest/Open Space/Rural Residential	8-5
Low Density Residential	8-5
Medium Density Residential	8-6
Manufactured Home Parks	8-6
Commercial	8-7
Mixed Use	8-7
Employment Center	8-7
Industrial	8-8
Institutional	8-8
Conservation Overlay	8-9
Growth Management	8-9
Planning Areas	8-10
Community Areas	8-13
Conclusion	8-14

CHAPTER 9 – GOALS AND IMPLEMENTATION STRATEGIES

Introduction	9-1
Guide for Land Use Decision Making	9-1
Goals and Implementation Strategies	9-3
Agriculture and Forestry	9-4
Education	9-6
Economic Development	9-6
Environment	9-8
Recreation	9-10
Transportation	9-11
History and Culture	9-12
Community	9-13
Growth Management	9-17
Existing Development Management Program	9-20
Additional Implementation Tools	9-23
Implementation Action Plan and Schedule	9-28

LIST OF FIGURES

New Construction Activity, 2009-2011	2-4
Year of Construction	2-5

Annual Percentage Change in Gross Product	3-1
Year-over-year Change in Non-farm Employment	3-2
Seasonally Adjusted Defense Outlays	3-3
Deseasonalized Taxable Hotel Receipts	3-4
Per Capita Income	3-5
Labor Force and Employment	3-6
Distribution of Employment by Industry	3-7
Employment by Category	3-9
Median Household Income	3-11
Poverty Rates	3-12
Solid Waste Quantities	6-9
Historical Storm Tracks	7-3
Flood Zones	7-6
Flood Zones Within and Around Courtland	7-7
Flood Zones Within and Around Boykins	7-7
Areas Exposed to One Meter of Sea Level Rise	7-10
Land Cover	7-11
Southeaster Virginia Aquifer System	7-16
Forecasts	8-2

LIST OF TABLES

Population Growth	1-1
Comparative Population Data	1-3
Marital Status	1-4
Family Type and Presence of Children	1-4
Housing Stock	2-1
General Housing Characteristics	2-2
Largest Employers	3-8
Average Daily Traffic Volumes, 2006-2012	4-2
Rural Long Range Plan Recommendations	4-6
Regional Crash Data	4-9
Crash Countermeasures	4-10

Secondary Road Construction Priorities	4-13
Age of Bridges	4-14
Structurally Deficient Bridges	4-14
Fracture Critical Bridges	4-15
Bridge Sufficiency Ratings	4-15
VDOT Health Index	4-16
Six Year Improvement Plan Bridges	4-16
Standard of Learning Pass Rates, 2008-2011	5-3
Public School Revenues, 2014-15	5-4
Public School Budget, 2014-15	5-5
National Register of Historic Places	6-7
Solid Waste Collection Sites	6-9
Regional Water Utilities	6-10
Regional Wastewater Systems	6-11
Exposure to One Meter of Sea Level Rise	7-9
Impaired Waters, 2012	7-13
Action Plan and Schedule	9-28

LIST OF MAPS

Population Change, 2000-2010	Map 1-1
Population Density by Census Block	Map 1-2
Median Age by Census Block	Map 1-3
Households by Census Block	Map 1-4
Projected Population Change	Map 1-5
Median Home Value by Block Group	Map 2-1
Secondary Road Network	Map 4-1
Primary Road Network	Map 4-2
Proposed Route 460 Alignment	Map 4-3
Transportation Plan	Map 4-4
Soil Types	Map 7-1
National Wetlands Inventory	Map 7-2
Land Cover	Map 7-3

Major Drainage Basins	Map 7-4
Impaired Waterways	Map 7-5
Natural Heritage Resources	Map 7-6
Regional Green Infrastructure Network	Map 7-7
Current Land Use	Map 8-1
Future Land Use	Map 8-2
Future Land Use, Ivor Planning Area	Map 8-2a
Future Land Use, Courtland Planning Area	Map 8-2b
Future Land Use, Boykins-Branchville- Newsoms Planning Area	Map 8-2c
Future Land Use, Sedley Community Area	Map 8-2d
Future Land Use, Capron Community Area	Map 8-2e
Future Land Use, Drewryville Community Area	Map 8-2f
Revenue Sharing Areas	Map 8-3

Chapter 1 - POPULATION

Introduction

The character and dynamics of a locality's population are often good predictors of future development patterns, and can act as valuable planning tools for a community making decisions related to growth. Future land use patterns are based in part on the trends seen in the existing community, and involve an assessment of the need for housing, schools, public facilities, infrastructure, and other services. Southampton County is a traditionally rural locality and includes important transportation corridors connecting Hampton Roads with points to the west and the south, which influences the character of the County and its residents.

Using data from the U.S. Census Bureau, the Hampton Roads Planning District Commission, and local records, this chapter examines the most recent population estimates, population growth trends, and household information for Southampton County. The County is part of the Western Tidewater portion of the Hampton Roads Planning District Commission region, which also includes the cities of Franklin and Suffolk and the counties of Isles of Wight and Surry. The region is generally experiencing significant growth and in order to understand the dynamics affecting growth and development within Southampton County, this chapter also examines regional population trends.

Population Trends

Most localities in the Southampton County region experienced population growth throughout the period from 1970 to 2010 (Table 1-1), while County population remained virtually unchanged. The 2010 Census figures indicate that Isle of Wight County had the largest population increase in the region, up 93% since 1970. During the same period, the City of Suffolk also saw significant population growth, with an increase of 88% from 1970 to 2010. In addition, both the City of Franklin and Surry County experienced population growth, with increases of 25% and 20%, respectively.

	1970	1980	1990	2000	2010	Percent Change 1970 – 2010
Southampton County	18,582	18,731	17,550	17,482	18,570	0%
Franklin	6,880	7,308	7,864	8,346	8,582	25%
Isle of Wight County	18,285	21,603	25,053	29,728	35,270	93%
Suffolk	45,024	47,321	52,143	63,677	84,585	88%
Surry County	5,882	6,046	6,145	6,829	7,058	20%

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

From 2000 to 2010, population growth in Southampton was concentrated in the northern and central area, with growth also noted south and west of Courtland, with population decreasing in the western and southwestern portions of the County during that period (Map 1-1). Growth in the area north of Courtland was noted in the 2007 Comprehensive Plan, while decreases in population in the southwestern and central portions of the County were noted in that Plan based on the 1990 and 2000 Census.

Map 1-2 indicates the population density by Census Block from the 2010 Census, with most of the County having a density of 0.01-0.25 persons per acre. Areas including Courtland, portions of Ivor, Newsoms, and Boykins, the Sedley area, and scattered areas in the eastern part of the County having higher densities, from 1-5 persons per acre. Recent growth has replaced the losses from annexations into Franklin and the closing of one correctional facility and growth has continued to occur, but at a slow pace.

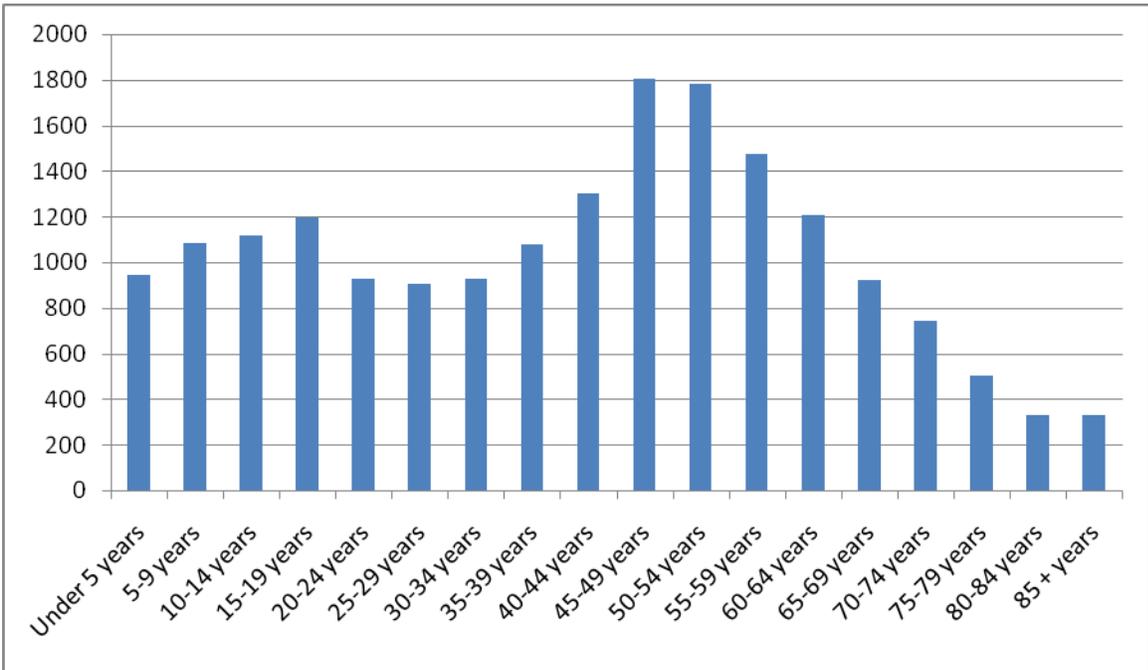
Map 1-4 indicates the number of households by Census Block, with most of the County having fewer than ten households per Census Block. The higher number of households per Census Block is located, among other areas, in the areas near Courtland, in the northeastern portions of the County near the Ivor area, and in the area closest to Franklin.

Age, Race, and Sex

Population trends in Southampton County indicate a declining average household size and a significantly increasing median age (Table 1-2), following recognized national trends. In 1970, the median age for County residents was 25.7 years. In 2010, the median age of the population had increased to 44.3 years, an increase of 18.6 years since 1970. In addition, the percentage of children age 14 and under has steadily decreased in the County. As with many other localities, the elderly population (65 years of age and older) has increased in Southampton County since 1980. The proportion of residents in that age category is significantly higher in Southampton County (15.2%) than in the surrounding Hampton Roads region (11.6%) or the State as a whole (12.2%). Figure 1.1 below illustrates the age distribution of County residents from the 2010 Census. Map 1-3 indicates the median age of County residents by Census Block, with a number of Census Blocks throughout the County with a median age over 65 shown in red. Census Blocks with a younger median age, under 21 years and 21-35 years, are more frequent in the southwestern portion of the County and in the area east of Ivor Road between Courtland and Ivor.

TABLE 1-2 COMPARATIVE POPULATION DATA SOUTHAMPTON COUNTY, VIRGINIA					
	1970	1980	1990	2000	2010
Population	18,582	18,731	17,550	17,482	18,570
Average Household Size (2006-10)	3.64	3.06	2.93	2.53	2.58
Median Age (years)	25.7	30.2	33.8	38.6	44.3
Percent children age 14 and under	31.4	20.7	19.2	18.6	16.9
Percent residents age 65 and older	NA	10.9	14.3	14.2	15.2

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



Source:

U.S. Bureau of the Census, 2010 Census of Population and Housing

The 2010 Census indicated that 60.4% (11,215) of Southampton County residents were white and 37.2% (6,916) were black, while 2.4% of the population fell into other race categories. Males accounted for 52.1% of the total population and females accounted for 47.9% of the total. The 2010 Census also indicated that 74.6% of the County population was born in Virginia.

Marital Status, Households, and Families

The 2010 Census indicated that slightly less than half of Southampton County residents 15 years old and older, approximately 48%, were married (Table 1-2). Never married residents accounted for about 28% of the population. Widowed residents accounted for about 7% of the population.

TABLE 1-2 MARITAL STATUS, 2010 SOUTHAMPTON COUNTY, VA		
Category	Number	Percentage
Population 15 years and over	15,370	100%
Never married	4,280	28%
Now married, except separated	7,434	48%
Separated	799	5%
Widowed	1,038	7%
Divorced	1,819	12%

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

According to the 2010 Census, there were 6,571 households in Southampton County with an average household size of 2.58 persons. Traditional married couple families accounted for 51% of all families in Southampton County in 2010 (Table 1-3). Single-parent households accounted for approximately 20% of all family households, while single adults living alone made up another 26% of the total. Per Census Bureau definitions, a family householder is a householder living with one or more individuals related to him or her by birth, marriage, or adoption. The householder and all of the people in the household related to him or her are family members. A nonfamily householder is a householder living alone or with nonrelatives only.

TABLE 1-3 FAMILY TYPE AND PRESENCE OF CHILDREN, 2010 SOUTHAMPTON COUNTY, VA	
Total households	6,571
Family households	4,658
With children under 18	1,842
Married –couple family	3,373
With children under 18	1,153
Male householder, no wife, family	319
With children under 18	211
Female householder, no husband, family	966
With children under 18	478
Householder living alone	1,712
65 years and over	751

Source: U.S. Bureau of the Census, 2006-2010 American Community Survey

The percentage of the Southampton County population living in family households was generally lower than the localities in the surrounding region, 65% compared to 73% in Suffolk, 67% in Surry County and 74% in Isle of Wight County. In addition, although the percentage of the Southampton County population in non-family households was very similar to its neighbors, the percentage of the population living in group quarters was significantly higher. Approximately 8.4% of the County population was institutionalized in 2010, which was significantly higher than in the Hampton Roads region (1.7%) and

the State as a whole (1.3%). Of the institutionalized population in the County, 99% were housed in correctional facilities. It's important to note that the Census Bureau includes people living in correctional institutions as residents of the County in which the institution is located.

Population Projections

Southampton County's population remained flat between 1970 and 2010. The population increase that occurred between 2000 and 2010 replaced the population loss that occurred between 1980 and 1990, due in part to annexation of portions of the County into the City of Franklin. Projections by the Hampton Roads Planning District Commission are useful when determining the foreseen rate of growth in the coming decades.

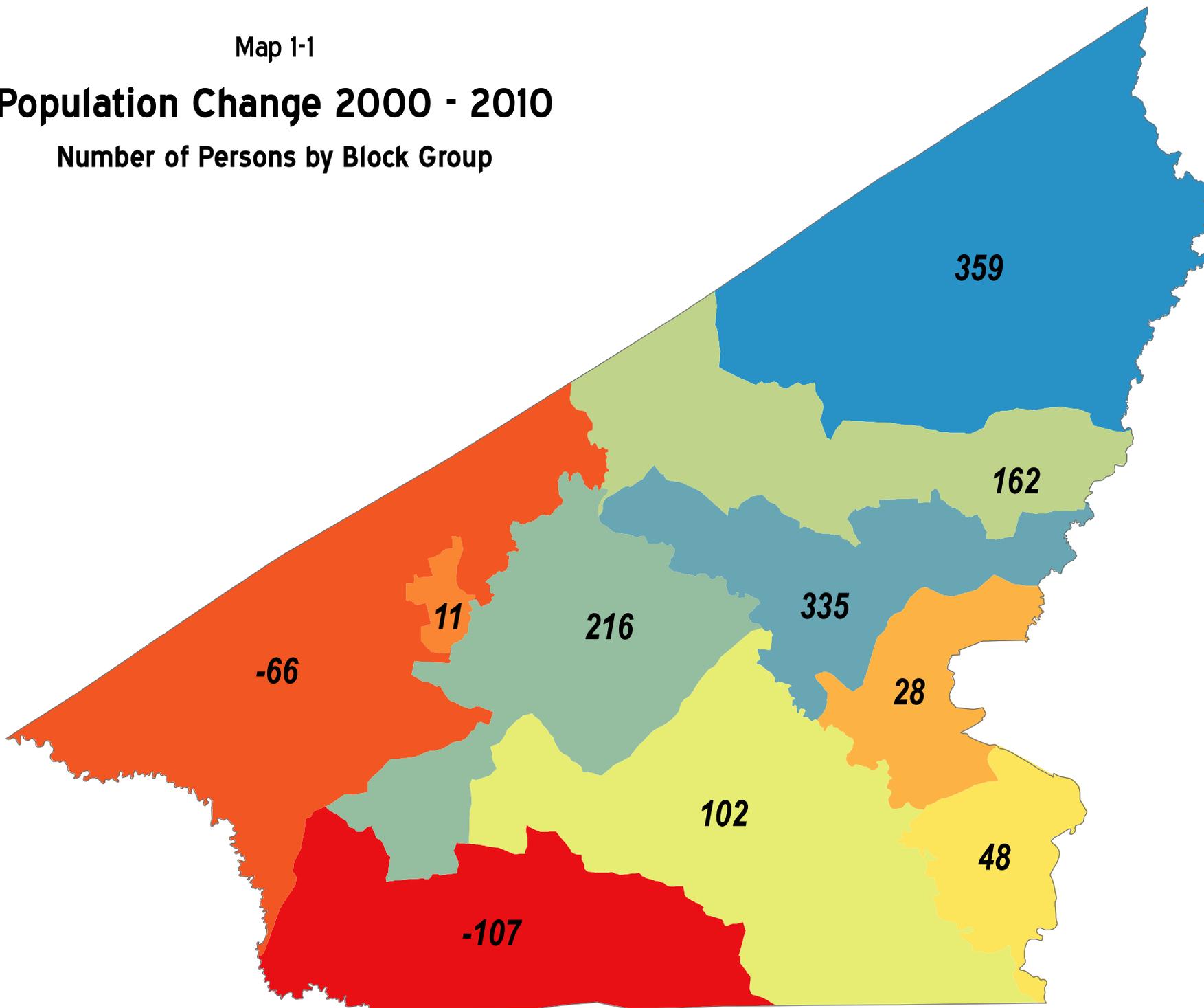
Projections provided by the Hampton Roads Planning District Commission, approved by the HRPDC Board December 2013, indicate that the County's population is projected to grow by 37% to 25,500 by 2040. A review of County population through Census records shows that the population has remained in the 17,500 to 18,800 range since the 1970 Census. Prior to that, County population had peaked at 27,555 in the 1920 Census, remained steady through the 1960 Census with a population of 27,195, and then began its decrease. The lowest population was noted in 2000, when the Census noted the population as 17,482. It rose to 18,570 in 2010, and is expected to continue to increase. While the projections from HRPDC indicate a population of approximately 25,500 by 2040 and that number is used for planning purposes, it is not expected that the County population will increase to that extent.

Surry County's population, a rural county like Southampton, is projected to grow by 23% by 2040, while Isle of Wight County and the City of Franklin are expected to grow by 78% and 25% respectively. Map 1-5 provides a graphic representation of the expected growth in the Hampton Roads area by locality. The growth forecast in Southampton County may influence decisions made with regard to real estate taxes, infrastructure and school construction, and land use decisions. Increased populations and increasing rates of growth to the east of Southampton County may influence population growth rates and patterns in the County, and growth is expected in Southampton County as well, although at a slower pace than some areas to the east.

Map 1-1

Population Change 2000 - 2010

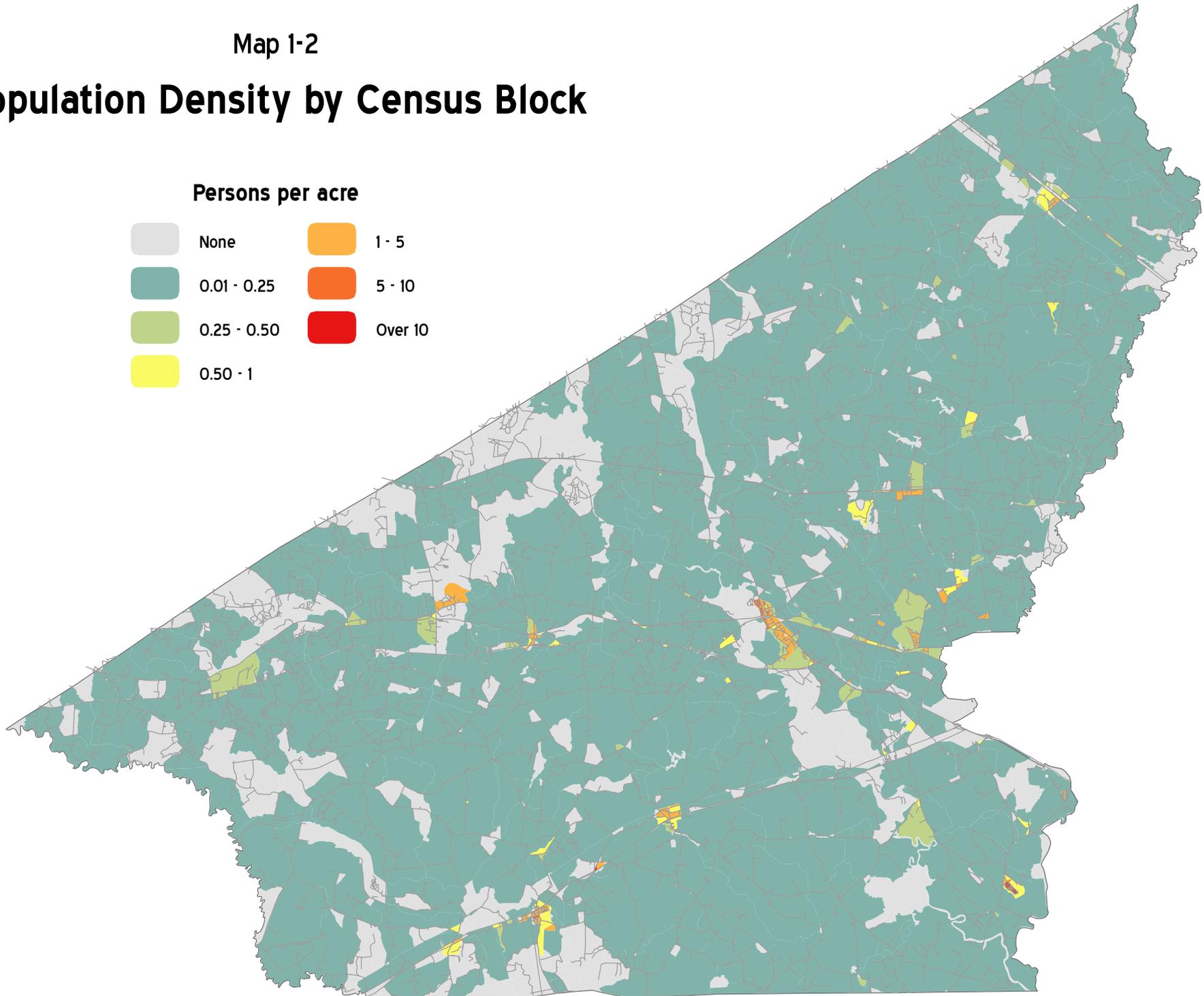
Number of Persons by Block Group



Map 1-2

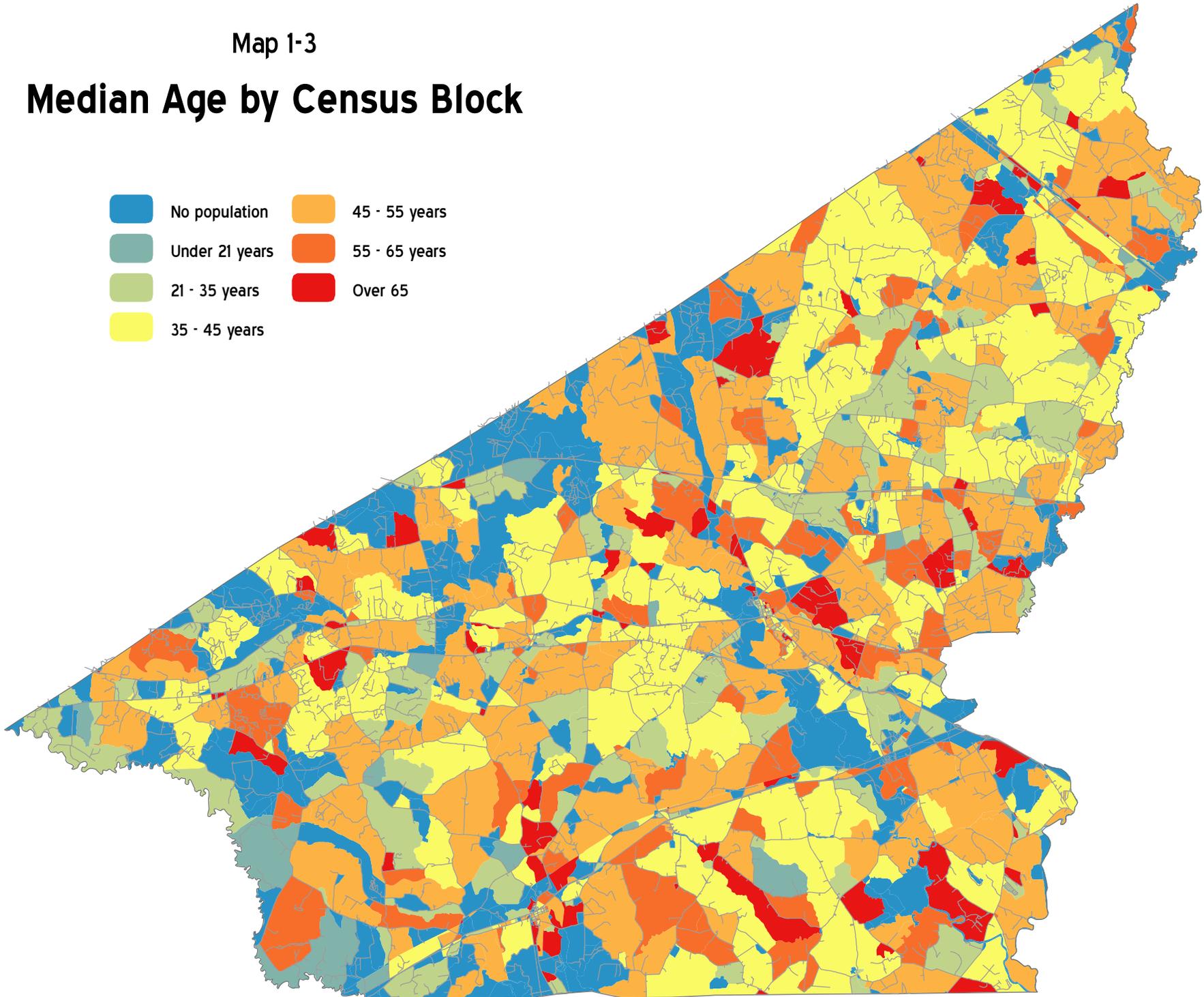
Population Density by Census Block

Persons per acre



Map 1-3

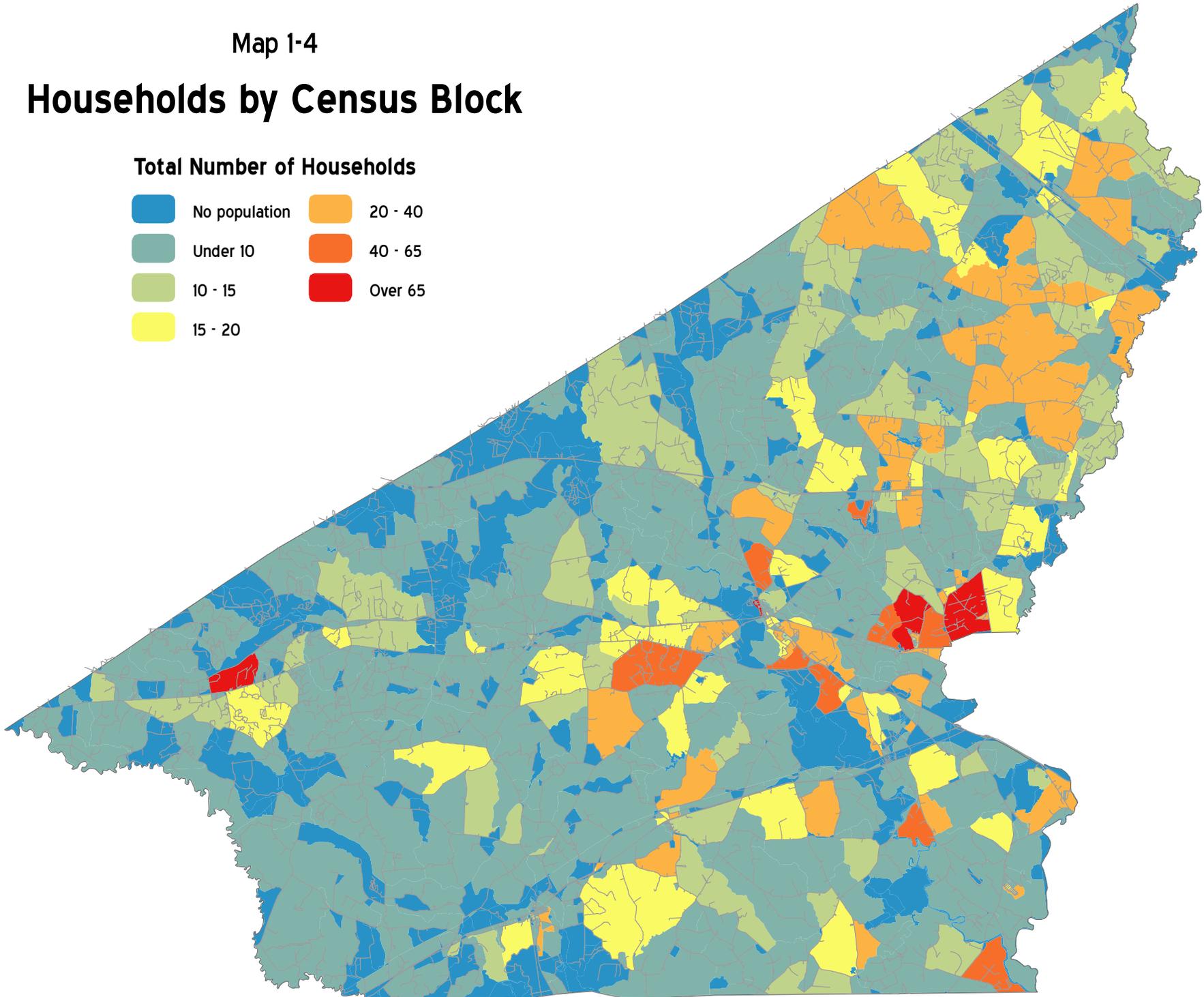
Median Age by Census Block



Map 1-4

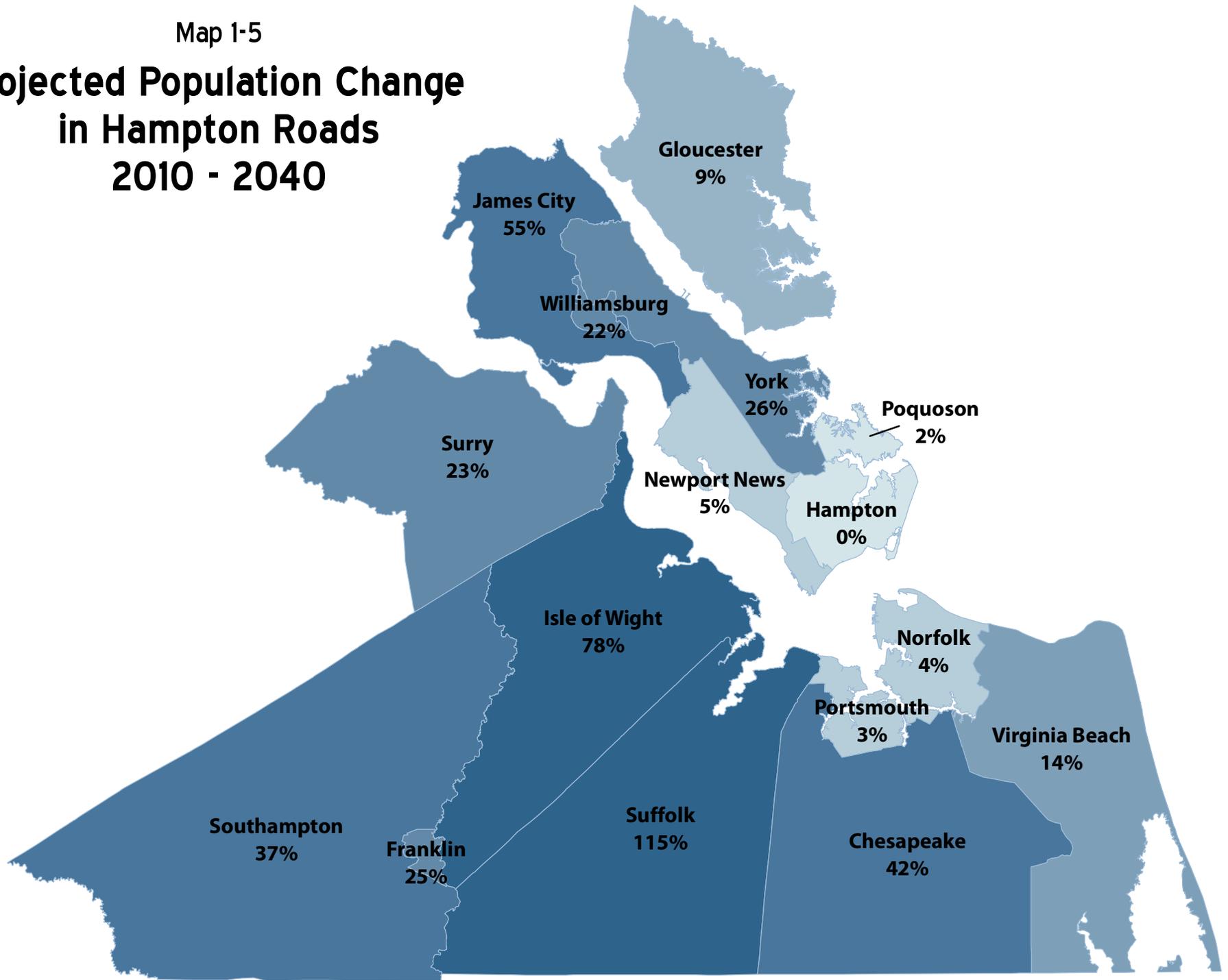
Households by Census Block

Total Number of Households



Map 1-5

Projected Population Change in Hampton Roads 2010 - 2040



Chapter 2 - HOUSING

Introduction

Single-family site-built homes dominate the housing market in Southampton County and the surrounding region. However, because rural communities with large areas of undeveloped land frequently offer more plentiful affordable home building sites than their urban or suburban neighbors, the manufactured home has become more common over the past several decades. Additionally, modular homes are becoming more popular and have changed over the years to perform and look like site-built homes and are considered by County development regulations the same as site-built homes. As housing demographics shift, a number of factors affecting housing availability and quality in the County should be considered. These include housing supply, substandard dwellings, and value.

Housing Inventory

The distribution of Southampton County's housing stock has changed from 1980 to 2010 as illustrated in Table 2-1. Single-family homes, which include both site-built and modular homes, are still the dominant housing type in the County, and they now account for 82% of the total housing stock. In the 2000 Census, single family homes accounted for 79% of the housing stock, so the percentage of single family homes has increased in the current Census. The total number of single family homes increased by 516 since the 2000 Census, equating to approximately 51 additional single family residences per year. The peak year for housing starts was 2005, with 166 new housing starts. The average over the most recent years is in the mid to upper 40s, with 2012 adding 45 residences. 29 of those were site-built or modular, with an average value of \$190,568. One was a duplex with a value of \$232,700, while the rest were manufactured homes. The total number of manufactured homes decreased by 45 since 2000, and the number of multi-family units decreased by 100.

Table 2-1
Southampton County Housing Stock
Occupied and Vacant

	Single Family Number	Single Family Percent	Multi- Family Number	Multi- Family Percent	Manufactured Home Number	Manufactured Home Percent	Total
1980	5,649	91%	195	3%	407	6%	6,251
1990	5,416	83%	235	4%	909	13%	6,560
2000	5,555	79%	312	4%	1,191	17%	7,058
2010	6,071	82%	212	3%	1,146	15%	7,429

Source: US Bureau of Census, Selected Housing Characteristics, 2000, 2010

Because manufactured homes often require less of an initial investment than site built or modular homes, they may represent an affordable alternative to traditional single-family site-built housing. Over the past several years, however, reduced mortgage lending rates may have lead to an increase in the number of potential homebuyers who were able to look at site-built or modular homes rather than manufactured homes. Indeed, the increased

availability, aesthetics, and acceptance of modular homes, which are accounted for in the single family home data, may have moved homebuyers from manufactured homes as well.

Housing Conditions, Costs, and Occupancy

Along with changes in the composition of Southampton County's housing stock, housing values rose from 2000 to 2010. Data from the 2000 Census indicate that the median value of all owner-occupied housing units was \$79,500, an increase of 41% over the median value of all owner-occupied units in 1990 (\$56,300). Data from the 2010 Census indicate that the median value of owner-occupied units again rose from 2000 to 2010 to \$149,200, an increase of 88% over the 2000 median value. Decreasing numbers of substandard dwelling units likely contributed slightly to the overall rise in housing values during this period. In addition, units lacking complete plumbing facilities accounted for only 2% of the total housing stock in 2010, down from 4% in 2000 (Table 2-2). Southampton County also experienced an increase in the percentage of owner-occupied housing in the 2010 census, up to 76% from the 74% rate in 2000. Finally, Table 2-2 indicates the number of vacant housing units in the County increased, but the percentage of vacant housing increased only slightly, up from 11% to 12% since 2000. The vacancy rate provided by the 2010 census for Virginia as a whole was 10.3%.

TABLE 2-2 GENERAL HOUSING CHARACTERISTICS SOUTHAMPTON COUNTY, VIRGINIA		
	2000	2010
TOTAL HOUSING UNITS	7,058	7,429
Total vacant housing units	779	858
Vacancy Rate	11%	12%
SELECTED CHARACTERISTICS		
Lack of complete kitchen facilities	155	55
Percent of total housing units	2%	1%
Lack of complete plumbing facilities	263	127
Percent of total housing units	4%	2%
OWNER OCCUPIED UNITS		
Percent of occupied housing units	74%	76%
RENTER OCCUPIED UNITS		
Percent of occupied units	26%	24%

Source: US Bureau of Census, Selected Housing Characteristics, 2000, 2010

In the period between 2006 and 2010, the median value of an owner-occupied housing unit in Southampton County was \$149,200 per the American Community Survey provided by the United States Census Bureau. The most-recurrent housing value, at 23% of the housing in the County, was the \$100,000-149,999 range. 19.7% of the owner-occupied homes in that time period were valued between \$200,000 and \$299,999, while 18.8% of the owner-occupied homes were valued in the \$50,000 to \$99,999 range.

Per the American Community Survey, during the 2006-2010 period 37.8% of the homeowners in the County spent between \$1,000 and \$1,499 per month on selected monthly homeowner costs including mortgage, taxes, insurance and utility costs. 22.8% of

County homeowners spent between \$700 and \$999 on similar costs, while 17.4% of homeowners spent between \$1,500 and \$1,900. A survey of the selected monthly homeowner costs as a percentage of household income finds that 32.4% of County homeowners spend less than 20% of their monthly incomes on such costs, while 23.5% spend 35% or more of their monthly income on such costs and 19.8% spend between 20% and 24.9%.

Map 2-1 illustrates home values in Southampton County from the 2008-2012 American Community Survey. According to this data, the majority of homes in the County were valued between \$100,000 and \$250,000. Homes valued at less than \$50,000 were more prevalent in the southwestern and southeastern areas as compared to other areas of the County, while homes valued at more than \$250,000 were generally located in the central and eastern areas.

New Housing Construction

The trend since 2009 has been that the number of building permits for new single family residential site-built or modular homes issued each year, the number of closings for new single family residential homes, and the average sales prices of new single family residential homes have fallen significantly in Southampton County. Isle of Wight permit numbers and closings have fallen as well, but have fallen at a lesser pace than Southampton County. Suffolk has seen reductions in the number of permits issued and the number of closings as well, but the average sales price for new homes in Suffolk has fallen less steeply than in Southampton County, Isle of Wight, and the Hampton Roads area as a whole. In fact, the average sales price of new homes in the Hampton Roads area as a whole has fallen 14% since 2009, while Southampton County's has fallen only 4.8%.

New Construction Activity 2009 to 2011

Number of Building Permits issued for new homes, not including manufactured homes	2009	2010	2011	% change 2009 to 2011
Franklin/Southampton County	59	46	32	-46%
Isle of Wight County	134	121	83	-38%
Suffolk	357	303	259	-27%
Hampton Roads	2,912	3,100	2,811	-3%
Number of real estate closing for new homes				
Franklin/Southampton County	29	16	9	-69%
Isle of Wight County	100	95	63	-37%
Suffolk	303	272	218	-28%
Hampton Roads	2,771	2,417	2,350	-15%
Average sales price of new homes, 2010 to 2011				
Franklin/Southampton County	NA	\$225,763	\$214,861	-4.8%
Isle of Wight County	NA	\$317,470	\$299,641	-5.6%
Suffolk	NA	\$301,694	\$296,328	-1.8%
Hampton Roads	\$358,884	\$320,040	\$309,238	-14%

Source: 2011 and 2012 Hampton Roads Real Estate Market Review. O.D.U. Center for Real Estate and Economic Development

Rental Housing

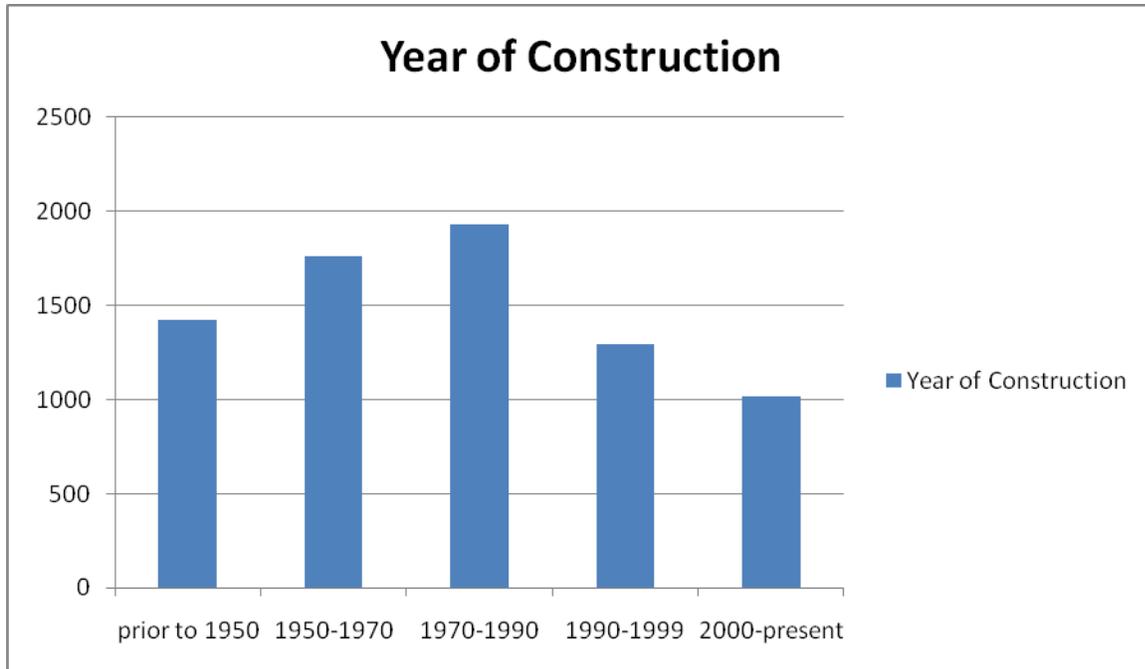
Of the 6,571 occupied housing units located in Southampton County in 2010, 24% (1,567 units) were renter-occupied. This is a significantly lower rate than that of the Hampton Roads region as a whole, where renters inhabit 32% of the occupied housing stock. Median gross monthly rent in Southampton County also compared favorably with the Hampton Roads region as a whole in 2010. The County reported a median rate of \$693 per month, compared to a median rent of \$715 in the Western Tidewater region and a median rate of \$896 for Hampton Roads as a whole. However, the County's median gross rent increased 70% in 2010 as compared with the median of \$409 reported in 2000.

Housing Distribution and Age

There are approximately 394,000 acres or 600 square miles of land in Southampton County. Currently, less than five percent of the County's land area is utilized for residential purposes. Most residential development is concentrated in towns, village centers, adjacent to the City of Franklin, and as strip development along the County's roads and highways.

The 2010 Census shows that the age distribution of residences throughout the County is relatively evenly spread throughout the years, except for a jump in the 1990s. Of the 7,429 residences in the County, 1,425 (19% of total) were built prior to 1950. Another 1,762 (24%) were built between 1950 and 1970. Of the residences existing today, 1,934 (26%)

were built between 1970 and 1990. During the ten year period encompassing the 1990s, 1,297 (17%) residences were built, while the remaining 1,013 (14%) were built between 2000 and the present.



2010 US Census

Housing Projections

Population projections provided by the Hampton Roads Planning District Commission forecast a growth in population to 25,000 by 2040. The same forecast includes a projection of 9,500 households in the County by 2040, an increase of 2,781 households. While the population and the number of households are projected to increase to this extent by HRPDC, it is seen as more likely for both the population and the number of new households to increase more slowly and more in line with recent history than projected. The need for new housing may be expected to be both replacements for the aging housing stock as well as housing for additional residents. New housing also may be seen as necessary to provide appropriate housing for an aging population that no longer needs or has the capacity to care for a home that is surrounded by acreage. The trend in many areas of the country to smaller, easier to care for homes, should be considered and encouraged as a means to provide housing appropriate to smaller families with older family members. It may also be appropriate to consider the inclusion of “granny flat”-type units, accessory units in conjunction with or within a primary unit, in areas that can accommodate such additional residential development with few impacts on abutting residents.

Summary

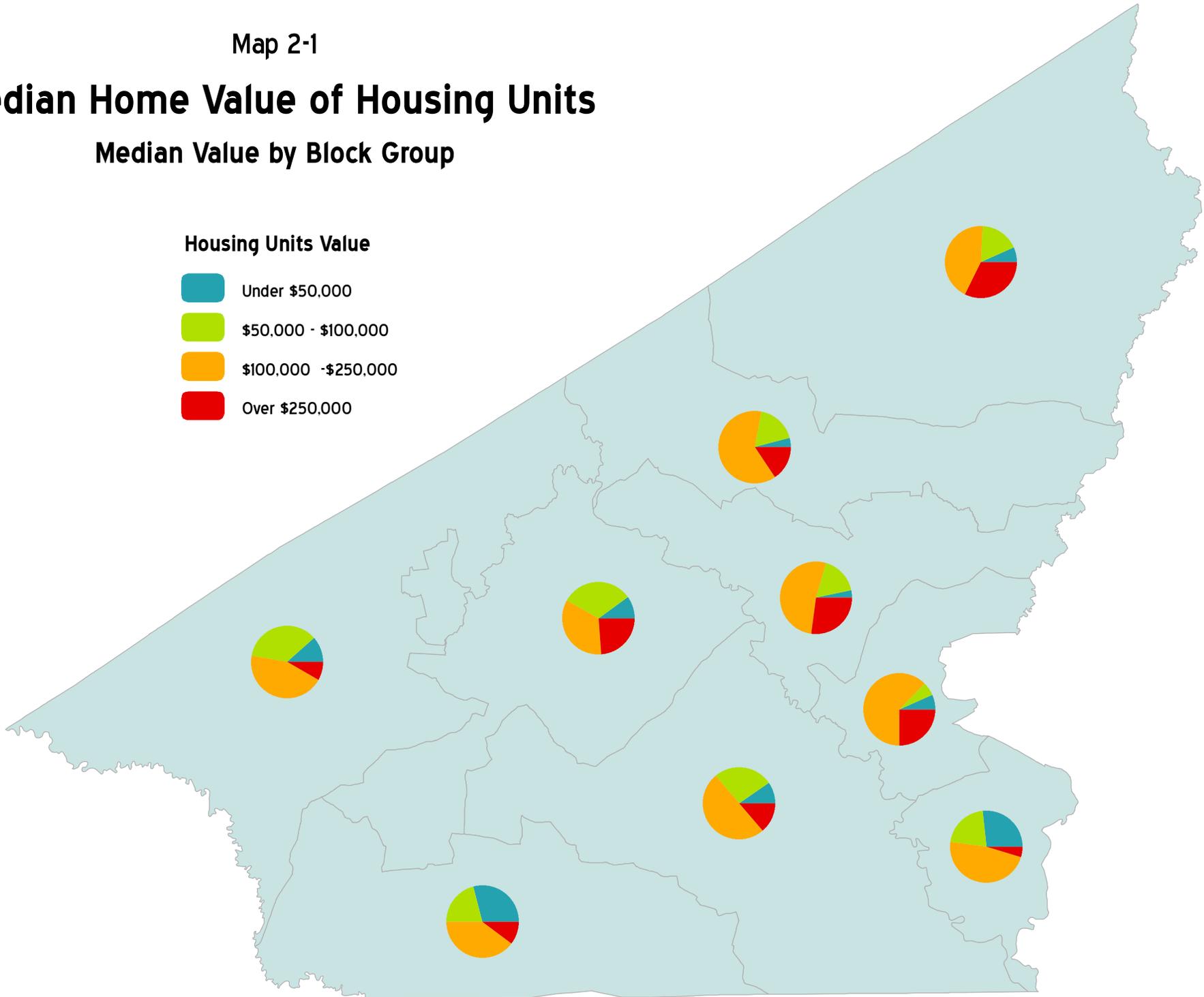
Southampton County is a rural locality with relatively sparse residential development. Concentrations of housing are located around several towns and grouped along highway corridors where access is readily available. Currently, the principal housing type in the County is the single-family detached dwelling unit. However, manufactured homes account for a substantial number of the new housing units in the County and may help to accommodate low-wealth residents and those who may not be able to find suitable housing in nearby urban and suburban areas. With abundant undeveloped land, much of it in use for agriculture and forestry uses, as well as development pressures from areas east of Southampton County, the County will need to consider where best to locate additional housing units of varying types. With a changing population that trends toward a growing population of households with fewer or no children and an increasing elderly population, the County might also need to consider allowing higher density and mixed-use development, particularly near existing population centers.

Map 2-1

Median Home Value of Housing Units

Median Value by Block Group

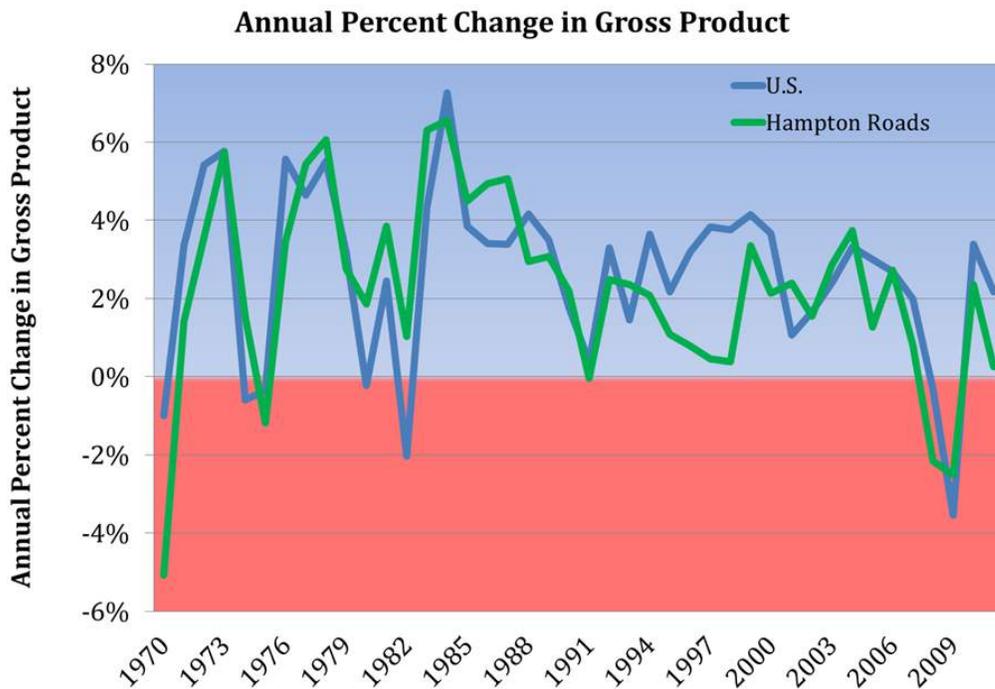
Housing Units Value



CHAPTER 3 - ECONOMY

Introduction

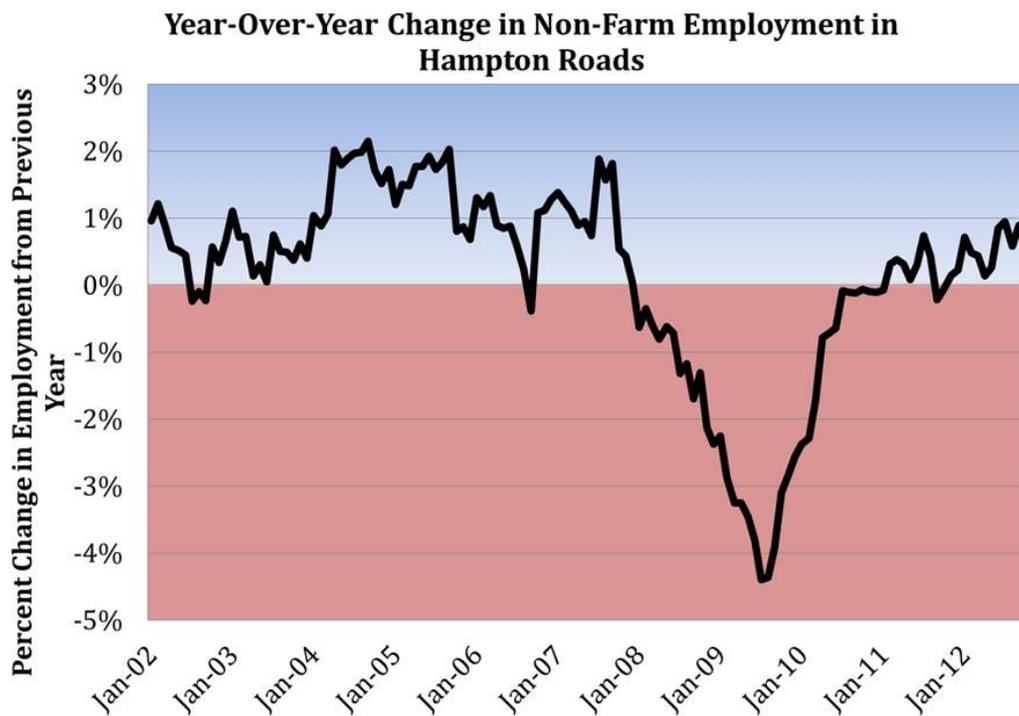
The economy in Southampton County is comprised of a network of distinctive and intricate transactions that collectively result in a unique system of economic activity. To understand this system of activity, one must uncover each component of the economy: production, development, and management of material wealth. By developing a general understanding of the local economy, one may better comprehend the fiscal impact of planning decisions and, conversely, the impact that the economy might have on planning for the County's future. Consequently, understanding the dynamics of the local economy is a vital part of the planning process.



Source: Regional Economic Modeling Inc., HRPDC

Per the Regional Benchmarking Study produced by the Hampton Roads Planning District Commission in December 2013, "Hampton Roads' gross regional product is comparable to other regional MSAs (Metropolitan Statistical Areas) including Tampa, Orlando, Richmond, and Jacksonville. The region's GRP (Gross Regional Product) is the 40th largest in the country, just behind Bridgeport, Connecticut and ahead of New Orleans. The Gross Regional Product declined in Hampton Roads for the first time since 1991. Hampton Roads GRP tends to track the national experience."

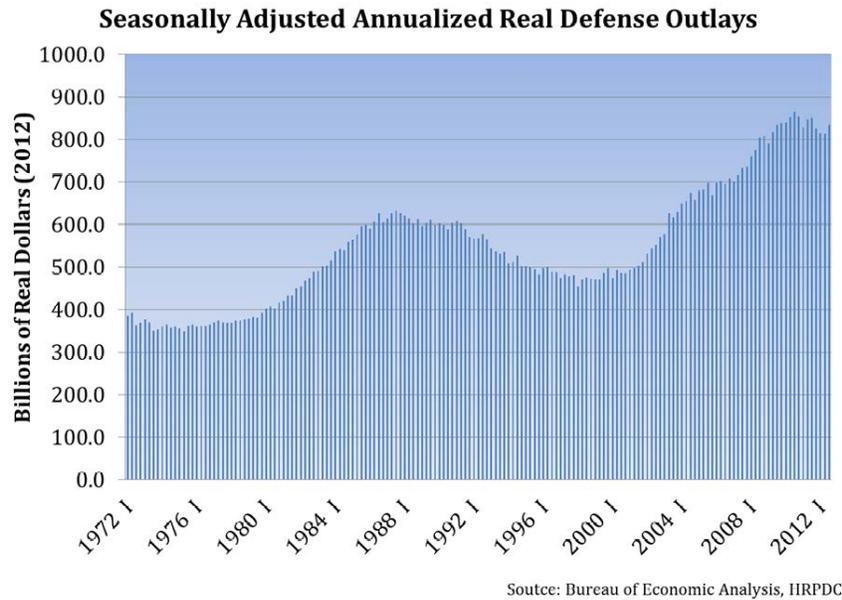
Just as the national economy is reflected in the regional economy, the well-being of the regional economy plays an important role in Southampton County. The Hampton Roads economy has been expanding since 1991. Per the Hampton Roads Planning District Commission’s Benchmarking Report, “Hampton Roads’ employment has declined significantly during the last recession and has not developed a sustainable trend towards recovery. The size of the trough shows the level of economic destruction with which the region (and nation) has been grappling, and represents a roughly 50,000 job decline in regional payrolls. The region has experienced a fitful recovery since the end of the recession.” A variety of factors including strong sector employment and military spending have helped to sustain growth. The year over year change in employment in the Hampton Roads area is illustrated in Figure 3-2.



Source: Bureau of Labor Statistics, HRPDC

One of the most important employment sectors in the Hampton Roads economy is the military. Hampton Roads boasts the second largest concentration of military personnel in the United States. While only 2% of the population of Virginia over the age of 16 is a member of the armed forces, the number of persons in the armed forces as provided in the 2010 Census ranges widely from locality to locality. Less than one-half of one percent of the persons over the age of 16 in Southampton County is a member of the armed forces, but almost 11% of the population of Norfolk is in the armed forces. Military personnel, both currently serving and retired, continue to impact the economy of the area. In Virginia there are over 152,000 members of the armed forces, including reservists, and in the Hampton

Roads area over 95,000 persons are members of the armed forces. Department of Defense expenditures generate approximately 30% of gross product in the Tidewater region and are directly responsible for one out of every ten jobs. Per the HRPDC Benchmarking Study, “National defense spending increased during the Reagan administration and fell during the collapse of the USSR. Defense spending began increasing again around the turn of the century, helping Hampton Roads to avoid recession but has contracted recently in real terms as a result of the U.S. fiscal challenges.



Tourism also plays an important role in the regional economy. Hampton Roads has multiple attractions that draw hundreds of thousands of tourists to the region each year. The travel industry generates significant state and local tax revenues, provides abundant employment opportunities, and contributes billions of dollars to the gross regional product.

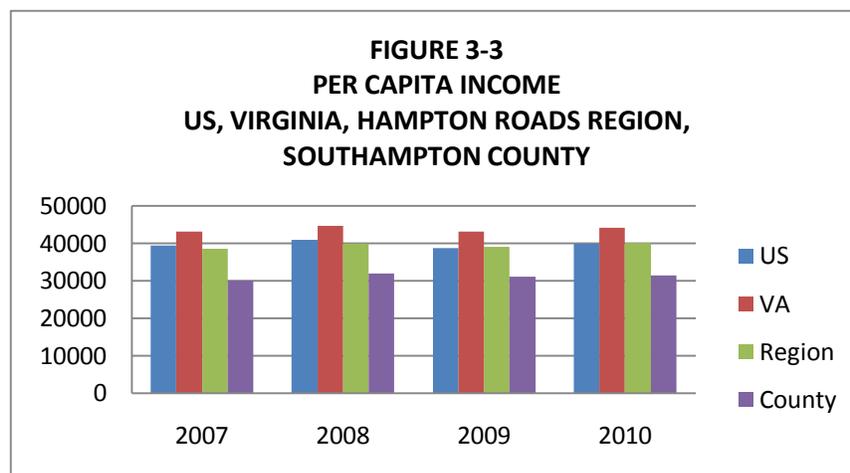


Per the HRPDC Benchmarking Report, “The tourism industry had been growing steadily for most of the decade as demonstrated by Hotel Sales, but that growth leveled out in August 2007, presumably because of the slowing economy and increasing fuel prices.”

Hampton Roads is also home to one of the nation’s premier ports. At fifty feet deep, the Port of Virginia offers the deepest shipping channels on the east coast of the United States. The Port is serviced by more than thirty international steamship line services. Norfolk Southern and CSX offer on-dock, double-stack intermodal service to key inland markets, including the Midwest, the Ohio Valley, and the Southeast. In 2011 over 15 million short tons of general cargo and 47 million short tons of coal flowed through the Port of Hampton Roads. Over the past decade general cargo in Hampton Roads flowing through the port has grown by over 35%. The success of the local port has stimulated other industries in the region, such as transportation and warehousing.

Southampton County is now home to one of three regional facilities for Enviva, one of the largest manufacturers of processed biomass fuel in the form of 100% wood pellets in the United States and Europe. The pellets are manufactured at the Enviva facility in the County’s industrial park and shipped from Enviva’s port in Chesapeake. The facility will produce approximately 454,000 metric tons of wood pellets annually and began operations in the middle of 2013.

Where employment and industry are often used to describe the general health of an economy, incomes are used to describe the wealth of an economy. Incomes in Hampton Roads have historically been below the national average. In the 2010 Census, the County per capita income was 79% of the United States per capita income and 71% of the Virginia per capita income. The positive aspect of having low incomes is that the area has the competitive advantage of cheap labor. Economic developers cite the region's low wages when attempting to attract new business to the area. Favorable labor costs may be beneficial for business interests; however, below average incomes restrict the wealth of Hampton Roads residents and provide incentive for mobile job seekers to look for employment outside of the community. In the past, low wages were somewhat offset by the below average cost of living, however, the recent boom in housing prices has significantly increased the cost of living close to, or even above the national average.



Source: HRPDC 2012 Data Book

Labor Force and Unemployment

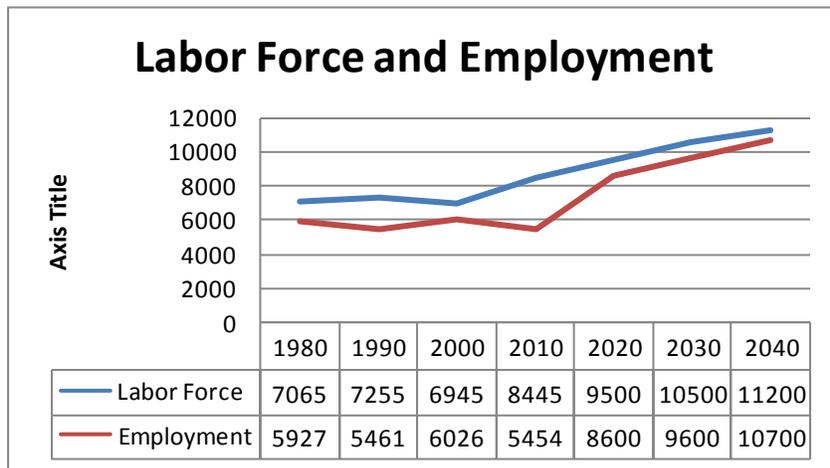
Southampton County is primarily a rural community with strong agrarian roots. Historically the county has relied on agriculture and limited manufacturing as primary sources of employment. Southampton County boasts a healthy labor force, with unemployment levels that are slightly below the national average but higher than the Hampton Roads region or the Commonwealth of Virginia. Figure 3-4 illustrates county unemployment rates as they relate to both the region and the nation. According to the Hampton Roads Planning District Commission, Southampton County had a labor force of 8,233 in 2011, with total employment of 6,006 during the same period. The unemployment rate at that time was 8.6%. Since the 2010 Census from which the labor force number is derived, the International Paper plant that had been idled in 2009 has reopened, helping put County residents back to work, both at the plant and with the suppliers who provide goods and services to the plant. There are also a number of industrial employers who have either entered the County or made substantial improvements, including the Enviva wood pellet plant, the conversion of the Virginia Dominion plant's conversion from a coal-fired operation

to biomass-fired operation, and the Curtis Contracting Inc. asphalt plant on US 460 west of the Town of Ivor. Hampton Farms is in the process of opening a peanut butter manufacturing facility in the former IP Converting Innovation Center. Additionally, the number of new home starts continues to grow in the County, increasing the construction employment in that area as well.

Per the Virginia Employment Commission, in June 2012, the Franklin/Southampton County unemployment rate was 8.6%, while the rate for the Hampton Roads area was 6.7%. The unemployment rate for Virginia as a whole in June 2012 was 6.0%, while the national unemployment rate was 8.4%. In January 2014, the employment picture was considerably improved, as the Southampton unemployment rate had fallen to 6.0%, while Virginia's was 5.0% and the national rate as a whole was 6.6%. Unemployment rates throughout the country typically rise in June with the entry of students and recent graduates into the job market. As the national economy continues to recover, albeit slowly, unemployment rates are expected to fall further. Federal spending is an important factor in both the Virginia and Hampton Roads employment picture, and that spending continues to be in flux.

In spite of its healthy labor force, Southampton County offers limited employment opportunities. Figure 3-5 illustrates the contrast between the County's labor force and employment. Labor force figures, which are based on residency, are significantly higher than employment figures for the county, suggesting that much of the County's labor force is employed outside of Southampton. According to commuting data in the 2010 Census, almost 35% of the County's labor force commuted to a place of employment outside of the County.

Figure 3-5
Available Labor Force and Employment Rate

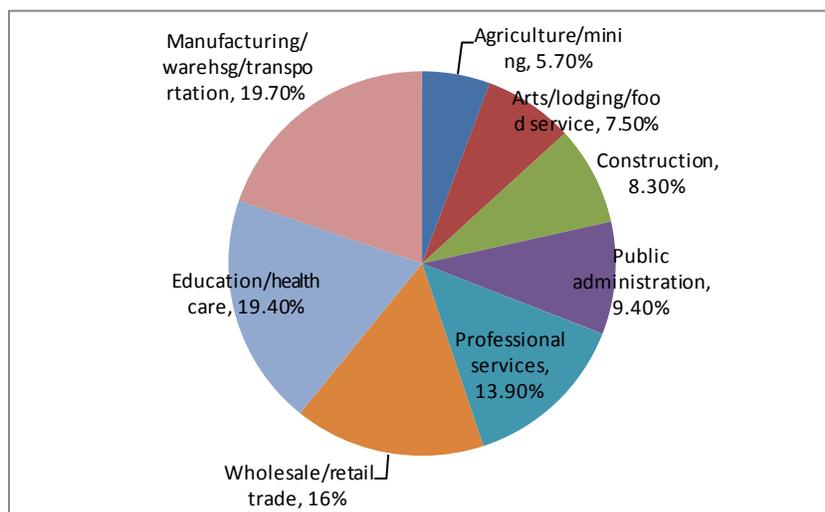


Source: HRPDC

Southampton County's unique blend of industrial employment is partially responsible for the County's relatively stable employment levels. Decreases in one employment sector are often balanced by increases in other employment sectors. For example, in the 2007 Comprehensive Plan, the trade/transportation/utilities sector employed 22.3% of the population, while manufacturing employed 16.9% of the population, totaling 39.2%. In the 2010 Census, those two categories combined total 19.7%. However, wholesale and retail trade, which was not separated out in the 2007 Plan comprised 16% of the employment in 2010. Arts, lodging, and food service have increases in employment from 4.1% in 2007 to 7.5% currently. Construction has increased from 6.3% to 8.3%, while agriculture and mining has increased from 2.8% to 5.7%. Public administration has decreased significantly, from 19.7% of the employment in 2007, to 9.4% currently, but professional services, a category that was included in the "other" classification along with a myriad of different types of employment, currently employs 13.9% of the population. Four major sectors constitute almost 70% of employment within the county, as is evident in Figure 3-6. The County's largest sector, manufacturing/warehousing/transportation, employed over 1,000 persons according to the 2010 Census.

The job market in Southampton County is anchored by some major industrial and agricultural employers, both of which play a prominent role in the region's job market. Innovations in the development of agricultural businesses have resulted in the Southampton Agribusiness Park, located on U. S. Route 58. This park is the first such development in Virginia, offering industrial sites and a State Farmer's Market. Major employers in Southampton County are listed in Table 3-1.

**FIGURE 3-6
DISTRIBUTION OF EMPLOYMENT BY INDUSTRY**



Source: US Census Bureau 2010 Census

In Southampton County, a number of governmental establishments employed over 800 persons in 2010. A number of these jobs, 210, were provided by the State at the Deerfield Correction Center. The Southampton County School Board employs 450, while Southampton County, including the Constitutional Officers, employs 144. Of the 144 County employees, 82 are employed by the Sheriff's Office in Law Enforcement, six are employed in the Commonwealth Attorney's Office, and seven are employed in the Clerk of the Circuit Court's Office.

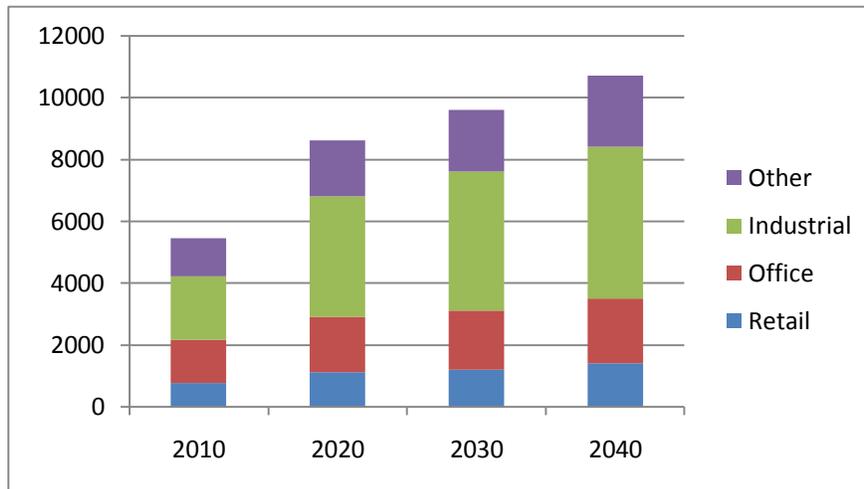
**TABLE 3-1
LARGEST EMPLOYERS
SOUTHAMPTON COUNTY
Third Quarter 2013**

Southampton County Public Schools	Food Lion
Deerfield Correctional Center	W.C. Rawls Library and Museum
Narricot Industries	Southampton Academy
Southampton County	Hardee's
Hercules Incorporated	Virginia Division of Community
Warsaw Health Care Center	Corrections
Meherrin Agricultural and Chemical	Nannie Home Health Care Inc.
Company	Hubbard Peanut Company
Division of Institutions	Burgess Trucking Company
Correctional Medical Systems	Peanut Patch
Virginia State Department of Health	Valley Protein

Source: Franklin Southampton Economic Development, Inc., and Virginia Employment Commission

Hampton Roads Planning District Commission prepares projections of employment type by County by industry for the period 2010 until 2040. The projection indicates that by 2040, businesses in Southampton County are projected to increase employment from 5,454 employees in 2010 to 10,700 employees in 2040, an increase of 95%. The retail sector is projected to grow from 1,248 employees in 2010 to 2,300 employees in 2040. The office sector is projected to grow from 2,048 employees in 2010 to 4,900 employees in 2040. The industrial sector was the largest sector in 2010 and is projected to increase most appreciably, from 2,048 employees in 2010 to 4,900 employees in 2040, while the "other" category is forecast to increase from 752 employees in 2010 to 1,400 employees in 2040.

**FIGURE 3-7
Employment by category
2010 to 2040**



Source: HRPDC

Agriculture

Agriculture remains an important part of the economy in Southampton County. The Middle Coastal Plain, a 40-mile wide swath of land stretching from Colonial Beach through Courtland and to the North Carolina line, contains 40% of the Class I and Class II Prime Farmland in Virginia. This strip's protection for agriculture and forestry uses is imperative to ensure the County's economic future. According to data from the 2012 Census of Agriculture, the number of farms in the County decreased from 342 in 2007 to 335 in 2012, a decrease of 2%. The number of acres devoted to farms declined, down 5% from 161,650 in 2007 to 153,831 in 2012. The number of irrigated farms decreased from 34 to 20, the same number as in the 2002 Census. The median size of farms in the County increased from 130 acres in 2007 to 155 acres in 2012, an increase of 19%.

The market value of agricultural products sold increased by 220% from \$35,683,000 in 2007 to \$79,164,000 in 2012, a marked increase in five years. At the same time, government payments to farms in Southampton County dropped slightly from \$6,288,000 in 2007 to \$6,268,000 in 2012. Government payments were made to 254 farms in Southampton County in 2012, one fewer than in the 2007 Census. Net cash farm income of operation in Southampton County averaged per farm \$19,600 in 2007, but rose over 350% to \$69,564 in 2012.

A comparison between the 2007 and 2012 Census of Agriculture shows some changes in the agricultural economy during those years. The average estimated market value of farm land and buildings per acre increased from \$2,591 to \$2,668, while the estimated market value of machinery and equipment per farm increased from \$121,365 to \$183,935. The average market value of crops grew from \$27,500,000 to \$67,002,000 and the market value for livestock, poultry and their products grew from \$8,183,000 to \$12,162,000. The

number of farms that had sales with values less than \$2,500 per year dropped from 151 in 2007 to 118 in 2012, while the number of farms that had at least \$50,000 in sales dropped from 151 in 2007 to 22 in 2012. In Southampton County, 107 of the 335 farms included in the Census had sales values of agricultural products sold of at least \$100,000 in 2012.

In 2007, 171 Southampton County residents had as their principal occupation farming, and in 2012, that number grew to 201. A large change took place, however, in the number of days the principal farm operator worked off the farm. In 2007, principal farm operators worked 203 days off the farm and that number decreased to 161 in 2012. Only principal farm operators that worked more than 200 days off the farm decreased from 140 in 2007 to 98 in 2012. The value of farm products increased in the past five years, the number of small farms (less than \$2,500 in sales per year) decreased, and the number of large farm (over \$100,000 in sales) increased, while principal farm operators had to spend less time working off the farm.

When looking at the types of farm operations located in the County, the bushels of corn grown for grain increased by over 20% between 2007 and 2012, growing from 1,039,980 to 1,262,463 bushels. The bushels of wheat for grain increased from 463,194 in 2007 to 792,982 in 2012, an increase of over 70%. On the other hand, the number of broiler and other meat-type chickens dropped slightly from 939,000 to 937,910 between 2007 and 2012, and the number of cattle and calves in inventory increased slightly from 3,829 in 2007 to 4,033 in 2012.

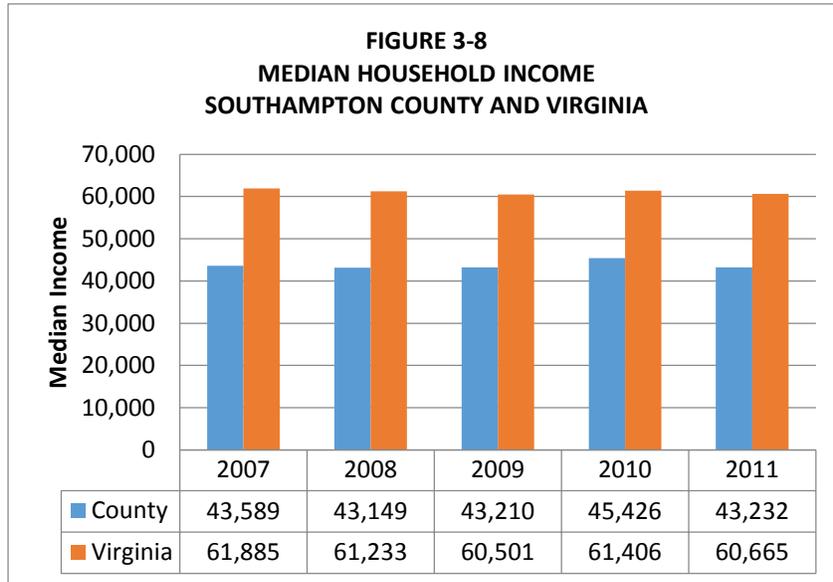
In addition to traditional agriculture, forestry is an important part of the Southampton County economy. The *Forest Statistics for the Coastal Plain of Virginia, 1991* indicated that 62% of the land in the County is forested, with 61 acres in productive reserves for timber. As the County develops, both forestry and agriculture will be affected by land conversion.

Income and Poverty

According to the US Census Bureau, Southampton County had a median household income of \$45,426 in 2010. Figure 3-8 illustrates the median County income as compared to the median Virginia income from 2007 to 2011. Both the County and State median incomes have both risen and decreased slightly during that time, but the 2011 median income for both the County and State was slightly less than the 2007 median income. In the 2010 Census, the US median income was \$51,914, which was 85% of the median income in Virginia, but 13% greater than the median income in Southampton County.

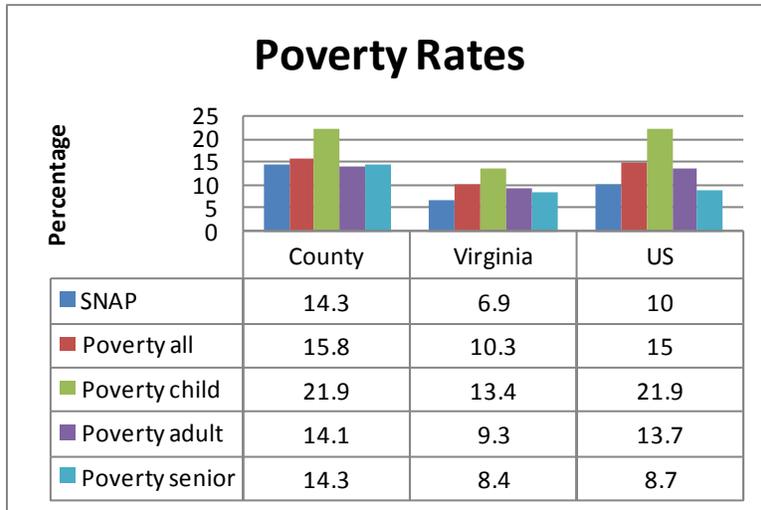
In 2010, Southampton County had a per capita personal income of \$21,201, while the State per capita income in that period was \$32,145. The County's per capita income was approximately 66% of the statewide per capita income. In the 2010 Census, the US per capita income was \$27,334, which is again 85% of the Virginia average per capita income but 28% greater than the per capita personal income in Southampton County. The per

capita income influences the household income, and the County household income has been lower than the Virginia household income as well.



Source: US Census Bureau

In the period between 2006 and 2010, 15.8% of the County population was living below the poverty level in Southampton County. That number is 50% higher than the statewide average of 10.3%. 14.3% of the County population was enrolled in the Supplemental Nourishment Assistance Program (SNAP, formerly the Food Stamp Program), while the statewide participation in SNAP was 6.9%. In the 2010 Census, 21.9% of the County residents under the age of 18 lived in families whose income was below the poverty level, while the statewide average was 13.4%. Adults 18 years of age and older had a poverty rate in Southampton County of 14.1%, while seniors (65 years and over) had a poverty rate of 14.3%. Statewide 9.3% of adults had incomes below the poverty level in the same time period, while the rate for seniors statewide was 8.4%. Per the US Census Bureau, in 2010 the poverty level for a household of two adults and one child was \$18,106.



Conclusions

Southampton County has experienced a number of economic changes and fluctuations over the past decade. Although the County is still primarily a rural community, new directions are indicated by growth in the service and industrial sectors. The agricultural sector has changed but remains a strong part of the County economy. Unemployment rates have grown throughout the Country and the region and some recovery is underway, but the recovery has not been as robust in Southampton County as in other areas in the region. Major employers include government, education and health care, professional services, retail trade, transportation, and manufacturing companies. There has been and continues to be some growth in the Industrial sector, while other sectors have held steady. This trend is seen as continuing until 2040.

Southampton County continues to have a lower per capita income than Virginia as a whole, thereby having a larger proportion of the residents living in poverty than Virginia. An unemployment rate higher than the Hampton Roads region and the State influences both per capita income and poverty levels. However, an increasing Industrial sector foreseen in the coming years may help raise the per capita income levels and lower the rate of poverty, especially among children and non-senior adults.

There is a great deal of land in agriculture and forestry use, which is zoned largely for agricultural and residential uses, available in Southampton County. The majority of new business or commercial development will occur in and around towns and major transportation corridors, such as the planned US 460 Expressway. The county's rural setting will continue to face challenges, however, from the Richmond and Hampton Roads metropolitan areas. Development, sprawl, and increasing property values are constantly putting pressure on the rural jurisdictions that surround the growing metropolitan areas, pressures that are advancing towards Southampton County. Improvements to US 58 and the planned new US 460 Expressway may bring development pressure closer to Southampton County at an increasing pace.

CHAPTER 4 - TRANSPORTATION

Introduction

Southampton County's transportation system depends heavily upon its highway and road network. Southampton County acts as a vital connection between the Hampton Roads region to the east and major north-south interstate highways to the west. U.S 58 and U.S. 460 are important thoroughfares in the County, connecting travelers to I-95 to the west and the rest of the Hampton Roads region to the east, while VA 35 provides access through the County from Sussex County to the north, through Courtland and Boykins, to North Carolina on the south. The needs for rail service for freight is filled by both CSX and Norfolk Southern, while general aviation service is available in neighboring counties. Limited public transportation is provided by Senior Services of Southeastern Virginia, an organization that commissioned a study of an enhanced public transportation system in 2011. While no bicycle/pedestrian plan exists for Southampton County, the planned Nat Turner 1831 Insurrection Trail, located for the most part in southern Southampton County and the Town of Courtland, may provide a starting point for such a plan in the future.

Existing Roadway System

There are approximately 95 miles of primary roads and 673 miles of secondary roads in Southampton County. All existing primary roads are hard surfaced. About 575 miles of the secondary roadways (85.5%) are hard surfaced, while about 98 miles of secondary roadways (14.5%) are all-weather surfaced. The existing roadway system in Southampton County includes two primary arterial routes (U.S. 58 and U.S. 460), one U.S. primary route (U.S. 258) south of Franklin, one state primary route (State Route 35), and a system of secondary roads serving the remainder of the County. Important secondary roads are shown on Map 4-1.

U.S. 58 links Southampton County to metropolitan Hampton Roads in the east and to Interstate Highways 95, 85, and 77 in the west. To improve safety, U.S. 58 was widened to four lanes from Hampton Roads to Stuart, VA. U.S. 460 also connects the County with the greater Hampton Roads region and Interstates 95 and 85 in the Petersburg area. The Virginia Department of Transportation is in the design stages of a US 460 Expressway paralleling the current US 460. The US 460 Expressway, which will be a toll road, is planned to provide one interchange in Southampton County near the Town of Ivor. U.S. 258 connects the area with U.S. 17 to the north and the North Carolina line to the south. State Route 186 serves as a major thoroughfare for the Boykins/Branchville area.

State Route 35 is designated as a Virginia Byway by the Virginia Department of Transportation. State Route 35 connects U. S. 58 with I-95 south of Petersburg. It passes north to south through Courtland and the central part of the County. The Virginia Byway Program identifies road corridors containing aesthetic or cultural value, near areas of historical, natural or recreational significance. The Byway Program encourages travel to interesting destinations and away from high-traffic corridors. By following the byways, visitors are directed to places where they can explore Civil War

battle sites and historical attractions, view beautiful scenery, and enjoy recreational resources. State Route 35 will be an important connector on the 1831 Insurrection Trail under development by the County and the Southampton County Historical Society with funding from the Virginia Department of Transportation.

The Virginia Department of Transportation (VDOT) conducts traffic counts using sensors along streets and highways in order to determine daily traffic volumes on specific road segments. Table 4-1 provides a listing of the highest Daily Volumes for streets within the County, along with the segment of the road studied. Included are those segments with 5,000 or more vehicle trips per day.

As shown in Table 4-1, ten of the nineteen busiest road segments in the County are located on U.S. 58, with the busiest segment being from Business U.S. 58 east of Courtland to Business U.S. 58 west of Franklin. U.S. 460 and U.S. 258 near the City of Franklin also have high traffic volumes. All of the roads listed with volumes over 5,000 vehicle trips per day (VTD) showed a decreased traffic volume between 2006 and 2012. The decrease in traffic volumes is due to many factors (most of which are due to the economic downturn), but the closing of the International Paper mill in Franklin is a big factor. Volumes may increase to 2006 levels once the mill is repopulated and updated traffic counts are available. Traffic volumes on S. R. 671, General Thomas Highway, may increase as well now that the Dominion Virginia power plant has converted from coal-fired, rail-delivered fuel, to biomass-fired, truck-delivered fuel, and the Enviva pellet plant has opened off Rose Valley Road. The Virginia Department of Transportation is working to improve General Thomas Highway in several segments west of the City of Franklin to accommodate the greater traffic volumes anticipated.

**TABLE 4-1
AVERAGE DAILY TRAFFIC VOLUMES,
2006-2012
5,000 VTD or GREATER
SOUTHAMPTON COUNTY, VA**

Route	Location	2006 Volume	2008 Volume	2010 Volume	2012 Volume	% Change
US 58 Southampton Parkway	Greensville county line to Rt 615, Adams Grove	16,000	16,000	13,000	14,000	-13%
US 58 Southampton Parkway	Rt 615, Adams Grove to Rt 659, Drewry Rd	16,000	15,000	12,000	14,000	-13%
US 58 Southampton Parkway	Rt 659, Drewry Rd to WCL Capron	16,000	16,000	13,000	14,000	-13%
US 58 Southampton Parkway	WCL Capron to Rt 653, Main St	16,000	16,000	13,000	14,000	-13%
US 58 Southampton Parkway	Rt 653, Main St to ECL Capron	18,000	17,000	15,000	15,000	-17%
US 58 Southampton Parkway	ECL Capron to SR 35	18,000	17,000	15,000	15,000	-17%
US 58 Southampton Parkway	SR 35 to Bus US 58 E of Courtland	18,000	18,000	16,000	16,000	-11%
US 58 Southampton Parkway	Bus US 58 E of Courtland to Bus US 58 W of Franklin	21,000	20,000	20,000	20,000	-5%
US 58 Southampton Parkway	Bus US 58 W of Franklin to US 258 S of Franklin	22,000	21,000	19,000	18,000	-18%
US 58, US 258 Southampton Parkway	US 258 S of Franklin to WCL Suffolk	22,000	21,000	19,000	19,000	-14%

US Bus 58, US Bus 258	ECL Franklin to Isle of Wight County line	10,000	10,000	8,700	7,700	-23%
US Bus 58, Main St	SR 35, Meherrin Rd to ECL Courtland	6,900	6,900	5,800	6,400	-7%
US Bus 58, Jerusalem Rd	ECL Courtland to US 58 Southampton Parkway	6,900	6,900	5,800	6,400	-7%
Bus 258, South St	US 58 Smiths Ferry Rd to SCL Franklin	5,100	5,100	4,900	5,000	-2%
US 460 Gen Mahone Blvd	Sussex county line to WCL Ivor	12,000	9,500	9,400	9,300	-23%
US 460 Gen Mahone Blvd	WCL Ivor to Rt 616 Main St	12,000	9,500	9,400	9,300	-23%
US 460 Gen Mahone Blvd	Rt 616 Main St to ECL Ivor	12,000	12,000	9,300	9,800	-18%
US 460 Gen Mahone Blvd	ECL Ivor to isle of Wight county line	12,000	12,000	9,300	9,800	-18%
SR 671 Gen Thomas Hwy	SR 688 Dogwood Bend Rd to US 58 EB ramp	5,600	5,600	5,100	5,300	-5%

2035 Rural Long Range Transportation Plan

The Virginia Department of Transportation (VDOT) worked with local agencies to develop VTRANS 2035, the Commonwealth's multimodal long range transportation plan. The Rural Long Range Transportation Plan is a piece of the VTRANS 2035 Plan. On January 19, 2012, VDOT approved the Plan as prepared by the Hampton Roads Transportation Planning Organization (HRTPO) after extended opportunities for public involvement. The plan was introduced to the public through public meetings held in March 2009 and May 2011, information sharing through the Virginia Department of Transportation's website, and availability of the plan at the County Administration office, as well as press releases to the local media outlets.

Per the Plan, the transportation system within the rural area of the region was evaluated and a range of transportation improvements are recommended, including roadway, rail, transit, air, bicycle, and pedestrian improvements. In the 2035 Rural Long Range Transportation Plan, Franklin and Southampton County were studied as a whole, and the plan addresses the two localities as a whole.

- The primary corridors in Southampton County and Franklin are US 58, US 258, US 460, VA 35, and VA 186.
- Limited public transportation is provided by Senior Services of Southeastern Virginia. There are three general aviation airports that serve the area, including Wakefield Municipal Airport just west of Southampton County along US 460, Emporia-Greenville County Airport located along US 58 in Greenville County, and Franklin Municipal Airport just outside the Franklin city limits in Isle of Wight County.
- The nearest commercial airport is Norfolk International Airport, approximately 50 miles northeast of the County.
- There are no official VDOT maintained park and ride lots within the area, although some informal lots have sprung up through the efforts of individuals.

- Although passenger rail is provided by Amtrak through Southampton County, the nearest stops are located in Norfolk and Petersburg. Freight rail services in the county are provided by CSX and Norfolk Southern.
- The City of Franklin has an adopted bicycle/pedestrian plan, while Southampton County does not.

A basic goal for all transportation programs in Virginia is the provision for the safe, effective, and efficient movement of people and goods. The HRTPO formulated the following goals for the Hampton Roads region that includes Southampton County and Franklin:

- Provide a transportation system that facilitates the efficient movement of people and goods.
 - Objectives:
 - Reduce congestion
 - Maximize benefits for the greatest number of users
 - Enhance access and connections to ports, airports, transit stations, or other modal facilities as well as between neighborhoods/subdivisions
- Provide a safe and secure transportation system.
 - Objectives:
 - Improve safety for all modes of travel.
 - Address deficiencies on roadways that facilitate the movement of the military and citizens during emergency situations.
- Improve Virginia's economic vitality and provide access to economic opportunities for all Virginians.
 - Objective:
 - Enhance the movement of goods throughout the Commonwealth.
- Improve quality of life and minimize potential impacts to the environment.
 - Objective:
 - Minimize community impacts.
- Preserve the existing transportation system and promote efficient system management.
 - Objectives:
 - Reduce reliance on single-occupant vehicles.
 - Encourage access management.
 - Minimize long-term maintenance costs.
 - Maximize the use of limited highway funding.

In addition to regional goals, goals have been developed by HRTPO to address rural transportation planning as well, including:

- Enhance the connectivity of the existing transportation network within and between regions across all modes for both people and freight.
- Provide a safe and secure transportation system.

- Support and improve the economic vitality of the individual regions by providing access to economic opportunities, such as industrial access or recreational travel and tourism, as well as enhancing intermodal connectivity.
- Ensure continued quality of life during project development and implementation by considering natural, historic, and community environments, including special populations.
- Preserve the existing transportation network and promote efficient system management in order to promote access and mobility for both people and freight.
- Encourage land use and transportation coordination, including but not limited to development of procedures or mechanisms to incorporate all modes while engaging the private sector.

Land use and development are reviewed as part of traffic analysis. Changes in development patterns affect traffic forecasts and demand on the transportation network. A number of issues influence any transportation plan for Southampton County including the following:

- The population of the County is projected by HRTPO to increase to 25,500 by 2040 and the need to manage growth will continue to grow as well.
- The percentage of the County population falling in the low income range is above the state average.
- The portion of the population with disabilities and the elderly were above the state percentage. These populations are typically more highly dependent on fixed-route or demand-responsive transit in rural areas than in urban areas, due to the smaller network of fixed transit routes when compared to urban areas. The I-Ride services provided by SSSEVA help fill a portion of that need.
- Overall the County remains undeveloped, and the development that has occurred is mostly along secondary roads in the traditionally agricultural areas of the County, as well as near the incorporated towns and community areas.
- In rural areas such as Southampton County, low residential densities and dispersed work destinations are generally not conducive to high public transportation use.
- In an effort to retain the community character, community areas and planning areas have been mapped in the Land Use section of the Comprehensive Plan. The designation of these areas helps determine the long range transportation plan.

The Rural Long Range Transportation Plan recommends the following improvements in Southampton County. Funding for these improvements may be available from a number of sources, but few other than the US 460 Expressway, construction of an interchange at the intersection of US 58 (Southampton Parkway) and US 58 Business just south of Courtland, and the bridge replacement over the Nottoway River just west of Courtland may have available funding in the short-term.

Number	Name	Location	Short-term	Mid-term	Long-term	Improvement
VA 671	General Thomas Hwy	US 58 eastbound exit			X	Install signal when warranted, consider upgrading interchange to partial cloverleaf/diverging diamond
		US 58 westbound exit	X			Add "Right Lane Must Turn Right" signage on southbound General Thomas Hwy, consider channelizing right turn lane at exit from McDonald's.
		US 58 westbound exit			X	Install signal when warranted, consider upgrading interchange to partial cloverleaf/diverging diamond
VA 706	Woods Trail	N Franklin city limits to VA 635			x	Reconstruct intersection to improve horizontal alignment, reconstruct to rural two-lane roadway w/turn lanes
VA 687		Camp Pkwy to Franklin city limits		x		Preserve right-of-way for future widening to rural three-lane cross-section from railroad crossing to US 58 Business
		Camp Pkwy to Franklin city limits			X	Widen to rural three-lane roadway when volumes warrant
VA 671	General Thomas Hwy	VA 650 to Franklin city limits	X			Add "Intersection Ahead" signage to all major intersections along corridor
		VA 650 to Franklin city limits		X		Continue widening of roadway to rural five-lane standards
VA 35	Plank Road	VA 719		X		Add northbound right/southbound left turn lanes/stop bars on minor approaches
		VA 719			X	Realign VA 35 including full intersections with minor roadways
		VA 647		X		Add northbound/southbound right/left turn lanes/stop bars on minor approaches
					X	Realign VA 35 including full intersections with minor roadways
		VA 713		X		Add northbound right/southbound left turn lanes/stop bars on minor approaches
		VA 713			X	Realign VA 35 including full intersections with minor roadways
VA 714	Pretlow Road	VA 189	X			Add "Stop Ahead" sign and rumble strips to minor approach
		VA 189		X		Add eastbound left turn lane
		VA 189			X	Rebuild bridge structure to the east and add westbound right turn lane
US 58	Southampton Pkwy	VA 659	X			Add stop bar/centerline markings on northbound approach, install flashers on "Intersection Ahead" signs
		VA 659		X		Apply access management ,lengthen all turn lanes
US 58	Southampton Pkwy	Camp Pkwy to VA 35 W exit		X		Apply access management, reduce number of median openings, add full turn lanes at remaining median openings
US 460	General Mahone Blvd	VA 616 to VA 620	X			Extend northbound right turn lane at Main Street, southbound right turn lane at Broadwater Rd
		VA 616 to VA 620		X		Apply access management ,consider signaling VA 620
		VA 616, to VA 620			X	Monitor traffic on roadway for additional improvements

VA 643		VA 644 to VA 611		X		Reconstruct roadway to rural two-lane standards w/ turn lanes at major intersections, extend improvements to VA 641, Sedley Rd
US 58	Southampton Pkwy	US 58 Business	X			Construct new interchange to replace existing at-grade intersection
		VA 650/E. end Courtland Bypass			X	Low priority deficiency, continue to monitor for potential improvements
US 258	Smiths Ferry Rd	Nottoway River bridge S to VA 189			X	Continue to monitor for improvements
		VA 684 N to US 58			X	Continue to monitor for improvements
VA 653	Little Texas Rd	VA 730 to VA 661			X	Reconstruct road to address geometric deficiencies, 10-ft lanes
		VA 661 to VA 658 N			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 653	Pinopolis Rd	VA 658 N to SCL Capron			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 668	Clarksbury Rd	VA 666 to VA 653			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 673	Statesville Rd	NC state line to VA 672 E			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 684	Monroe Rd	NC state line to VA 720			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 687	Delaware Rd	VA 684 N to VA 671			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 609	Popes Station Rd	VA 735 to VA 608 E			X	Reconstruct road to address geometric deficiencies, 10-ft lanes
VA 653	Carys Bridge Rd	VA 651 to VA 35			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 628	The Rolfe Hwy	VA 728 to VA 605 S			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
		VA 605 S to Sussex county line			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 605	Millfield Rd	VA 628 to VA 614			X	Reconstruct road to address geometric deficiencies, 10-ft lanes
VA 614	Seacock Chapel Rd	VA 605 to VA 635			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 603	Unity Rd	VA 616 to VA 641			X	Reconstruct road to address geometric deficiencies, 10-ft lanes
		VA 641 to VA 635 W			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
		VA 635 E to Isle of Wight county line			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 635	Black Creek Rd	VA 626 to VA 603 N			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 616	Proctors Bridge Rd	NCL of Ivor to VA 737			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
		VA 617 to VA 621			X	Reconstruct road to address geometric deficiencies, 10-ft lanes
VA 35		Over Nottoway River	X			Replace bridge
VA 608		Over Raccoon Swamp Rd	X			Replace bridge
VA 635		Over N&W railroad	X			Replace bridge

VA 659		Over Flat Swamp	X			Replace bridge
US 460 Expressway		Sussex county line to Isle of Wight county line			X	Construct new roadway on new alignment with controlled access , construct new interchange at VA 210
VA 58	Southampton Pkwy	VA 653	X			Refresh stop bar/centerline markings on northbound approach, install flashers on "Intersection Ahead" signs, extend sidewalk through intersection with pedestrian refuge in median
		VA 653		X		Apply access management, lengthen/ widen all turn lanes, reduce embankment to improve line of sight (Capron)
VA 614	Seacock Chapel Rd	VA 635 to Isle of Wight county line			X	Reconstruct road to address geometric deficiencies, including full width lanes and shoulders
VA 646	Gov. Darden Rd	ECL Courtland to VA 641			X	Reconstruct road to address geometric deficiencies, 11-ft lanes
VA 641	Sycamore Rd	VA 632 to VA 1006			X	Reconstruct road to address geometric deficiencies, including full width lanes and shoulders
	Johnsons Mill Rd	VA 645 to VA 616			X	Reconstruct road to address geometric deficiencies, 10-ft lanes
VA 653	Main St	SCL Capron to US 58			X	Widen to urban two-lane roadway (Capron)
US 58 Bus	S Main St	VA 35 to ECL Courtland			X	Continue to monitor for improvements (Courtland)
VA 616	Main St	SCL of Ivor to VA 1201			X	Widen to urban two-lane roadway (Ivor)

Hampton Roads Rural Safety Study

The Hampton Roads Planning District Commission completed the Hampton Roads Rural Safety Study in February 2006. The report examines roadway safety data and trends in the rural areas of Hampton Roads, which includes Southampton County. The report contains information on general crash data and trends, crash locations, and general crash countermeasures.

The Hampton Roads Regional Crash Data updated in 2013 found that Southampton County's crash rate in the period from 2008 through 2012 decreased by 35%, Southampton's population decreased by 3% during that period, and the number of licensed drivers remained largely unchanged but the vehicle miles traveled decreased by 13%. Vehicle miles traveled per person based on total population is much greater in Southampton County (534.68 miles per person based on population) than Franklin (114.66 miles per person), Isle of Wight (340.43 miles per person), or Suffolk (351.99 miles per person). The crashes that resulted in fatalities during that time increased from four (4) in 2008 to five (5) in 2012, and the injuries decreased by 22% in Southampton County. Alcohol related crashed decreased by 32%, alcohol related fatalities increased from zero (0) to three (3), and alcohol related injuries decreased by 77%.

Among neighboring localities, Isle of Wight and Suffolk both had reductions in the number of crashes between 2008 and 2011, Isle of Wight by 17% and Suffolk by 8%. Franklin, however, had an increase in the number of crashes by 74%, with a corresponding increase in the number of injuries.

Locality	Population	Licensed Drivers	Vehicle Miles Traveled (Thousands)	Crashes	Fatalities	Injuries	Alcohol Related crashes	Alcohol Related fatalities	Alcohol Related Injuries
Southampton									
2008	19,192	12,852	1,122.4	312	4	205	22	0	22
2009	18,402	12,876	995.5	297	7	166	36	2	28
2010	18,570	12,951	992.8	220	9	155	17	4	9
2011	18,714	12,980	974.2	210	2	153	26	1	23
2012	18,678	12,894		203	5	159	15	3	5
Change 2008-2012	-3%	0%	-13%	-35%	+25%	-22%	-32%	+100%	-77%
Franklin									
2008	8,634	5,418	107.5	50	0	32	4	0	3
2009	8,480	5,386	96.0	53	0	14	2	0	1
2010	8,582	5,345	98.4	81	0	51	2	0	1
2011	8,680	5,386	94.8	91	0	56	5	0	4
2012	8,839	5,423		87	1	68	5	1	7
Change 2008-2012	-2%	0%	-12%	+74%	+100%	+113%	+25%	+100%	+133%
Isle of Wight									
2008	34,592	26,605	1,156.3	538	9	330	71	3	60
2009	34,845	26,780	1,173.3	439	6	315	49	3	47
2010	35,270	26,553	1,200.8	349	6	221	39	3	33
2011	35,457	27,182	1,189.6	402	3	249	41	2	36
2012	36,180	27,468		446	4	245	46	0	31
Change 2008-2012	+2%	+3%	+3%	-17%	-56%	-26%	-35%	-100%	-48%
Suffolk									
2008	82,039	55,310	2,751.2	1,590	17	787	130	5	88
2009	82,616	55,803	2,837.0	1,374	8	877	204	4	149
2010	84,585	56,347	2,977.3	1,216	15	787	78	1	75
2011	85,692	57,058	2,790.9	1,251	11	778	99	7	87
2012	86,463	57,465		1,456	12	972	115	4	91
Change 2008-2012	+5%	+4%	+1%	-8%	-29%	+24%	-12%	-20%	+3%
Hampton Roads									
2008	1,657,785	1,080,528	39,300	27,599	153	14,465	2,093	62	1,401
2009	1,661,754	1,079,710	40,300	24,005	124	14,004	2,053	55	1,462
2010	1,666,310	1,084,462	40,887	23,142	121	13,449	1,643	45	1,204
2011	1,679,737	1,096,466	40,035	24,115	136	14,038	1,732	67	1,238
2012	1,697,962	1,104,039		25,192	99	15,034	1,830	42	1,310
Change 2008-2012	+2%	+2%	+2%	-9%	-35%	+4%	-13%	-32%	-6%

The Hampton Roads Rural Safety Study also offers data on crash countermeasures and specific recommendations for road segments where the most crashes occur. Table 4-2 lists the road segments in Southampton County addressed by the study and the possible countermeasures that may be used to decrease the number of crashes in those locations.

Table 4-2 Crash Countermeasures Southampton County, Virginia		
Route	Primary Crash Type	Possible Countermeasures
Rte 189 - between Rte 258 and Pretlow Road	Angle/sideswipe	Add shoulders/rumble strips Increase distance to trees in curve
Bus 58 - between Rte 687 and Franklin city line	Fixed object off road	Add shoulders/rumble strips
Bus 58 - between Linden St and Rte 58	Rear end/angle/fixed object off road	Flashing lights at intersection Prohibit left turns onto EB Rte 58 Realign intersection w/ Rte 58
Bus Rte 58 - E of Courtland and W of Franklin	None w/ more than 1 occurrence	Add shoulders/rumble strips Add turn bays Improve intersection E of Courtland

Source: HRPDC

Other Transportation Systems

Rail Service

Railroads play an important role in the County's transportation network, particularly for local industry. Both Norfolk Southern and CSX Corporation offer freight and piggyback services to Southampton County.

Air Service

Air service is available in several locations within an hour's drive of Southampton County. Newport News-Williamsburg International Airport is the closest major commercial airport, approximately 40 miles to the northeast in the city of Newport News. The airport offers regular passenger service on four major airlines. Norfolk International Airport is located approximately 50 miles from the County, and offers passenger service on seven major airlines. Also nearby is Richmond International Airport, which is located approximately 60 miles away in Henrico County and offers regular passenger service on eight major airlines. Airfreight service is available at both the Norfolk and Richmond airports.

General aviation services are available at two locations just outside Southampton County. The Franklin Municipal Airport is owned by the City of Franklin and is located approximately one mile east of the city limits on U.S. 58/258 Business in Isle of Wight County. The airport has two maintenance facilities, one corporate hangar, two eight

plane T-hangars, one six plane T-hangar, and a new terminal building erected in 1999. The Emporia-Greenville Regional Airport is located on U.S. 58 in neighboring Greenville County, near the Southampton County line. This airport features a new terminal building, a hangar, and tie-downs for small aircraft.

Freight and Parcel Services

Motor freight service is provided by approximately 50 companies, providing interstate shipping service and/or intrastate service. Parcel service is provided to the County by United Parcel Service, Purolator, Airborne Express, and FedEx.

Public Transportation

There is no commercial bus service in Southampton County, although Greyhound Bus Lines does provide service in the nearby City of Emporia. In 2010, Southampton County was awarded a grant from the Virginia Department of Rail and Public Transportation on behalf of Senior Services of Southeastern Virginia (SSSEVA) to create a transit development plan (TDP) for the County. The Plan is available for review in the Franklin Southampton Community Development office.

Water Access

There is a federally authorized barge channel from Franklin to the Albemarle Sound in North Carolina via the Blackwater and Chowan Rivers. This waterway has a 7-foot channel at mean low water. Although the U. S. Army Corps of Engineers maintained this channel for many years, it is not presently maintained. The Port of Hampton Roads has a 55-foot channel and is located 45 miles from the County.

Completed and planned expansions at the Port will have a long-term effect on traffic on U.S. 58 and U.S. 460 in Southampton. In 2007, APM opened the first major private container terminal in the United States in Portsmouth, investing more than \$500 million in the most automated, technologically advanced terminal in the country. In 2008, the Virginia Port Authority worked with private interests to launch a new barge service between Norfolk and Richmond which will, when fully operational, remove 58,000 trucks from Virginia roads. In 2010 Norfolk Southern Railroad opened the Heartland Corridor, providing faster double stack rail service to the Midwest, and CSX worked to increase the speed and capacity of its north-south rail routes that are served from Virginia through their National Gateway project.

In 2014, the Panama Canal will open a new third set of locks which will enable the world's largest container ships more direct access from Asia to the United States east coast. The Port of Virginia will be a first port of call and a major international hub with rail service east-west on Norfolk Southern and north-south on CSX. The Virginia Department of Transportation will construct the US 460 Expressway paralleling the current US 460 to provide efficient access to the Port in conjunction with the expected increased truck traffic.

Planned and Recommended Improvements to the Transportation System

Roadways

The Virginia Department of Transportation Six-Year Improvement Programs (SYIP) for FY 2014-2019 include funding for a number of projects in Southampton County. The FY 2014-2019 SYIP includes several bridge replacements throughout the county. In addition, intersection upgrades at the East Courtland interchange located at the intersection of U.S. 58 Business and the U.S. 58 Bypass will begin in the near future as outlined in the current SYIP.

In March 2003, VDOT and the Federal Highway Administration began conducting a three-year study to consider future improvements to U.S. 460 between Interstate 295 in Prince George County and the U.S. 58 Bypass in Suffolk. The study examined issues such as road capacity, mobility and access, and environmental impacts. After preparation of a Draft Environmental Impact Statement, the Commonwealth Transportation Board (CTB) selected Candidate Build Alternative 1 as the preferred alignment on November 17, 2005 (Map 4-3) and the preferred alignment was again altered in 2007. The alignment is once again under consideration, with a decision as to its location planned for late 2014. The preferred alternative consists of a four-lane divided highway located either north or south of existing U.S. 460, along with nine interchanges to provide access to and from the towns located on the current route. An interchange at State Route 616 south of Ivor may provide access to the new roadway in Southampton County. The expressway is designed to move substantial amounts of heavy freight traffic away from the existing US 460 to improve safety. It will separate freight traffic from commuter traffic and expand the region's ability to move people out of harm's way when US 460 is called upon to serve its role as one of the east-west hurricane evacuation routes for residents of southeastern Virginia and northeastern North Carolina. The final Environmental Impact Study and Record of Decision have been approved by the Federal Highway Administration and a Comprehensive Agreement with the chosen firm to construct the expressway through a public/private partnership agreement was finalized in December 2012. However, additional environmental review is on-going in 2014 and a final alignment has not been determined.

Secondary Road Improvements

The Southampton County Board of Supervisors has adopted resolutions related to the secondary road system budget and County priorities for secondary highway and unpaved road improvements. Currently, there are nine roads selected for improvements (Table 4-3).

**TABLE 4-3
SOUTHAMPTON COUNTY SECONDARY ROAD CONSTRUCTION PRIORITIES
2012**

Priority	Route	Name	From	To	Length (miles)	Est. Cost
1	651	Indian Town Road	Rt. 653	Rt. 609	1.3	\$350,000
2	654	Rawlings Road	Rt. 609	Rt. 58	0.9	\$250,000
3	655	Brandy Pond Road	Rt. 609	Rt. 608	0.8	\$100,000
4	687	Delaware Road	Rt. 689	Rt. 258	3.1	\$900,000
5	646	Rosemont Road	Rt. 1006	Rt. 645	0.75	\$300,000
6	728	Guy Place Road	Rt. 616	Rt. 628	1.5	\$300,000
7	652	Buckhorn Quarter Road	Rt. 609	Rt. 653	1.6	\$375,000
8	617	Warrigue Road	Rt. 620	Rt. 616	3.6	\$295,000
9	694	Old Lamb Road	Rt. 58	Dead end	1.05	\$300,000

Source: Southampton County Board of Supervisor Meeting minutes, 3/26/2012

Southampton County relies primarily on its highways and roads for transportation and connections to Hampton Roads in the east and major interstate highways to the west. While the County has extensive freight service via both road and rail, transportation options for the County's residents are limited. Priorities for improvements to the County transportation system focus on the primary and secondary road systems, particularly to improve safety.

Bridge Improvements

Bridges are an important part of the transportation system throughout Hampton Roads, including Southampton County. As bridges age, maintaining them has become a problem throughout the area. The costs of constructing bridges can be four to six times higher than typical urban roadway reconstruction costs according to VDOT planning level estimates. Funding is not keeping up with maintenance needs. Because of the importance of bridges to the transportation system, the Hampton Roads Transportation Planning Organization completed the Hampton Roads Regional Bridge Study in the fall of 2012.

Bridges throughout Hampton Roads were studied to provide a regional analysis of bridge topics such as bridge inspections and ratings, deficient bridges, bridge funding and projects, and the impacts that the closure of bridges would have on travel patterns. The age of the bridge is an important function in determining its functionality. The median bridge age in the Hampton Roads region was 37 years as of August 2012. Following is a summary of the age of bridges in the area:

Total bridges	Jurisdiction	Prior to 1930	1930-1939	1940-1949	1950-1959	1960-1969	1970-1979	1980-1989	1990-1999	2000-2012	Median age (years)
138	Southampton/ Franklin	3	24	4	7	31	31	18	13	7	42.5
85	Isle of Wight	0	3	10	20	8	14	8	14	8	42
135	Suffolk	3	4	8	11	18	36	14	24	17	38
32	Surry	1	8	0	7	5	6	1	2	2	50.0

Source: HRTPO Hampton Roads Bridge Study 2012

The Hampton Roads Transportation Planning Organization's Regional Bridge Study includes information about bridges in the County, including the age of the bridges, and a list of bridges that are structurally deficient. A structurally deficient bridge is a structure with elements that need to be monitored and/or repaired. A structurally deficient bridge is not necessarily unsafe; bridge inspectors will close or impose limits on bridges they feel are unsafe. There are 16 structurally deficient bridges in Southampton County.

Route	Facility	Crossing	Year built	Structurally deficient in 2007?
615	Adams Grove Road	Browns Branch	1932	no
640	Berea Church Road	Branch	1932	yes
653	Carys Bridge Road	Nottoway River	1954	no
665	Cross Keys Road	Deal Swamp	1975	no
671	Gen. Thomas Highway	Nottoway River	1960	no
634	Indian Branch Road	Indian Branch	1932	no
730	Little Texas Road	Meherrin River	1953	no
35	Meherrin Road	Nottoway River	1929	no
657	Old Place Road	Tarrara Creek	1988	no
609	Popes Station Road	branch	1979	no
35	Route 35	Tarrara Creek	1946	no
58	Route 58 EB	Nottoway Swamp	1930	yes
189	South Quay Road	Blackwater River	1940	yes
663	The Hall Road	Flat Swamp	1968	yes
308	Three Creek Road	Three Creek	1948	yes
635	Tucker Swamp Road	Norfolk Southern RR	1915	no

Source: HRTPO Hampton Roads Bridge Study 2012

Functionally obsolete bridges are those that were built to standards that are no longer used today. Such bridges are not inherently unsafe; they are bridges that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic volumes or meet current geometric standards. Of the 138 bridges in Franklin and Southampton County, 56 of them, or 40.6% are functionally obsolete. All of them are the maintenance responsibility of the Virginia Department of Transportation. In the Hampton Roads region, there are 1,223 bridges and 379 of them, 31% of the total, are functionally obsolete.

Certain types of bridge structures, due to their design or location, require more monitoring than typical bridges. Most bridges are designed so that loads can be redistributed to other structural members if any one member loses its ability to distribute loads. Fracture critical bridges, however, are designed with few to no redundant supporting elements and are in danger of collapse if a key member fails. These bridges

are not necessarily unsafe, but they must undergo more frequent and more extensive inspections. Inspectors will close or impose limits on unsafe structures. Fracture critical bridges in Southampton County include:

Route	Facility	Crossing
35	Meherrin Road	Nottoway River
189	South Quay Road	Blackwater River
680	Sunbeam Road	Cokemoke Mill
635	Tucker Swamp Road	N&W RR

Source: HRTPO Hampton Roads Bridge Study 2012

A study of bridge sufficiency is a method to determine a numerical rating for each bridge based on its structural evaluation, design and function, and public importance. These factors create a numerical value between 0% and 100%, with 100% representing an entirely sufficient bridge. It is important to note, however, that a bridge with a low sufficiency rating is not necessarily unsafe. The sufficiency rating is based on:

- Structural adequacy and safety, which includes the condition of the superstructure, substructure or culvert,
- Serviceability and functional obsolescence, which includes thirteen factors related to the design and function of the bridge,
- Essentiality for public use, which includes traffic volumes, detour length, and use for military deployment, and
- Special Reductions, which takes into account the type of structure and safety features.

There are fifteen bridges in Franklin and Southampton County that have a Sufficiency Rating of less than 50%. Bridges with a Sufficiency Rating of less than 50% qualify for federal bridge replacement funds, while bridges with ratings of more than 50% qualify for federal bridge rehabilitation funds.

Route	Facility	Crossing	Sufficiency Rating
35	Meherrin Road	Nottoway River	10.4%
189	South Quay Road	Blackwater River	10.7%
671	Gen. Thomas Highway	Nottoway River	11.8%
635	Tucker Swamp Road	Norfolk Southern RR	19.7%
615	Adams Grove Road	Browns Branch	25.3%
671	Gen. Thomas Highway	Nottoway River overflow	28.2%
634	Indian Branch Lane	Indian Branch	34.5%
614	Seacock Chapel Road	Seacock Swamp	38.4%
35	Route 35	Tarrara Creek	39.1%
730	Little Texas Road	Meherrin River	39.1%
186	Hugo Road	Meherrin River overflow	40.4%
308	Three Creek Road	Three Creek	44.4%
607	Farmers Bridge Road	Assamoosic Swamp	47.9%
659	Vicks Millpond Road	Flat Swamp	48.7%
619	Burdette Road	Black Creek	49.3%

Source: HRTPO Hampton Roads Bridge Study 2012

The Rt. 35 crossing over the Nottoway River is scheduled for replacement by VDOT in 2014 or 2015.

Sufficiency ratings were created by the Federal Highway Administration (FHWA) as a means of prioritizing funding. The sufficiency rating, however, does not give a full picture of the physical condition of the bridge or provide a reliable ranking system for bridge maintenance. Therefore, VDOT created a Health Index, which is based on the condition of the various elements of the bridge – such as railings, joints and girders – and assigns a dollar value based on their condition relative to a new structure. A Health Index of 100% indicates that all of the elements of the bridge structure are in the best possible condition, while a Health Index of 0% indicates that all of the elements of the bridge structure are in the worst possible condition. A low Health Index, however, does not mean that the bridge is unsafe; bridge inspectors will close or impose weight limits on bridges they feel are unsafe. Using the Health Index, Southampton County has six VDOT-maintained bridges in Hampton Roads with the lowest Health Indices, out of 24 on the list:

Route	Facility	Crossing	VDOT Health Index
665	Cross Keys Road	Deal Swamp	49.41%
635	Tucker Swamp Road	Norfolk Southern RR	55.81%
189	South Quay Road	Blackwater River	56.14%
671	Gen Thomas Highway	Branch	61.13%
612	Fortsville Road	Apple White Swamp	63.36%
671	Gen. Thomas Highway	Nottoway River	64.00%

Source: HRTPO Hampton Roads Bridge Study 2012

The Virginia Commonwealth Transportation Board allocates funds through the Six Year Improvement Plan (SYIP). The current SYIP is for FY 2014-2019. These funds are to be used for construction, development, or study of transportation projects. A number of existing bridges in Hampton Roads are programmed for replacement in the current SYIP, six of them in Southampton County. All of the bridges in the SYIP are either structurally deficient or functionally obsolete. Following are the bridges in Southampton County in the current SYIP:

Facility	Type	Construction start/end	Estimated cost
Gen. Thomas Highway over Nottoway River and Nottoway overflow	Replacement	2019/2021	\$10,290,000
Rt 35 over Nottoway River	Replacement	2015/2015	\$13,082,000
Rt 35 over Tarrara Creek	Replacement	2016/2018	\$2,000,000
Rt 58 Bus over Rt 58 east of Courtland	New	2014/2016	\$28,617,000
Three Creek Road over Three Creek	Replacement	2018/2020	\$3,354,000
Tucker Swamp Road over N/S RR	Replacement	2016/2017	\$1,720,000
Vicks Millpond Road over Flat Swamp	Replacement	2015/2016	\$825,000
Rt 189 over Blackwater River	Replacement	2012/2013	\$8,281,000

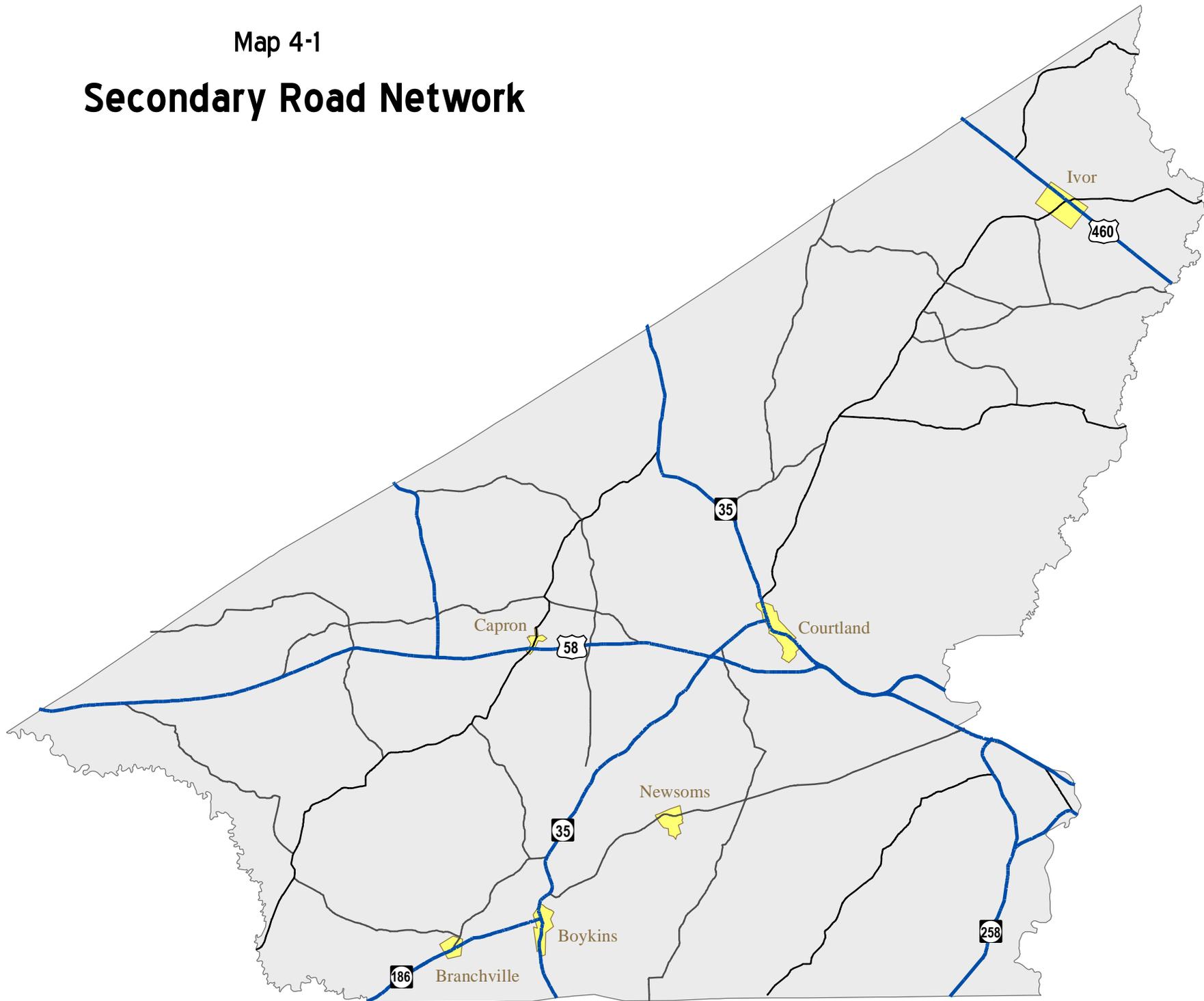
Source:VDOT Six Year Improvement Plan 2012

Summary

Southampton County's transportation elements are provided by a number of agencies. The roadway network is constructed and maintained almost exclusively by the Virginia Department of Transportation except the limited local roadways that are part of the County's Six Year Plan. Limited public transportation is provided through the I-Ride

program which is provided by Senior Services of Southeastern Virginia. Both Norfolk Southern and CSX provide rail services through the County. The Port of Virginia improvements and the US 460 Expressway will both have impacts on Southampton County in the near future.

Map 4-1
Secondary Road Network



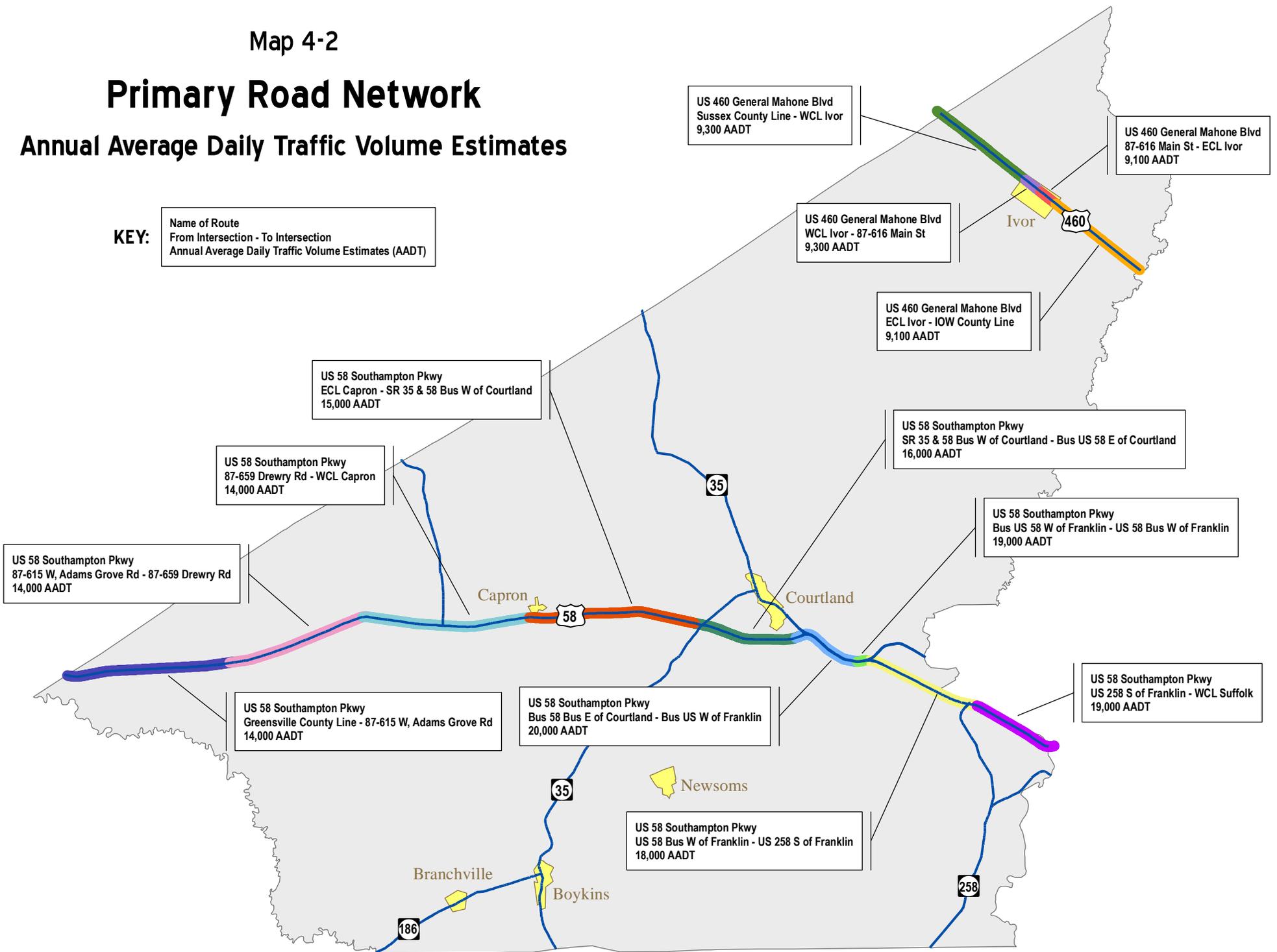
Map 4-2

Primary Road Network

Annual Average Daily Traffic Volume Estimates

KEY:

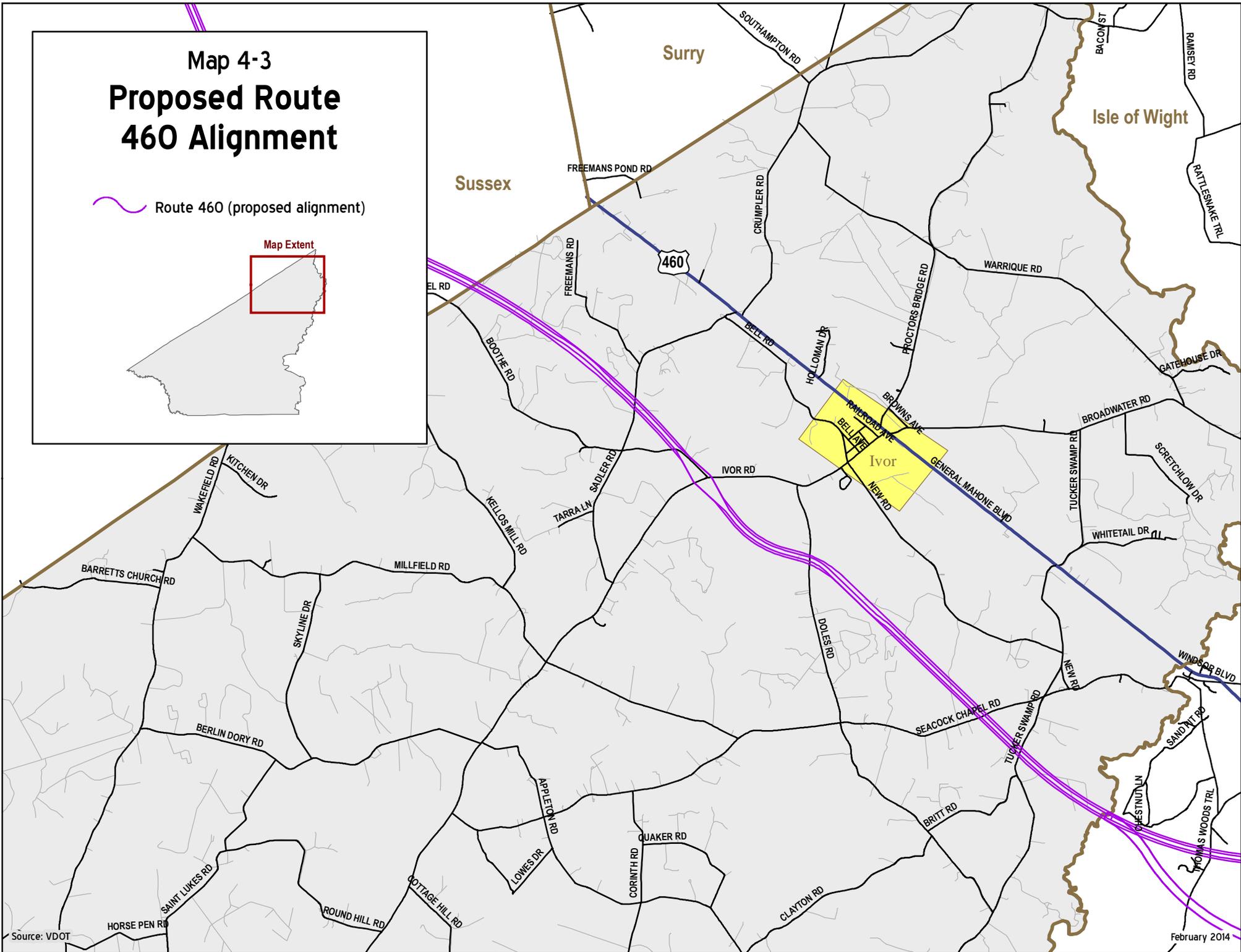
Name of Route
From Intersection - To Intersection
Annual Average Daily Traffic Volume Estimates (AADT)



Map 4-3 Proposed Route 460 Alignment

 Route 460 (proposed alignment)

Map Extent



Map 4-4 Transportation Plan

Rural Long Range Plan

Identified Expansion Improvements

15 Intersection Deficiencies

16 Segment Deficiencies

Road Network

Principal Arterial - Other

Major Collector

Minor Collector

Minor Arterial

Local Road

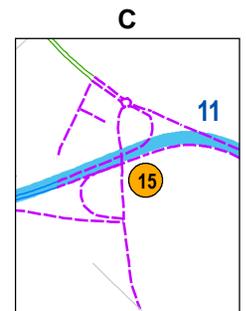
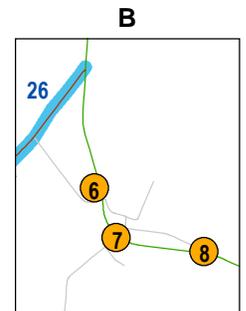
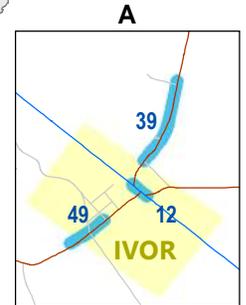
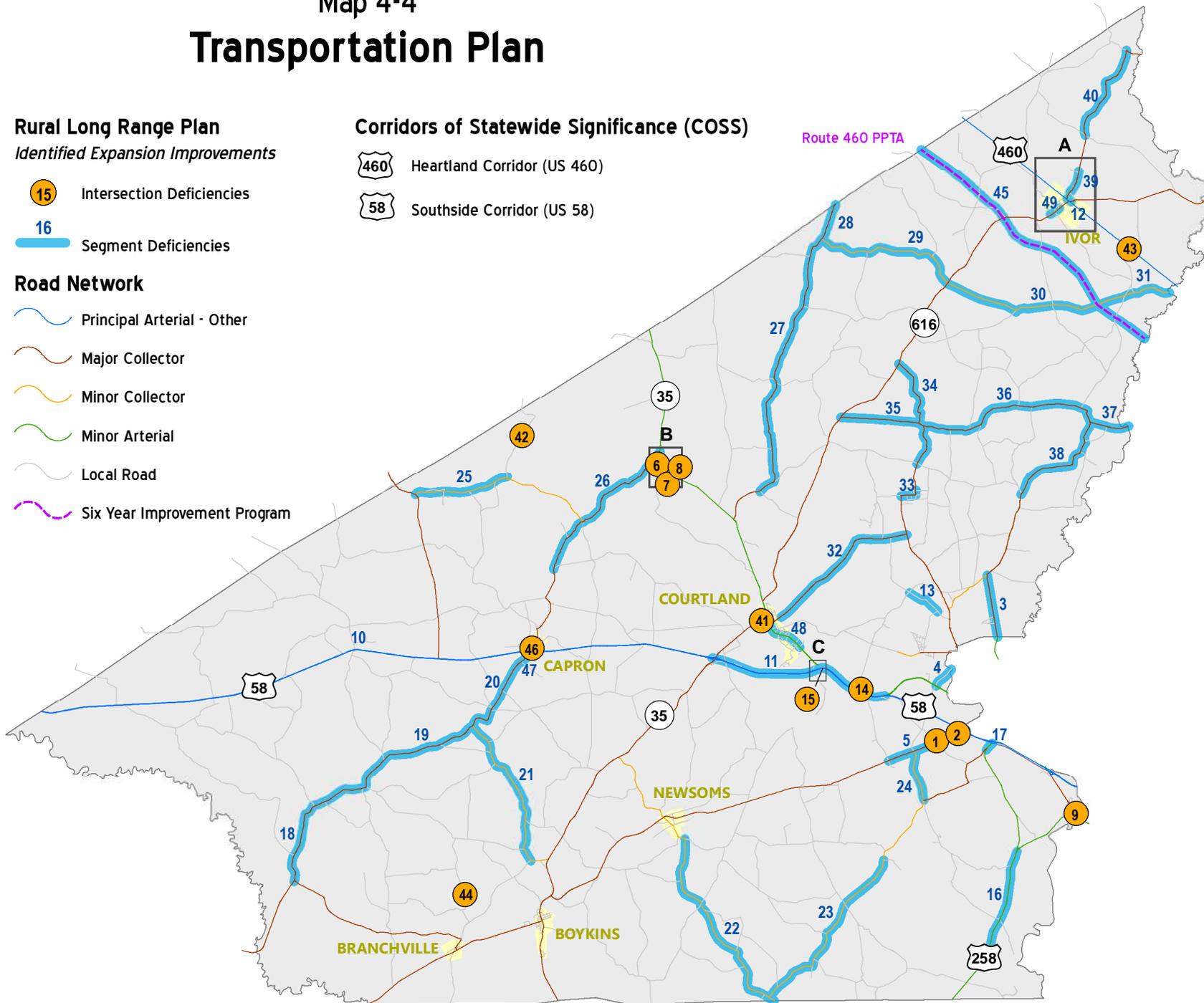
Six Year Improvement Program

Corridors of Statewide Significance (COSS)

460 Heartland Corridor (US 460)

58 Southside Corridor (US 58)

Route 460 PPTA



Route 58/Courtland Interchange

CHAPTER 5 - PUBLIC EDUCATION

Introduction

The Southampton County Public School Division operates six public schools and a technical career center serving students in grades Pre-Kindergarten through 12. All County schools are accredited by the Virginia Department of Education based on Standards of Learning Assessments (SOLs) and other tests in English, history, mathematics, and science. Southampton High School is also accredited by the Southern Association of Colleges and Schools, a regional accrediting agency encompassing eleven southern states.

The Southampton County Public School Division offers core instruction in mathematics, science, language arts, social studies, computer science and technology. County schools also offer special education programs, honors courses, and enrollment in two governor's schools, as well as advanced placement, dual-credit and electronic classroom courses. In addition, the Southampton Technical Career Center includes job-training courses in over 20 fields ranging from building trades to robotics.

Southampton students and staff will continue to be affected by the standards set in the federal No Child Left Behind legislation, which requires school divisions to meet ever-increasing performance benchmarks related to student performance on the SOL tests. Rising standards will present new challenges for meeting student achievement goals.

Elementary and Secondary Education

The Southampton County Public School Division currently operates six public schools, including four elementary schools, one middle school, and one high school. The County's elementary schools serve the educational needs of children in grades Pre-Kindergarten through 5. The oldest of these is Capron Elementary School, which was built in 1954, and renovated in 1975 and 2001. The school is located on U.S. 58 to the east of the Town of Capron. It reported an enrollment of 182 students for the 2013-2014 school year. A 2004 study conducted by Moseley Architects found that Capron Elementary exhibited marginal to inadequate ratings in a number of areas. Building size, play areas, and sidewalks were found to be marginal in adequacy. Parking, bus loop, and circulation were found to be inadequate. The School Board has included a request for capital funding for a replacement for Capron Elementary for a number of years.

Two elementary schools, Meherrin and Nottoway, opened in Fall 2001. These schools replaced Boykins and Ivor Elementary Schools and were built to accommodate 500 students each. 2013-2014 enrollment for Meherrin Elementary was 312 students, 62% of capacity. 2013-2014 enrollment for Nottoway Elementary was 291 students, 58% of capacity. The newest school, Riverdale Elementary, opened in Fall 2008 with a capacity of 750 students. The 2013-2014 enrollment at Riverdale was 622 students, 83% of capacity. The three newer elementary schools, Meherrin, Nottoway, and

Riverdale Elementaries, total a 1,750-student capacity and in the 2013-2014 school year served 1,225 students, 70% of the total capacity of the three schools.

Southampton Middle School was built as a high school in 1954, and renovated in 1995 when it was converted to a middle school. Enrollment for the 2013-2014 school year was 647. The facility was rated as average by the Moseley study, but is expected to have adequate capacity to meet enrollment through 2009.

The new Southampton High School opened in September 1993 and reported an enrollment of 809 students for the 2013-2014 school year. Enrollment at the school has decreased slightly over the past several years, falling from 892 in the 2009-2010 school year to just over 800 in the most recent year, a reduction of approximately 9% in four years.

In addition to the public school system, there is one private school serving grades Pre-Kindergarten through 12 in Southampton County. Southampton Academy is a coeducational, college-preparatory day school located in the Town of Courtland. The school is accredited by the Southern Association of Colleges & Schools and the Virginia Association of Independent Schools, and will have a total enrollment of approximately 238 in the 2012-2013 school year.

Enrollment

According to the Virginia Department of Education, total student enrollment in Southampton County Public Schools was 2,863 for the 2013-2014 school year. School population has remained fairly steady since the 2001-2002 school year, ranging from a low of 2,832 in the 2001-2002 school year to a high of 2,932 students in the 2007-2008 school year.

Student Performance

Southampton County students take the Virginia Standards of Learning tests each year in grades 3, 5, and 8, as well as at the end of selected high school courses. Table 5-1 summarizes all SOL scores for Southampton County students for school years 2008-09 through 2010-11.

**TABLE 5-1
STANDARDS OF LEARNING PASS RATES, 2008-2011
SOUTHAMPTON COUNTY, VIRGINIA**

Grade 3	English		Mathematics		History		Science					
2008-09	77		78		85		78					
2009-10	70		86		86		80					
2010-11	79		86		89		92					
Grade 5	Reading		Writing		Mathematics		Science					
2008-09	88		81		90		90					
2009-10	85		81		91		80					
2010-11	89		86		90		88					
Grade 8	Reading		Writing		Mathematics		Science					
2008-09	89		85		94		89					
2009-10	77		94		87		89					
2010-11	88		86		88		94					
End of Course	Reading	Writing	Algebra I	Geometry	Algebra II	Biology	Chemistry	Earth Science	VA/US History	World History I	World History II	World Geography
2008-2009	97	98	98	91	95	82	94	91	99	98	100	78
2009-2010	94	95	100	84	91	89	94	87	95	98	97	79
2010-2011	92	95	99	93	79	89	99	91	78	94	62	79

From the Virginia Department of Education, schools are rated according to the progress toward the goals of the No Child Left Behind Act of 2001. The federal law requires states to set annual benchmarks for achievement in reading and mathematics leading to 100 percent proficiency by 2014. In the 2008-2009 school year, 87% of Southampton County students were proficient in English performance, while the state average was 89%. In the 2009-2010 school year, Southampton County posted an 81% pass rate in English, while the state average was 89%. In the 2010-2011 school year, the County average in English was 82% while the state average was 88%.

Mathematics performance in both the County and the state in the 2008-2009 school year provided an 86% pass rate. The County rate in the 2009-2010 school year remained at 86% while the state average rose to 88%. The County average in mathematics in the 2010-2011 school year was 84% while the state average rose to 87%.

The Southampton County drop-out rate of students in the 2008-2009 school year was 2.81% while the state average was 1.76%. The drop-out rate for the 2009-2010 school year was 1.76% in Southampton County while the state average was 1.49%. The drop-out rate for the 2010-2011 school year was 1.56% for Southampton County while the state average was 1.63%. The 2010-2011 school year was the first in recent years that the County drop-out rate was less than the state's, and the County rate continues to decline.

Higher Education

According to the Virginia Department of Education, 75.6% of school year 2010-2011 high school graduates in Southampton County planned to continue their educations in two or four-year institutions or other post-secondary programs, as compared to 81.8% of all students graduating in the Commonwealth in 2011. A number of higher education opportunities are available in Southampton County and other nearby localities for students choosing one of these options. Within the County, the Southampton Memorial Hospital School of Practical Nursing offers a 12-month practical nursing program sponsored jointly by Franklin and Southampton County Public Schools. In the neighboring city of Franklin, Paul D. Camp Community College operates as a two-year institution offering academic programs leading to associate in arts and science degrees. In addition, the College offers occupational and technical programs leading to certificates or associate of applied science degrees. Other nearby colleges and universities include Chowan University, Christopher Newport University, Norfolk State University, Old Dominion University, Virginia Commonwealth University, Virginia Wesleyan College, and the College of William & Mary.

Career and Technical Education

The County's primary source of career and technical training is the Southampton Technical Career Center, which is located on the Southampton High School campus in Courtland. The Center provides job training in many fields, including child care, cosmetology, food & clothing services, engineering, agriculture, and the building and electrical trades. Programs in welding and auto mechanics are offered in conjunction with Paul D. Camp Community College. The College also offers work force development programs.

Revenues and Expenditures

Intergovernmental sources provided approximately 62% of the revenues received by the Southampton County Public School System in 2012-2013. Local funding provided another 38% of school revenue. Table 5-2 indicates the sources of public school system revenue from local, state, and federal governments for the 2012-2013 school year.

**TABLE 5-2
PUBLIC SCHOOL REVENUES, 2014-2015 BUDGET
SOUTHAMPTON COUNTY, VA**

Source	Amount	Percent of Total
From State Revenue	\$ 18,241,508	58%
From Federal Revenue	\$ 1,456,609	5%
From Southampton County budget	\$ 11,510,823	37%
Total Revenues	\$ 31,208,940	100%

Source: Southampton County 2014-2015 Adopted Budget

Table 5-3 depicts the distribution of all public school expenditures in the County budget for the 2014-2015 school year. The majority of expenditures planned in the budget,

nearly 67%, were for instructional staff and programs. The Superintendent's Annual Report to Virginia indicates that the total cost to educate a student in the Southampton County Public Schools was \$10,045 in Fiscal Year 2014, which ranked 52th among the 146 school systems in Virginia, meaning 94 systems had a higher cost per student than Southampton County.

**TABLE 5-3
PUBLIC SCHOOL BUDGET 2014-2015
SOUTHAMPTON COUNTY, VA**

Expenditure	Amount	Percent of Total
Instruction	\$18,821,042	60%
Administration, Attendance, Health	\$ 1,034,776	3%
Transportation	\$ 2,884,476	9%
Operation and Maintenance	\$ 3,188,295	10%
School Food and Non-Operating	\$ 72,427	less than 1%
Facilities	\$ 168,709	1%
Debt Service	\$ 2,293,757	7%
Technology	\$ 546,467	2%
Programs	\$ 2,198,991	7%
Total Budget	\$ 31,208,940	100%

Source: Southampton County 2014-2015 Adopted Budget

Future Capital Needs

The Southampton County Public School Board produced its *Strategic Plan for School Facilities Improvement* in October 2004. The study covered school years 2004-2005 through 2008-2009 and assumed two primary objectives – elimination of temporary classroom spaces at the County's elementary schools and consideration of the need for additional core facilities and specialized spaces in addition to classroom space. Based in part on the 2004 report from Moseley Architects, the Southampton County School Board named three priorities for facilities improvement:

1. Construction of Riverdale Elementary School with a capacity of 750 students. This new school opened in the Fall of 2008.
2. Installation of temporary classrooms at Southampton High School until a permanent addition is completed.
3. Construction of a new Capron Elementary School with a capacity of 300 students. This has been a request in the School Board's Capital Improvements Plan for a number of years.

Measures have been taken to address space deficiencies at Southampton High School. Pending completion of a building addition, temporary classrooms are being used. Updates to the School Board plan are anticipated to address continuing projects and changing conditions as objectives are met.

CHAPTER 6 - COMMUNITY FACILITIES

Introduction

Southampton County provides a variety of services to its residents through local government, public safety agencies, and the public education system. The County also has libraries and health care services available to its residents.

Local Government

Southampton County is governed by a seven-member Board of Supervisors, which is comprised of members from each of the seven election districts. Supervisors serve four-year terms and elect a Chairman and Vice-Chairman from their membership. The Board is responsible for levying taxes and setting policies and procedures for the citizens of Southampton County. The County Administrator serves at the pleasure of the Board and is responsible for daily operation of the County government. Most of the County's administrative departments, the Department of Social Services, and the Department of Health are located in the 30,000 square foot Southampton County Office Center, which is located on the old Courtland Elementary School site and opened in June 1992. The Franklin Southampton Community Development Department, the first shared services community development office in Virginia, is located in the Franklin City Hall building in downtown Franklin.

The Southampton Courthouse is located near the Nottoway River in Courtland and was built in 1834. The building serves only court-related functions, housing the Southampton Circuit Court, General District Court, Juvenile & Domestic Relations Court, and the Commonwealth Attorney's Offices. Recent renovations provided additional office space and improved courtroom and facility security.

Public Safety

Southampton County's chief law enforcement officer is an elected Sheriff who serves a four-year term of office. The Southampton County Sheriff's Department has 136 employees serving a number of functions, including law enforcement, court security, and corrections. Renovations to the Sheriff's Office, which is located in Courtland, were completed in 2001. The Southampton County Jail and Annex is also located in Courtland. The Southampton County Jail Farm, a 100-bed facility north of Capron, is leased from the Commonwealth and used as a work camp.

The Virginia Department of Corrections operates several correctional facilities in Southampton County and also has a security ward at Southampton Memorial Hospital with 13 beds and a holding cell. Currently the Department of Corrections operates the Southampton Work Center for Men with 200 beds, the Southampton Pre-Release and Work Center for Women with 200 beds, and the Southampton Men's Detention Center with 60 beds. Deerfield Correctional Center opened in 1994 and contains 1,069 beds.

All facilities except the hospital are located near Capron. Southampton Correctional Center was closed in 2008.

Fire and rescue service in Southampton County is provided by ten volunteer fire departments and six volunteer rescue squads. Fire departments are located throughout the County in Boykins, Branchville, Capron, Courtland, Drewryville, Franklin, Ivor, Hunterdale, Newsoms, and Sedley. Rescue squads are located in Boykins, Capron, Courtland, Franklin, Greensville, and Ivor. Medical Transport LLC also provides EMT services in Southampton County. Map 6-1 shows the locations of these facilities.

Health Care

Southampton Memorial Hospital, a 221-bed facility established in 1963, is located on Fairview Drive in Franklin. The hospital is fully accredited by the Joint Commission on Accreditation of Health Care Organizations and is licensed by the Virginia Department of Health. It contains a 24-hour emergency room and offers a full range of services, including a cardiac rehabilitation center, imaging facilities, a sleep center, rehabilitation services (occupational/physical/speech therapy), labor and delivery facilities, outpatient and inpatient surgery, home health care, long-term care, and hospice care. The staff of the hospital includes 29 active physicians, 52 courtesy physicians, and 425 hospital employees. In 2005, Southampton Memorial completed a 60,000 square foot addition and renovation, expanding the emergency care, outpatient, and secure facilities. In addition, the hospital contains a Virginia Department of Corrections Security Ward.

Other health care facilities serving Southampton County include The Village at Woods Edge, a senior living community sponsored by Southampton Memorial Hospital. The Village offers 55 one and two-bedroom private apartment homes for independent senior adults. An additional forty-two private suites are available in The Manor, a separate but adjoining assisted living wing. The East Pavilion is a 116-bed long-term care facility and is operated by, Southampton Memorial Hospital. The Courtland Health Care Center is a 90-bed facility with intermediate care service provided by a licensed staff on duty 24 hours a day.

Horizon Health Services, a community-based health services clinic, operates in Ivor as the Ivor Medical Center, a Federally Qualified Health Center. This is a low-cost medical clinic that provides primary care to residents of Southampton, Sussex, Surry, and Isle of Wight counties. The center offers physicals and wellness care, as well as the care of chronic conditions, to all including those with and without health insurance. The Ivor Dental Center is located on the site as well, providing low cost dental care to local residents. The Ivor Medical Center has been in operation since 1979, and the new facilities were opened on Ivor Road just south of the town limits of Ivor in 2009. The dental center opened in 2010.

Libraries

The County is served by the Blackwater Regional Library, which is headquartered in Courtland and has branches throughout the region. The Walter Cecil Rawls Library and Museum is located on Main Street in Courtland and is also affiliated with the Virginia Museum. It opened in 1958 and was renovated in Spring 2001. The Rawls Library currently holds 156,547 volumes. The Blackwater Regional Library system also provides quality data bases free of charge to its patrons, including:

- A to Z the USA,
- Chilton Library,
- Consumer Reports,
- Find It Virginia,
- Genealogy Resources,
- Job & Career Accelerator,
- Learning Express,
- NoveList Plus and NoveList K-8 Plus,
- Rocket Languages, and
- World Book Web.

The Paul D. Camp Community College Library, located in Franklin, holds approximately 23,000 volumes and has 200 periodical and newspaper subscriptions. In addition, the Library provides access to CD-ROMs, the NOTIS Library System, and the Internet. These services are available to the citizens of Southampton County for research, to promote literacy, and to support professional development.¹

Parks and Recreation

The 2007 Virginia Outdoors Plan provides the fact that in 1965, there were 1,799,557 vehicles registered in Virginia, and driving for pleasure was rated as the number one outdoor activity. By 2005, according to the Federal Highway Administration, Virginia had 6,503,843 vehicles registered, but driving for pleasure was no longer the most popular outdoor recreational activity with only about 50 percent of the population participating. Walking for pleasure is now the number one outdoor recreational activity with over 70 percent of the population participating. The rural nature of Southampton County provides opportunities for its citizens to enjoy nature in a variety of ways. Southampton County does not have a parks and recreation department, but there are many recreational opportunities available to residents. Hunting, fishing, and boating are popular recreational activities in the County.

The 2008 Southampton County Parks and Recreation Plan included a survey and the survey found that the most common recreational activities in which County residents participate involved youth and organized sports. Almost three-fourths of the respondents said that their community needs more youth activities, and over half felt

¹ Paul D. Camp Community College, *Get Ahead*, p 56.

more adult activities are needed, with most citing organized sports programs as the types of activities most sought. Residents who participated in the survey cited the need for baseball fields, basketball courts, and playgrounds. Community not-for-profit organizations, such as local baseball organizations in the towns, provide ball fields and playgrounds in some areas. Other recreational opportunities available in the County include horseback riding, water sports and golf.

Southampton County has three navigable rivers – the Blackwater, Meherrin, and Nottoway – that provide many opportunities for boating, fishing, and other recreational water sports. Public water access is provided at four public boat landings maintained by the Virginia Department of Game and Inland Fisheries – three on the Nottoway and one on the Blackwater. Because of their natural and recreational value, the Nottoway and Blackwater Rivers for the entire lengths in Southampton County have been designated as Virginia Scenic Rivers. The Scenic Rivers program as outlined in the 2007 Virginia Outdoors Plan provides the following benefits to waters with this designation, including:

- Providing opportunities to consider scenic, cultural and historic resources in planning and design.
- Requiring Federal Energy Regulation Commission reviews of hydropower or related projects proposals to include multiple river values for affected rivers.
- Encouraging closer review of projects and proposals by state agencies and localities.
- Requiring General Assembly authorization for dams.
- Allowing for continued appropriate riparian land uses.
- Allowing state, local and federal projects on designated waterways to be reviewed and monitored by the Virginia Scenic River Board.
- Providing a framework for appointment of a local Scenic Rivers Advisory Committee.
- Providing eligibility for land use tax considerations, if locally adopted.
- Providing the potential for additional economic benefits to the adjacent community.

This designation will help to protect the rivers for public use and enjoyment.

The 2007 Virginia Outdoors Plan contains some additional observations and recommendations regarding recreational opportunities in the County, including the following:

- It is noted that while private organizations may provide recreation programming for the County in the short term, they are not charged with planning for the long term recreation, park and open space needs of a community.
- Due to extremely high demand for public access to the waters of the Commonwealth, any large acreage waterfront property that becomes available on the major tidal rivers or their tributaries in the region should be evaluated for potential acquisition and development as a regional or state park. Potential acquisitions should be explored along the Nottoway River in Southampton County.
- Local, regional and state agencies and organizations should implement the Trans Virginia Southern Trail that will stretch from the Cumberland Gap to the

Chesapeake Bay through the region. This trunkline is comprised of many trails existing or underway. The network will connect the mountains to the sea and stimulate ecotourism across Southern Virginia. In Hampton Roads, the corridor could go through the City of Virginia Beach, Chesapeake County, City of Suffolk, Isle of Wight County and Southampton County.

- Regional and local agencies should provide adequate support facilities and services, such as restrooms, concessions, parking and maintenance for existing and proposed public water blueways including the Nottoway River Water Trail and the Blackwater River Water Trail.
- Opportunities to traverse Virginia's scenic and cultural landscapes are enhanced through nationally recognized designation as a scenic highway or Virginia Byway. State Route 35 in Southampton County is a Virginia Byway route..
- Flood abatement strategies for the Blackwater River should favor protection of existing forested wetlands in the watershed. State agencies and private organizations, such as The Nature Conservancy, are encouraged to acquire and manage bottomland hardwood tracts along the river.
- Establish a state forest in Sussex and Southampton Counties with opportunities for public access to outdoor recreation. The Nature Conservancy has secured large tracts from International Paper in the vicinity of the Piney Grove Nature Preserve. The Virginia Department of Forestry should acquire this property as a state forest.

The previous Virginia Outdoors Plan, published in 2002, included the following observations:

- Portions of the Meherrin River have potential as significant recreational resources with the removal of logjams and improvement of access.
- A site on the lower Blackwater River in Southampton County should be considered for acquisition for future development for preservation of the natural area and for use as a needed recreational facility.
- A potential Blackwater Wildlife Management Area has been identified and could help meet the need for additional hunting lands in the region.

There are a number of other recreational opportunities available in Southampton County. The Cypress Cove Country Club provides residents with access to an 18-hole golf course and also offers a swimming pool, six lighted tennis courts, a golf pro shop, and a clubhouse with dining facilities. The Nottoway River Ranch, located on the Nottoway River south of Franklin, has more than 75 acres of wooded land. It offers fishing, four-wheeling, canoeing, camping, horse boarding, nature watching, and walking and riding trails. Hunting outfitters are located within Southampton County, providing hunting and lodging as well as off-season outdoor activities. Equestrian facilities are also available and Graz'n Acres Therapeutic Riding Center is an accredited center that works with riders with differing abilities. The Beaches to Bluegrass Trail, a trail traversing the southern part of Virginia from the mountains of southwestern Virginia to the Chesapeake Bay and the ocean, is under study by the Virginia Department of Conservation and Recreation (DCR). It has been considered by DCR in rural areas

such as Southampton County that the trail may be signed bike trails on existing public roads.

The Franklin-Southampton County Fair is held each August in the Agri-Civic Center. The fair reflects and celebrates the agricultural heritage of the region. The fair is a four-day event that includes contests for home arts, art and photography, and science and technology. Other entertainment includes a talent show, a pet show, horseshoe contests, rides and many other events.

Some initiatives that have the potential to enhance recreational opportunities in the County have been undertaken recently and should be considered as part of future recreation plans. These include the donation of land by International Paper to The Nature Conservancy and the Hampton Roads Conservation Corridor Study (HRCCS), which presents a green infrastructure based approach to conservation planning. These initiatives have the potential to preserve and increase the land available in the County for popular activities like hunting and fishing. Both are discussed in greater detail in Chapter 7. Additionally, the Virginia Department of Game and Inland Fisheries has completed a boat ramp and parking area at the northwest corner of the intersection of General Thomas Highway (Rt. 671) and Shady Brook Trail, to replace one at the southwest corner of the intersection that was closed in conjunction with road widening on General Thomas Highway. The new boat ramp includes increased parking for vehicles pulling trailers, and improved circulation to permit people and boats to enter and leave the river more efficiently.

Per the 2008 Parks and Recreation Plan, respondents considered new recreational opportunities, creating new parks, and preserving underdeveloped land the highest priorities to be supported. Improving waterway access and supporting arts and cultural activities were perceived as being less important by those surveyed. The research for the Plan found that three-fourths of the respondents would support the creation of a parks and recreation fund for the County, with the majority favoring a user fee for access to facilities such as a pool or indoor gymnasium. Some approved of supporting the fund with taxes to some extent, or a combination of user fees and taxes. The creation of a citizen committee to monitor all expenditures of such a fund was seen as needed should such a fund be instituted.

Historic Resources

The Code of Virginia provides local governments with a number of tools that support the preservation of historic sites and structures. Included among them are the ability to designate historic districts and the authority to adopt local ordinances that govern the treatment of historic resources. In addition, the Code of Virginia requires that historic areas be surveyed and studied in the preparation of the comprehensive plan. Section 15.2-2224 states that if a locality chooses not to survey and study historic areas, then the locality must include historic areas in the comprehensive plan if they are identified and surveyed by the Department of Historic Resources. The Code also states that

zoning ordinances shall be designed to give reasonable consideration to protection against destruction of or encroachment upon historic areas.

Southampton County contains several sites of architectural, cultural, and historical significance. Identification and preservation of these sites are important for a number of reasons. Historic sites can provide hands-on educational experiences, particularly for the County’s school children. Furthermore, rehabilitation and preservation of historically significant structures prevents blight and provides a positive economic impact on County tax revenues. Finally, historic sites and properties can be used to promote tourism in the County, providing an added boost to the local economy.

There are fourteen sites in Southampton County that are currently listed on the National Register of Historic Places and the Virginia Landmarks Register (Table 2-4). These properties are generally individual houses representing a variety of periods in American architectural history, from Federal to Queen Anne. A comprehensive architectural survey of Southampton County was completed, and the Rebecca Vaughan House, the Rochelle-Prince House, and the Sebrell Rural Historic District were added in recent years. Additional historic properties or districts may be added to the Registers as a result of further study.

**TABLE 2-4
THE NATIONAL REGISTER OF HISTORIC PLACES – THE VIRGINIA LANDMARKS REGISTER
LISTED PROPERTIES
SOUTHAMPTON COUNTY, VA**

Property	Location	USGS Quad	VLR	NRHP
Aspen Lawn	4438 Hicksford Road	Adams Grove	6/15/2004	4/2/2006
Beaton-Powell House	32142 Main Street	Boykins	9/18/2008	11/14/2008
Beechwood	NE of Courtland on VA 643	Vicksville	9/20/1982	2/2/1983
Belmont	NE of Capron off VA 652	Capron	7/18/1977	10/4/1977
Brown’s Ferry	E of Drakes Corner of VA 684	Sunbeam	3/21/1983	6/19/1983
Elm Grove	NE of Courtland on VA 646	Courtland	5/16/1983	7/25/1983
Mahone’s Tavern	22341 Main Street	Courtland	3/20/2008	5/29/2008
Rebecca Vaughan House	26315 Heritage Lane	Courtland	9/30/2010	1/7/2011
Rochelle-Prince House	22371 Main Street	Courtland	9/30/2010	1/7/2011
Rose Hill	NE of Capron on VA 635	Capron	9/19/1983	1/1/1984
Sebrell Rural Historic District	Bordered by Nottoway River, Assamoosick Swamp, and Old Hickory Road	Sebrell	9/30/2010	Pending
Simmons-Sebrell-Camp House	Zebulon Simmons Tract	Sebrell	6/19/2007	10/24/2007
Sunnyside	VA 673	Capron	10/22/1985	7/9/1986
Vincent House	23016 Main Street	Capron	9/11/2001	1/17/2008

Source: Virginia Department of Historic Resources

1831 Insurrection Trail

The 1831 Southampton Insurrection Tour is an opportunity to connect travelers, residents, tourists, and students with sites associated with the Nat Turner Rebellion. The project entails the fabrication of orientation exhibits, installation of interpretive signs,

construction of turnouts, acquisition of easements, and production of a brochure and map.

Nat Turner's Rebellion was the most infamous and successful slave revolt in American history. While hundreds of people perished during this failed uprising, the 1831 Southampton Insurrection is a powerful lesson about slavery and the causes of the American Civil War. Nat Turner's "Army" traveled down still-existing roads as they marched towards the county seat - Jerusalem (now known as Courtland). When the rebellion was suppressed, Courtland became the scene of trials and executions. Many of these sites are still accessible and can be viewed from the historic roadways.

The Southampton Insurrection is mentioned in many American history books and is an SOL (Standard of Learning) requirement in Virginia. However, minimal effort has been taken to make the Nat Turner Rebellion sites available for viewing and interpretation. This story is an important theme in our nation's history. Consequently, this story must be presented using place-based learning techniques to enhance public recognition and understanding.

The 1831 Southampton Insurrection driving tour will begin at the Rebecca Vaughan House (the scene of the last murders by Nat Turner). This house is in Courtland where it was moved from its original location. The structure has undergone renovation in recent years. There the public will learn about the rebellion and its sites via an interactive map as well as artifacts such as Nat Turner's sword and the lock from his jail cell. Visitors will then be able to acquire a brochure detailing a driving tour or an iPod providing a narrative to guide them to various associated sites. The tour will take visitors to numerous places where travelers can witness the historic landscape to learn about the rebellion.

The development of this tour will require easements for pull-offs and sites, exhibit fabrication, iPod/tour brochure text production, interpretive panel preparation, and installation of trailblazing signs. These tools will help place the Nat Turner Rebellion into context for the traveler and student thereby broadening the public's awareness of this important facet of local, state, and national history. Work toward installation of the trail and amenities is on-going.

Solid Waste Management

Household solid waste disposal and recycling in Southampton County is handled through a system of refuse collection and transfer sites. The County currently operates fourteen refuse collection sites at various locations. From these sites, solid waste is transported by the Department of Public Works to the Southeastern Public Service Authority (SPSA) transfer stations located in Boykins, Ivor, and just outside of Franklin. Map 6-2 shows the locations of the SPSA transfer stations and the county collection sites. The county sites and their addresses are listed in Table 6-1 below.

TABLE 6-1 SOLID WASTE MANAGEMENT COLLECTION SITES SOUTHAMPTON COUNTY, VIRGINIA	
<i>Name</i>	<i>Address</i>
Adams Grove	24389 Park Drive
Berlin	12427 Ivor Road
Branchville	16154 Old Branchville Road
Capron	22478 Pine Level Road
Courtland	22802 Meherrin Road
Drewryville	11264 Old Belfield Road
Flaggy Run	29388 Flaggy Run Road
Joyner's Bridge	33268 Joyner's Bridge Road
Monroe	30080 Monroe Road
Newsoms	29365 Statesville Road
Sebrell	22244 Barn Tavern Road
Sedley	17158 Johnsons Mill Road
Southampton Meadows	33444 Maggie Street
Unity	35350 Unity Road

Source: Southampton County

The County upgraded its collection sites to be staffed by attendants beginning in September 2006. This has reduced the number of non-residents using the sites for disposal of their refuse and has reduced the amount of solid waste that was not permitted at the site, including construction debris and commercially-generated solid waste. The County also provides monitors at the Boykins and Ivor transfer stations, while SPSA staffs the Franklin site.

Since the staffing of the solid waste sites and other changes, the monthly quantities of solid waste has decreased steadily, with the average monthly solid waste tonnage sent to SPSA in FY 2012 being just over 50% of the solid waste sent to SPSA in FY 2006.

SOLID WASTE QUANTITIES MONTHLY AVERAGE

FY	TONS
2006	1,426
2007	1,023
2008	782
2009	792
2010	782
2011	703
2012	728
2013	694

Solid waste is being diverted from SPSA in a number of different ways in an effort to reduce the payments required to dispose of solid waste. Wood and vegetative materials are accepted separately at a number of the collection sites, as well as used motor oil and household recyclables. Recyclables are collected curbside in the towns of Boykins, Courtland, and Newsoms, and the neighborhoods of Hunterdale, Scottswood, and Edgehill. As the County is permitted to divert up to five (5) percent of our solid waste to agencies besides SPSA, solid waste from the public schools is collected by the County public works department and taken to an alternate site. In all, the site staffing, recycling and diversion efforts have saved County taxpayers over \$6.5 million dollars in solid waste disposal costs since July 2006.

Outside of the towns that provide curbside pick-up for refuse and recyclables, Southampton County does not provide curbside pickup for refuse or recyclables. All refuse must be transported by residents to the transfer stations. All other wastes, including Household Hazardous Wastes, are collected by SPSA at the Franklin Transfer Station or the Regional Landfill in Suffolk. Southampton County residents may dispose of residential waste at any other SPSA facility free of charge.

Water and Wastewater Facilities

Southampton County owns and operates five water systems, providing residential, commercial and industrial service throughout the County. Table 6-2 shows the location, average daily use, and capacity of each system. Southampton County received funding from the Virginia Department of Health to assist with improvements to the Drewryville water system. The funds will install a new water well and in-ground storage tank to serve the Drewryville community by providing resiliency in the water system. Work will be completed in 2014. The Towns of Boykins, Branchville, and Newsoms, which are listed separately, are served by a regional system. The Towns of Capron, Courtland, and Ivor operate separate municipal water systems to serve their residents.

TABLE 6-2 REGIONAL WATER UTILITIES SOUTHAMPTON COUNTY, VIRGINIA		
Locality	Avg. Daily Use	Max. Capacity
Boykins	128,300 GPD	300,000 GPD
Branchville	44,300 GPD	300,000 GPD
Drewryville	14,700 GPD	19,500 GPD
Edgehill	32,700 GPD	62,400 GPD
Newsoms	31,300 GPD	200,000 GPD

Source: Southampton County

Southampton County also operates its own wastewater systems, which are listed in Table 6-3. The wastewater system located in Boykins serves the towns of Branchville and Newsoms as well. The former Courtland Wastewater Treatment Plant was replaced with a new, expanded wastewater treatment plant in 2010. The new plant was designed with a design flow of 1.25 MGD (million gallons per day). The plant was designed with provisions for expansion up to 3.75 MGD in 1.25 MGD increments. Additionally, the Courtland Interceptor pump station was replaced in 2010 as well. This plant was designed with an initial capacity of 0.72 MGD with provision to expand to a peak flow of 1.8 MGD. This plant serves the Riverdale Elementary School, the High Street Methodist Church, and the existing residences on Camp Parkway. It will also serve any future development in the area. In 2006, the Timmons Group submitted a proposal to complete a master plan for the Courtland Wastewater Treatment Plant (WWTP) and the area served by the plant. The Courtland WWTP Master Plan is part of the expected 2025 Countywide Water and Sewer Plan. Wastewater at Edgehill, which is listed separately in Table 6-3, is now treated at the Franklin Sewage Treatment Plant, but should funding become available, Edgehill wastewater would be directed to the County's new facility instead of to Franklin. All other areas of the County are served by private on site systems.

TABLE 6-3 REGIONAL WASTEWATER SYSTEMS SOUTHAMPTON COUNTY, VIRGINIA		
Locality	Avg. Daily Use	Capacity Storage
Boykins	118,000 GPD	590,000 GPD
Courtland	260,000 GPD	303,000 GPD
Edgehill	28,000 GPD	40,600 GPD

Source: Southampton County

Southampton County also has an inter-locality agreement with the City of Franklin to work jointly on projects of a commercial/industrial nature. The agreement has been in place since 1999 and allows the County and the City to cooperate on commercial and industrial water and sewer extension projects. Map 6-3 shows the agreement area, which contains approximately 17.1 acres encompassing the portion of the County that borders the City.

In 2012, the County and the City of Franklin signed a Memorandum of Understanding with regard to shared services between the County and City. One of the areas the two localities are exploring is the feasibility of combining in part or in whole the water and wastewater systems. The County's new wastewater treatment plant has capacity and the ability to be expanded to provide additional capacity. The City's plant is nearing capacity and is located in a floodplain. Study is underway to understand the feasibility

and logistics of some level of a combined wastewater and water system. A shared system may be an important part of economic development in the future. Study began in 2013 and continues.

CHAPTER 7 - ENVIRONMENT

Introduction

The development of Southampton County has been shaped and influenced by its topography, soils, prevailing winds, and the natural resources found within its borders and in surrounding localities. The County benefits from its location between the seashore and the mountains of southern Virginia, and acts as a natural conduit for goods passing between these areas. Southampton County's location and natural resources have also made it an ideal site for agriculture and a number of industries. Forested lands provide plentiful timber and the fertile, sandy soils support the production of many crops, including corn, soybeans, cotton, and peanuts.

This chapter summarizes the principal environmental features of Southampton County and its surroundings. This summary aids in defining issues which must be considered in the development of a sound land use plan and the regulatory measures which will be necessary to accomplish the community's development goals.

Climate

With its location near the Atlantic Ocean, Southampton County enjoys a moderate climate year-round. The nearest National Weather Service Station is located at Holland (station Holland 1 E) in the city of Suffolk. Data from this station indicates that the average annual temperature is 58.7 degrees, with summer temperatures that average 75.1 degrees and winter temperatures that average 39.8 degrees. The frost-free growing season extends from about April 25th to October 10th, providing a growing season of approximately 177 days. Southampton County receives an average annual rainfall of 45.75 inches and an average annual snowfall of 4.49 inches. Winds prevail from a southwesterly direction and are of low velocity. According to the National Climatic Data Center, hurricanes are not common in the region while thunderstorms, severe lightning, and high winds occur more regularly.

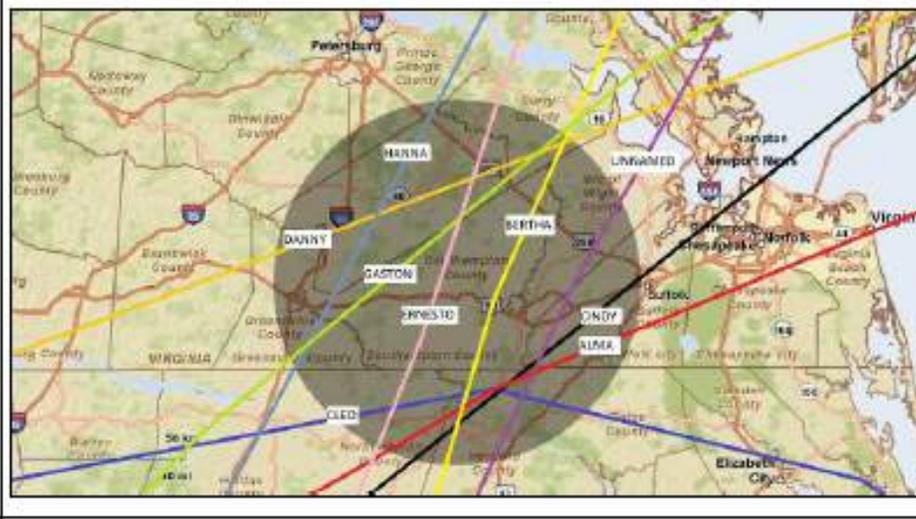
Per the Southampton County All-Hazard Mitigation Plan adopted in 2012, the County was impacted by flooding, hurricanes, and thunderstorms during the following events since Hurricane Floyd in 1999:

- October 1999 – Heavy rainfall (5-9 inches) associated with Hurricane Irene.
- July 2000 – Heavy rainfall flooding most secondary roads in spots.
- August 2000 – Heavy rain near Drewryville caused flooding on Rt. 58 with all four lanes under at least two feet of water.
- September 2000 – Several roads flooded in Boykins, Branchville, Capron, and Sunbeam during a flash flood event.
- September 2000 – Two weeks of heavy rain caused the Nottoway and Blackwater Rivers to overflow their banks. Several roads were closed due to high water including portions of Rt. 653, Rt. 619, Rt. 614 and Rt. 651.

- August 2001 – Numerous back roads were closed or impassable, and Rt. 35 was closed due to high water,
- September 2001 – Intense rainfall near Ivor resulted in flooding to Rt. 600 and minor flooding on other county streets.
- May 2003 – Areas throughout the County were heavily impacted by hailstones ranging in size from golf ball size to softball size. Straight-line winds and at least one tornado caused extensive and severe damage to forests and structures. Large areas of pine trees were killed by loss of growing tips as well as foliage in combination with heavy bark damage. According to the Virginia Department of Forestry, trees were still dying several years later due to the severe wind and hail produced from this storm. Trees were completely defoliated, bruised and root-wrenched and many that survived the winter could not rebuild enough crown to survive during 2004.
- September 2003 – Hurricane Isabel brought rainfall from three to seven inches and caused inland flooding in the County, as well as an unusually large windfield that uprooted many thousands of trees, damaged residential structures, and snapped thousand of utility poles across the region.
- September 2006 – Tropical Storm Ernesto caused flood damage throughout the County.
- October 2006 – A strong low pressure system dumped intense rainfall amounts in the Camp Corner area west of Ivor. Rainfall in excess of ten inches caused numerous road closures and moderate to major river flooding for two days, closing US 460 at its western end and causing significant crop damage.
- August 2007 – Scattered thunderstorms produced wind damage, with winds up to 50 knots, causing damage in the Courtland area.
- August 2009 – A thunderstorm in advance of a cold front caused heavy rain which caused flash flooding across the county, closing a section of Rt. 186.
- January 2010 – Strong winds associated with a line of rain showers produced wind gusts of up to 38 knots at the Franklin Airport, and damage over portions of the County.

Flooding, hurricanes, hail, and thunderstorms and lightning are a likely occurrence in Southampton County, as throughout much of the southeastern United States. Mitigation efforts may take many forms, seeking to limit the impacts of these events. The County's adopted 2012 All-Hazard Mitigation Plan addresses a number of mitigation efforts.

Figure 4.5: Historical Storm Tracks Within 30 nautical miles of the center of Southampton County (Since 1950)*



Air Quality

According to the Virginia Department of Environmental Quality (DEQ), there are no known air quality problems in Southampton County, although there are fifteen (15) companies and organizations in the County that impact the County's air quality. The closest air monitoring station to Southampton County is located at Holland in the city of Suffolk (station 183-F) and does not monitor for all criteria pollutants. As indicated in DEQ's 2010 Virginia Ambient Air Monitoring Report, all stations in the Tidewater Monitoring Network met the U.S. Environmental Protection Agency's (EPA's) National Ambient Air Quality Standards (NAAQS) for carbon monoxide, ammonia, nitrogen dioxide, lead, coarse particulates, fine particulates, sulfur dioxide, and volatile organic compounds.

Southampton County falls outside the Hampton Roads Marginal Ozone Non-Attainment Area, which encompasses neighboring Suffolk and Isle of Wight County. The designation, effective as of June 2004 and bearing an attainment date of 2007, is based on average annual 8-hour ozone levels. In response to this designation, the Hampton Roads region has developed a Maintenance Plan for the relevant NAAQS in the area and drafted a request to the EPA for redesignation as an attainment area. In 2006 the requested redesignation was granted and the area is no longer a Non-Attainment Area, and is instead designated as a Maintenance Area.

Although greatly improved since the 1970's, the most recognized air pollution issue in Southampton County and the surrounding region is odor associated with the Hercules Incorporated plant located approximately three miles southwest of the City of Franklin and the International Paper Franklin Mill located on the Blackwater River in Isle of Wight County. As noted earlier, the prevailing winds are from the southwest; which minimizes the odor impact under normal atmospheric conditions. In most cases, temperature inversions are required for these odors to become significant problems. In addition, International Paper has installed systems to reduce odor-causing emissions and continues to address this issue within the constraints of existing technology. While the plant was not operational

for a period of time during 2009-2011, it is now back in operation to a certain extent. However, the production of the current type of materials the plant manufactures produces a much-reduced level of odors.

Topography, Geology, and Soils

Virginia's Coastal Plain is predominantly flat with only slight variations in topography. The marine or oceanic terraced topography of the Coastal Plain was formed over the last few million years as sea levels rose and fell in response to the repeated melting and growth of large continental glaciers. The current areas of higher elevation (scarps) are former shorelines that existed as the ocean was receding. The principal escarpment in Southampton County is the Surry Scarp, which crosses the County from northeast to southwest, interrupted only by alluvial plains along the major rivers.

Southampton County lies within the western portion of the coastal plain of Virginia and has elevations ranging from near sea level at the confluence of the Blackwater and Nottoway Rivers in the southeast to approximately 130 feet above sea level in the west. The entire county drains through the Blackwater, Meherrin, and Nottoway Rivers to the Chowan River and the Albemarle Sound in North Carolina. Most of the County has adequate relief to facilitate drainage, although there are broad poorly drained areas in the vicinity of Boykins, Branchville, Corinth, Franklin, and Ivor. Except for the surface mining of sand, generally near the Nottoway and Blackwater Rivers, extraction of minerals has been limited in the County.

Map 7-1 illustrates the soil types found in Southampton County. Soil type, drainage, and slope are important characteristics to consider when determining the potential uses of certain soils, particularly those classified as highly erodible soils. Dominant soil types in Southampton include Slagle fine sandy loam (25%), Emporia fine sandy loam (13%), and Uchee loamy sand (8%). About 71% of the soils in the County are classified as moderately well to well drained.

Much of the County is also considered prime farmland. Moreover, soils such as the Craven fine sandy loams are considered to be agricultural soils of statewide importance. Approximately 7% of the soils in Southampton County have slopes of 6% or greater, and about 2% are classified as highly erodible soils. Generally, soils with slopes of 15% or greater are concentrated in small pockets near rivers and streams. Per the USDA Natural Resources Conservation Service, the following soils make up Prime and Important Farmlands in the County:

All areas are Prime Farmland

- Altavista fine sandy loam, 0-2% slopes and 2-6% slopes, rarely flooded
- Bojac loamy sand, 2-6% slopes, very rarely flooded
- Craven fine sandy loam, 0-2% slopes and 2-6% slopes
- Emporia fine sandy loam, 0-2% slopes and 2-6% slopes
- Exum silt loam, 0-2% slopes
- Munden loamy sand, 0-2% slopes and 2-6% slopes, rarely flooded

- Nansemond loamy fine sand, 0-2% slopes, 2-6% slopes
- Slagle fine sandy loam, 0-2% slopes and 2-6% slopes
- State fine sandy loam, 0-2% slopes and 2-6% slopes, very rarely flooded

Farmland of Statewide Importance

- Craven fine sandy loam, 6-10% slopes
- Emporia fine sandy loam, 6-10% slopes
- Slagle fine sandy loam, 6-10% slopes

Prime Farmland if drained

- Augusta sandy loam, 0-2% slopes, rarely flooded
- Myatt loam, 0-2% slopes
- Nimmo sandy loam, 0-2% slopes
- Tomotley sandy loam, 0-2% slopes, rarely flooded
- Yemassee fine sandy loam, 0-2% slopes

The location of prime and important farmlands with regard to soil types is a consideration in making decisions regarding future development, and soils maps are an important part of any discussion regarding changing the use of property from an agricultural use to a use that removes the land from agricultural use.

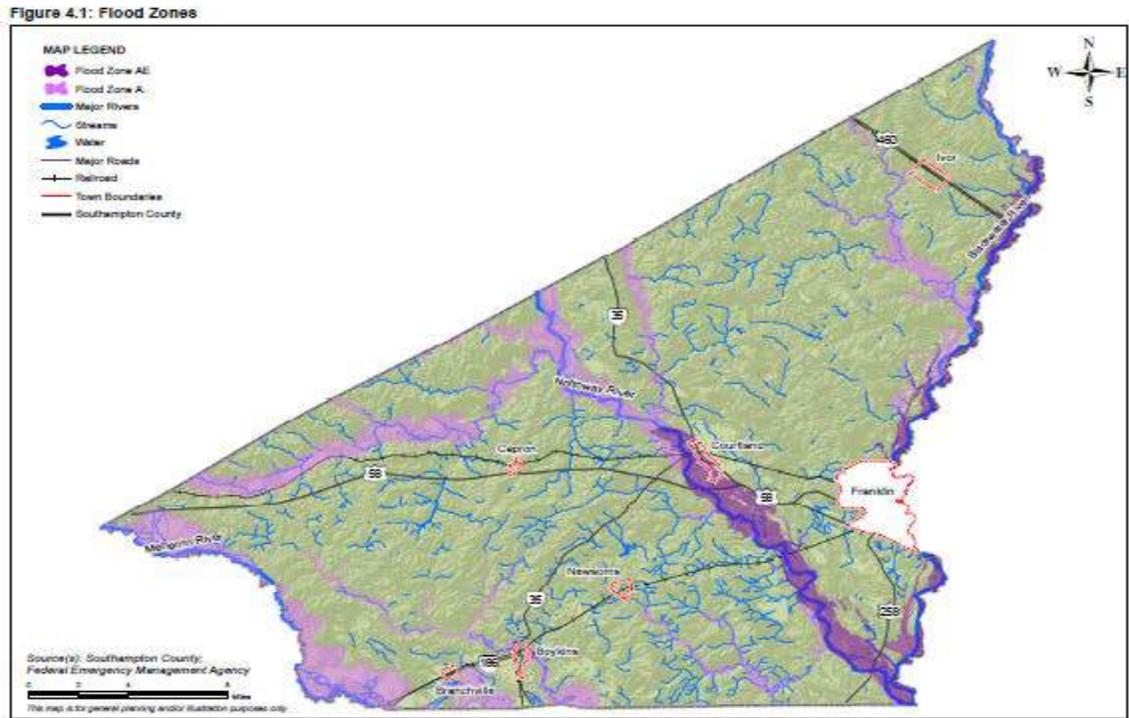
Wetlands and Floodplains

Wetlands are defined based on soil characteristics, the presence of certain types of vegetation, and the presence of water in the soil for all or part of a year. Wetlands fulfill many valuable functions, including flood conveyance and storage, sediment and pollution control, ground water recharge, wildlife habitat, open space, recreation and education. As shown on Map 7-2, there are extensive areas classified as wetlands throughout the County, particularly along the Blackwater and Nottoway Rivers and their tributaries. Generally, these areas should be conserved and are not suitable for development without appropriate mitigation. A portion of the County's industrial park off Rt. 671 is a wetland and stream mitigation bank, where purchasers who plan to impact wetlands or streams in a drainage area may purchase credits elsewhere in the same drainage area to allow such development. Permits from the U.S. Army Corps of Engineers and State of Virginia are required for development in non-tidal wetlands.

Floodplains are defined as land that has been or may be covered by floodwater during a regional flood. A floodplain includes the floodway (the river or moving water) and the flood fringe, or the area that is covered with standing water during a flood. All of the County's main streams flow slowly toward the south and generally parallel to the principal topographic belts. The main streams have broad floodplains, substantial portions of which are covered by wooded swamps. Tributaries to the main streams may also flow through swamps, but these swamps are generally not wide.

Southampton County was severely impacted by hurricanes and subsequent flooding in September 1999. Subsequently, Southampton County initiated rehabilitation assistance

and land acquisition programs through the Federal Emergency Management Agency and the Virginia Department of Housing and Community Development to repair flood-damaged properties and convert many of the most vulnerable properties to permanent open space. The County has acquired a number of properties at both the northern end and the southern end of the County along the Blackwater River and nearby neighborhoods so as to eliminate repeated flooding of residences. Southampton County residents are eligible to take part in the National Flood Insurance Program, which provides flood insurance to structures in mapped areas at subsidized rates.



Per the 2012 All Hazard Mitigation Plan, Southampton County contains four areas of repetitive flood loss properties, including property in the area of No Head Lane, Hanging Tree Lane, Pretlow Road near Blackwater Drive, and the Battle Beach Road area. A repetitive flood loss property is defined as any insurable building for which two or more claims of more than \$1,000 were paid by the National Flood Insurance Program within any ten year period beginning in 1978. There are seven repetitive loss properties in the County, totaling 14 claims of \$343,929. Additionally, there are 76 other residential properties in the repetitive loss areas that potentially face the same flooding conditions as the seven repetitive loss properties. Following are maps indicating the areas in and around Courtland and in and around Boykins that show the location of the flood zone, and the locations of buildings within those zones. Capron and Ivor are not shown on individual map figures because these communities have no identified flood hazard areas.

Figure 4.2: Flood Zones Within and Around the Town of Courtland

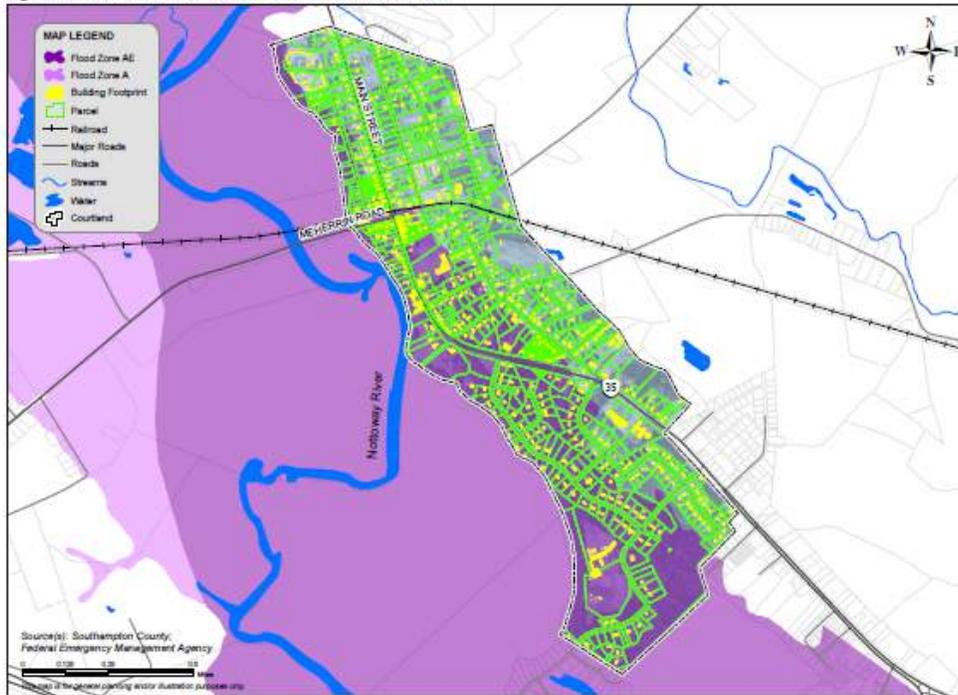
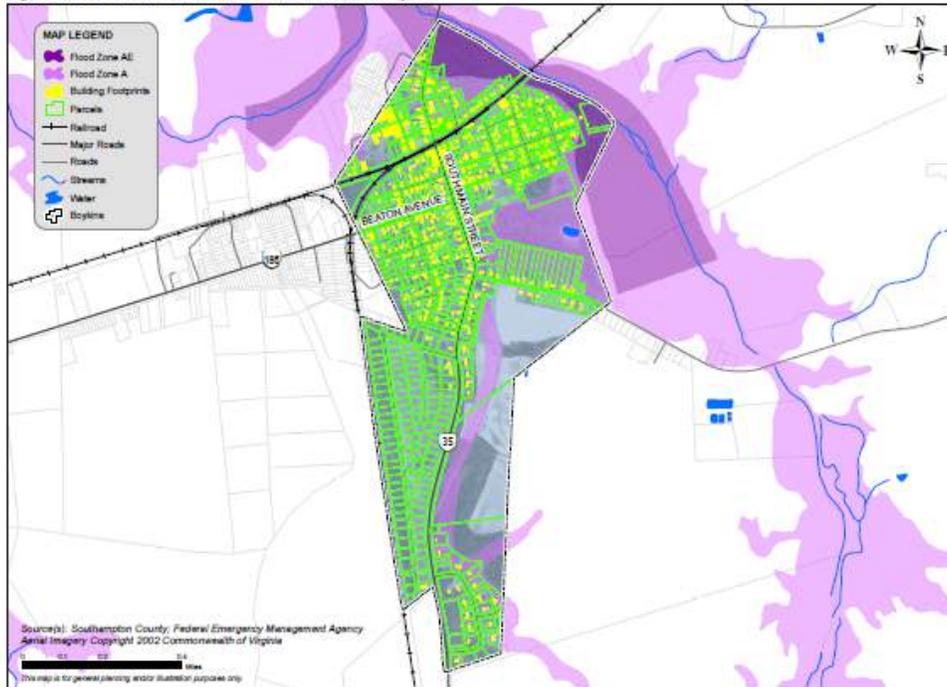


Figure 4.3: Flood Zones Within and Around the Town of Boykins



Climate Change

The Hampton Roads Planning District Commission (HRPDC), with partial funding by the Virginia Coastal Zone Management Program, provided a Climate Change Report in 2012 focused on climate change adaptation. The following information was provided in that report:

HRPDC worked on a three year Sustainable Coastal Communities Focal Area Grant. The first year of the study focused on the broad impacts of climate change in Hampton Roads. The second year focused on analyzing the region's vulnerability to storm surge flooding. The final year focused on the impacts to the region's population, infrastructure, economy, and natural resources from sea level rise. The coastal areas, including Chesapeake, Hampton, Norfolk, Poquoson, Portsmouth, and Virginia Beach, were the most vulnerable to the effects of flooding during storm events, but Southampton County is impacted as well to a considerably lesser extent.

Long-term development planning and infrastructure investments are areas in which localities may consider the effects of sea level rise so as to limit the vulnerability of the built environment to changes in sea levels and the extent of storm surge flooding. Long-term trends in sea level rise are a starting point to assess the future consequences, but recent climate change science indicates sea level will rise more quickly than was experienced in the 20th century.

Sea level rise on the global level occurs when ice melts from glaciers and ice sheets, and as the ocean warms. Science indicates that both atmospheric and ocean temperatures are warming, causing more ice to melt and increasing the amount of water in the world's oceans. Hampton Roads is influenced by both the increase in ocean water levels and subsidence, which is the sinking of land. Subsidence in this area is thought to be caused by the rebound of land once covered by glaciers (glacial isostasy), consolidation of sediments in the Chesapeake Bay Impact Crater, and sediment compaction caused by groundwater withdrawals, the only cause that may be halted, slowed, or reversed.

The analysis identifies areas that could be inundated by sea level rise under three different scenarios, and calculates the population, property, and other assets in those areas to estimate the county's exposure to sea level rise. Spring high tide is used as a benchmark since lands above that line are now dry and additional sea level rise may convert these lands to wetlands and eventually water if not protected. The three estimates take into account the uncertainty of current elevation data, and are based on a one meter sea level rise by the end of the 21st century. Since the Hampton Roads area is experiencing sea level rise at a faster rate than the global average, the one meter expectation is plausible and defensible.

It is important to note that sea level rise estimates are not predictions of areas that would be inundated. The estimates only provide information that gives a general idea of which areas may be most vulnerable to sea level rise and are one factor to take into account when considering long range planning and infrastructure decisions. The historic rate of

sea level rise is used as the “low” scenario. The “middle” and “high” estimates are based on estimates from the National Research Council which take into account more recent findings.

Table 15: Exposure to One Meter of Sea Level Rise above Spring High Tide in Southampton County, Virginia

	Total	Low Estimate	Middle Estimate	High Estimate
General				
Land Area (square miles)	602.4	0.0	7.8	10.9
Population	18,570	0	149	224
Housing Units	7,473	0	64	93
Built Environment				
Number of Parcels (intersection)	15,849	0	241	331
Number of Parcels (centroid)	15,849	0	117	161
Improvement Value of Parcels (intersection)	\$1,134,717,700	\$0	\$9,879,300	\$13,782,900
Improvement Value of Parcels (centroid)	\$1,134,717,700	\$0	\$6,037,400	\$7,379,400
Infrastructure				
Roads (total miles)	843.5	0.0	2.0	3.1
Roads (Interstate)	0.0	0.0	0.0	0.0
Roads (Primary)	128.6	0.0	0.5	1.1
Roads (Secondary)	647.6	0.0	1.0	1.4
Roads (Local or Private)	67.3	0.0	0.5	0.6
Economy				
Businesses	474	0	1	2
Employees	3,577	0	1	13
Total Value of Parcels (intersection)	\$2,438,989,700	\$0	\$55,470,700	\$68,210,300
Total Value of Parcels (centroid)	\$2,438,989,700	\$0	\$14,703,000	\$21,744,400
Natural Environment				
Protected Lands (acres)	3,419	0	209	292
VEVA - Outstanding (acres)	78	0	0	1
VEVA - Very High (acres)	189	0	79	99
VEVA - High (acres)	45	0	11	12

Source: HRPDC, “Climate Change in Hampton Roads, Phase III, Sea Level Rise in Hampton Roads, Virginia”, 2012
 VEVA: Virginia Ecological Value Assessment, a systematic ranking of all terrestrial and aquatic areas in Virginia’s coastal zone for their ecological value.

Areas Exposed to One Meter of Sea Level Rise above Spring High Tide, Southampton County, Virginia



Low Estimate Middle Estimate High Estimate

1 inch = 5.6 miles

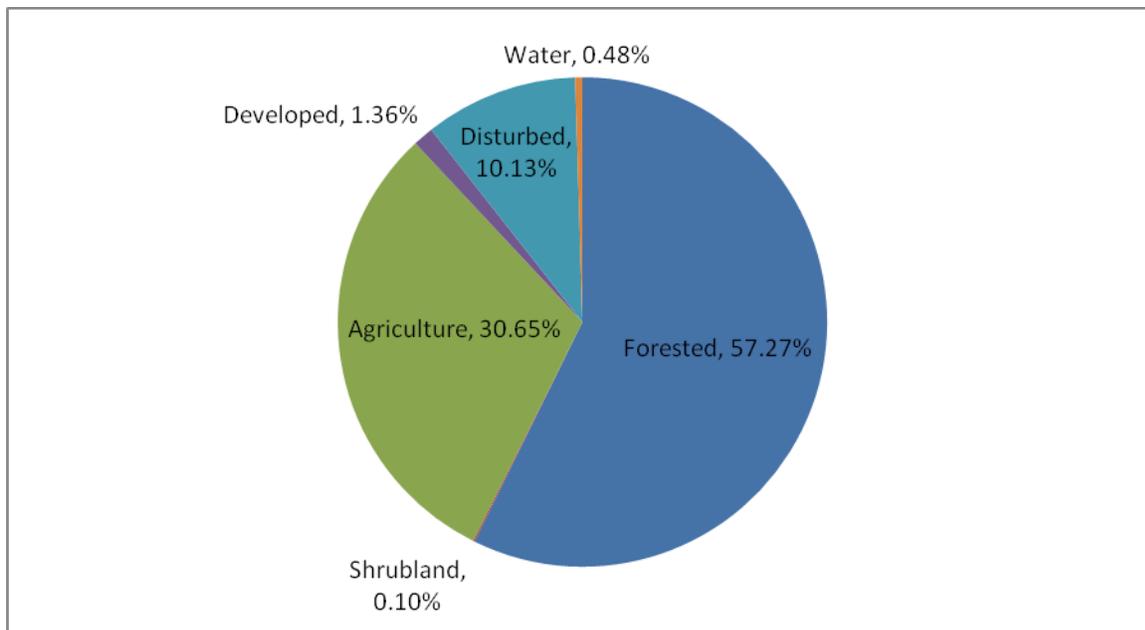
Source: HRPDC, "Climate Change in Hampton Roads, Phase III, Sea Level Rise in Hampton Roads, Virginia", 2012

Agricultural and Forest Lands

Agricultural and forested lands dominate the land cover in Southampton County and represent a rural heritage that is expected to continue into the future (Map 7-3). Of the approximately 602.77 square miles that make up the County, 345.23 square miles, or 57.27% are devoted to forests. Dominant forest types include both hard and soft woods. The lowland forests are generally confined to the swamps and swampy areas, with

hardwoods such as oak, gum, and cypress predominating. Extensive upland areas have been harvested and reforested in pine. Trees are of great importance in reducing soil erosion and in creating wildlife habitats, in addition to maintaining the rural character of the County. Agricultural and pasture lands account for another 184.73 square miles, or 30.65% of land in the County. Peanuts, cotton, corn for grain or seed, and soybeans are the primary crops. Per the Extension Service, Southampton County led the Commonwealth in the production of cotton and peanuts in 2012, and was the second highest producer of soybeans in Virginia. Although wheat has typically not been a staple of Southampton County farming, its cultivation is increasing, as well as the production of sorghum. Figure 7-1 illustrates the land cover types in Southampton County.

FIGURE 7-1
Land Cover



Source: US Department of Interior USGS Land Cover Report

Surface Water Resources

The dominant surface water resources in Southampton County are the Blackwater, Nottoway, and Meherrin Rivers and their tributaries. These rivers have shorelines that are largely undeveloped and include pockets of old-growth cypress and tupelo trees. Their relatively slow moving, dark waters are also used extensively for boating and freshwater fishing, and both the Blackwater and the Nottoway Rivers are part of the Virginia State Scenic Rivers program for their entire length within the County. The Blackwater and Nottoway Rivers join near the North Carolina state line to form the Chowan River, a tributary of the Albemarle Sound. The Meherrin River flows into the Chowan River in North Carolina, about 12 miles below the confluence of the Blackwater and Nottoway Rivers. Although Southampton County derives its drinking water primarily from wells, both the

Blackwater and Nottoway Rivers serve as surface water sources for the City of Norfolk during periods of high river flow. The major drainage basins in Southampton County are shown on Map 7-4.

Permitted wastewater discharges within the County come from six sources: Boykins Wastewater Treatment Plant, Capron Elementary School, Courtland Wastewater Treatment Plant, Hercules Incorporated, Southampton Correctional Complex, and the Southampton Power Station.

Facilities manufacturing, processing, or otherwise using listed toxic chemicals above certain thresholds are required to report to EPA's Toxic Chemical Release Inventory (TRI) annually. Three facilities in the County are EPA-regulated for TRI, including Atlantic Wood Industries, Hercules Incorporated, and the Southampton Power Station. In the latest report, from 2011, Atlantic Wood Industries had no on- or off-site disposals or releases. Of these, only Hercules Incorporated has reported surface water discharges since 1996.

Historically, the Chowan River basin has experienced sporadic but significant water quality problems, including algal blooms and occasional fish kills. Most issues have occurred below Southampton County in North Carolina, but these problems reflect the impacts of activities in Virginia on water quality in North Carolina. In an effort to coordinate non-point source pollution management efforts within shared watersheds, Virginia's Department of Conservation and Recreation (DCR) signed a Memorandum of Agreement (MOA) with the State of North Carolina in October 2001. Instituted through North Carolina's Albemarle-Pamlico National Estuary Program, the MOA commits the States of Virginia and North Carolina to work together to address water quality issues in the Chowan watershed. In addition, the states jointly fund a watershed field coordinator to examine water quality problems in waters draining to North Carolina, including the Chowan drainage basin.

In 2004, a Virginia Department of Health (VDH) fish consumption advisory for 100 miles of the Blackwater River was issued due to mercury contamination. Sampling efforts by the DEQ had indicated elevated levels of mercury in fish, prompting advice that an individual consume no more than two eight-ounce meals per month of any largemouth bass or redhorse sunfish. This advisory was modified in July 2005 and 2007 to include the bowfin, white catfish, chain pickerel, redhorse sucker, and longnose gar. In December 2004, VDH issued an advisory for PCBs in gizzard shad in the Meherrin River downstream of Emporia Dam, and in 2008 added mercury concerns from largemouth bass and bowfin in upstream segments of the river as well. In 2007, VDH issued advisories with regard to mercury levels in 92 miles of the Nottoway River, and modified the advisories in 2008, recommending limiting human consumption to two meals a month of largemouth and smallmouth bass, bowfin, redhorse sucker species, longnose gar, channel catfish, chain pickerel, and sunfish species.

In 2012, DEQ identified forty water body segments within Southampton County as impaired waters (Table 7-1), increased from eighteen in 2004. DEQ's Impaired Waters report indicates that most violations were attributed to naturally occurring conditions, primarily because the County's slow moving rivers flow through swampy areas where the

decomposition of vegetation hinders mixing and re-aeration of waters. Those waters that have been identified as impaired are scheduled for the development of Total Maximum Daily Loads (TMDLs), which are calculations of the maximum amount of a pollutant that a waterbody can receive and still meet water quality standards and an allocation of that amount to the pollutant's sources. TMDL development must take place within 12 years of an impaired waterbody's initial listing in the 305(b)/303(d) Water Quality Assessment Integrated Report. Whenever possible, impaired waters are combined in a watershed-based approach to TMDL development. Map 7-5 illustrates the locations of impaired water segments in Southampton County.

**TABLE 7-1
SOUTHAMPTON COUNTY IMPAIRED WATERS, 2012**

Waterbody Name	Size	Impairment	Source
Meherrin River below Emporia Reservoir Dam to state line	7.7 miles	Mercury in fish tissue	Atmospheric Deposition, source unknown
Tarrara Creek	13.94 mi	E. Coli	Source unknown
		Dissolved Oxygen	Natural Conditions
Flat Swamp downstream of confluence of Bellyache Swamp and Frank's Branch to Tarrara Creek	8.14 miles	Dissolved Oxygen	Natural Conditions
Lower Meherrin River	4.04 miles	E. Coli	Source unknown
Nottoway River from confluence with Blackwater River at VA/NC state line upstream to SR 619 near Purdy, including Assamoosick Swamp	88.08 miles	Mercury in fish tissue	Atmospheric Deposition, source unknown
All tributaries to Hunting Quarter Swamp, including Anderson Branch, Lees Branch, Thweatt Branch	36.05 miles	Dissolved oxygen	Natural conditions
Raccoon Creek and Spring Creek	36.35 mi	Dissolved Oxygen	Natural Conditions
Raccoon Creek	19.75 miles	E. Coli	Non-point source
Otterdam Swamp from Hickory Creek to its mouth, and Three Creek from Otterdam Swamp to Browns Branch	6.51 miles	Dissolved oxygen	Natural Conditions
		E. Coli	Source unknown
Three Creek from Chatman Branch to Nottoway River	19.23 miles	E. Coli	Source unknown
Applewhite Swamp	7.7 miles	Benthic-Macroinvertebrate Bioassessments	Source unknown
Three Creek from Chatman Branch to Southampton Correctional Farm	8.85 miles	Benthic-Macroinvertebrate Bioassessments	Source unknown
Mill Swamp, from headwaters to Nottoway River	10.19 miles	E. Coli	Source unknown
		Dissolved Oxygen	Natural conditions
		pH	Source unknown
Buckhorn Swamp between Rt. 652 and US 58	5.67 miles	Benthic-Macroinvertebrate Bioassessments	Source unknown
		E. Coli	Source unknown
Nottoway River middle and lower	14.58 miles	Benthic-Macroinvertebrate	Source unknown

		Bioassessments	
Nottoway Swamp near Rt. 611	8.05 miles	Dissolved oxygen	Source unknown
		pH	Source unknown
Assamoosick Swamp and tributaries	27.1 miles	Dissolved oxygen	Natural conditions
Assamoosick Swamp from Mill Run to mouth	1.91 miles	E. Coli	Source unknown
The UT XGT from headwaters to Assamoosick Swamp	1.96 miles	E. Coli	Source unknown
Darden Mill Run from headwaters to Windbourne Millpond	10.37 miles	E. Coli	Source unknown
		Dissolved oxygen	Natural conditions
		pH	Natural conditions
Upper Nottoway River	0.47 miles	E. Coli	Source unknown
Lower Nottoway River	15.36 miles	Benthic-Macroinvertebrate Bioassessments	Source unknown
Blackwater River from Warwick Swamp to Rt. 617 bridge	1.03 miles	E. Coli	-Municipal Point Source Discharges -Non-point source -Source unknown
Blackwater River from Cypress Swamp to Walls Bridge	1.03 miles	Benthic-Macroinvertebrate Bioassessments	Source unknown
Blackwater River from Blackwater Swamp/Warwick Swamp to Rt. 617	1.03 miles	Dissolved oxygen	Source unknown
Blackwater River and tributaries from headwaters to VA state line	461 miles	Mercury in fish tissues	Atmospheric deposition, source unknown
Blackwater River from Walls Bridge to Rt. 460 crossing	19.85 miles	E. Coli	Source unknown
	18.94 miles	Benthic-Macroinvertebrate Bioassessments	Source unknown
	19.85 miles	Dissolved oxygen	Natural conditions
Blackwater River from Rt. 460 bridge to Antioch Swamp	5.03 miles	Benthic-Macroinvertebrate Bioassessments	Source unknown
Seacock Swamp from Drumwright Pond to Rt. 628 crossing	0.8 miles	Dissolved oxygen	Natural conditions
Seacock Swamp south of Doles Crossroads, west of Rt. 600	2.63 miles	Fecal Coliform	Source unknown
		Benthic-Macroinvertebrate Bioassessments	Source unknown
	2.45 miles	E. Coli	Source unknown
	0.8 miles	Fecal coliform	Source unknown
Brantley Swamp from Lightwood Swamp to Seacock Swamp	3.52 miles	Dissolved oxygen	Natural conditions
Round Hill Swamp	0.62 miles	Benthic-Macroinvertebrate Bioassessments	Source unknown
Blackwater River from west of Franklin Airport to Cox Landing	10.21	Dissolved Oxygen	Natural conditions
Blackwater River from parallel to Hayden High School to west of Union	6.77 miles	E. Coli	Source unknown

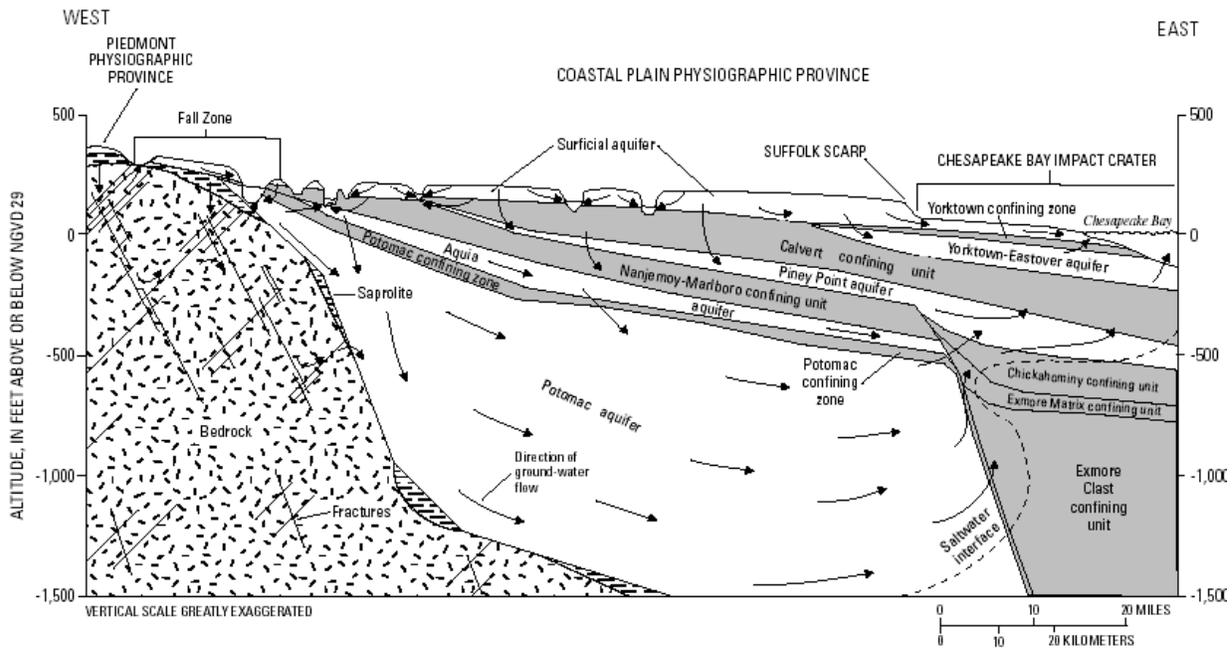
Camp holding pond			
	8.19 miles	Dissolved oxygen	Natural conditions and sources
Black Creek from Wades Pond to mouth	4.16	Benthic-Macroinvertebrate Bioassessments	Source unknown
Black Creek in area that parallels SR 503 southeast of Whitefields Millpond and Johnsons Millpond	1.23	E. Coli	Source unknown
Cypress Swamp from Sedley to Rt. 611	4.9 miles	E. Coli	Source unknown
Unsegmented river from Blackwater south of Franklin to north of US 58	2.69 miles	Benthic-Macroinvertebrate Bioassessments	Source unknown
Blackwater River from north of Maynards Crossroads and SR 630 to northwest of Franklin Airport	2.41 miles	Benthic-Macroinvertebrate Bioassessments	Source unknown
Blackwater River from Cox Landing to Suffolk/Gates County line	4.36	Benthic-Macroinvertebrate Bioassessments	Source unknown
Buckhorn Creek northern branch	1.55 miles	Dissolved oxygen	Natural conditions
		pH	Natural conditions

Ground Water Resources

Water for public, private, and industrial use in the County comes primarily from ground water wells, although some agricultural irrigation comes from streams and ponds. Data from the United States Geological Survey (USGS) indicates that water withdrawals in the County totaled 39.94 million gallons per day (MGD) in 2005. The majority of the water withdrawals were from surface water sources (32.64 MGD) while the remainder came from ground water withdrawals (7.30 MGD). Most of the ground water withdrawals support thermoelectric uses (28.07 MGD).

The ground water system of southeastern Virginia consists of a series of aquifers separated by confining units of clay and silt. The aquifers are recharged along the Fall Line, the dividing line between the harder rocks of the Piedmont and the softer strata of the Coastal Plain. As shown on Figure 7-3, the water-bearing layers slope and thicken to the east. In addition to the unconfined Columbia water table aquifer, the U.S. Geological Survey (USGS) identifies seven confined aquifers (Lower Potomac, Middle Potomac, Upper Potomac, Virginia Beach, Aquia, Piney Point, and Yorktown-Eastover) beneath Southampton. The most productive aquifers in the area are the deepest, with both municipal and industrial wells using water from them. Over half of the domestic wells constructed since 1985 pump from the Potomac Aquifers. The water table aquifer is pumped primarily for small domestic, urban irrigation, and agricultural purposes.

Figure 7-3: Southeastern Virginia Aquifer System



Generalized hydrogeologic section and directions of ground-water flow in the Virginia Coastal Plain latitude relative to National Geodetic Vertical Datum of 1929.

Source: The Virginia Coastal Plain Aquifer System (from McFarland, E. Randolph, and T. Scott Bruce, *The Virginia Coastal Plain Hydrogeologic Framework*. Professional Paper 1731: US Geological Survey, Reston VA, 2006).

The Ground Water Management Act of 1992 designated eastern Virginia (east of Interstate-95 and south of the Mattaponi and York Rivers) as a ground water management area. In a ground water management area, withdrawals over 300,000 gallons per month require a ground water withdrawal permit. The Virginia Department of Environmental Quality (DEQ) issues the ground water withdrawal permits. The Ground Water Withdrawal Regulations require a technical evaluation of each withdrawal application. According to DEQ's 2004 Withdrawals Simulations report, "permits can only be issued if this assessment demonstrates that the proposed withdrawal in combination with all existing lawful withdrawals will not lower water levels, in any confined aquifer that the withdrawal impacts, below a point that represents 80% of the distance between the historical prepumping water levels in the aquifer and the top of the aquifer." DEQ uses the USGS RASA groundwater model developed in 1990 to evaluate withdrawal applications and determine if the 80% criterion will be violated by additional withdrawals. Based on the permitted withdrawals in 2004, the 80% criterion is violated in the Middle Potomac, Upper Potomac, Aquia, and Yorktown-Eastover aquifers beneath portions of Southampton County. Because the 80% criterion has already been violated, it is unlikely that DEQ will approve many additional ground water withdrawals.

The largest water user in Southampton County is the Hercules, Inc. plant, which reported ground water withdrawals of approximately 5.5 MGD in 2005. The largest water user in the Southampton County region was International Paper's Franklin Mill. The mill did not

operate in 2011, although before its shutdown it was the largest permitted groundwater user in the region with average daily withdrawals of over 30 million gallons. During the mill shutdown, water level observations in aquifers indicated a slow and irregular recovery of potentiometric levels in the Potomac Aquifer, per the DEQ's October 2012 Status of Virginia's Water Resources report. The mill resumed operations during 2012, with subsequent potentiometric decreases. Monitoring of the Potomac aquifer and overlying aquifer levels at additional wells in the Franklin vicinity will assist in determining the extent of the potentiometric drawdown due to the mill.

The USGS has developed an updated ground water model for the entire commonwealth as of summer 2012. The model is capable of running at a one-hour time step, and includes simulations of all existing permitted point sources as well as all known withdrawals, including permitted, grandfathered and exempt, per the DEQ Status of Virginia's Water Resources report, October 2012. The model has been used to analyze surface water withdrawal applications for several years, and is used as part of a statewide assessment of the effects of water withdrawals and discharges on in-stream biology. DEQ anticipates the need for increased storage and expanded use of conjunctive systems to meet future water demands in some areas of Virginia.

The ground water from the Piney Point and Upper Potomac aquifers in Southampton County may contain naturally occurring fluoride concentrations above the EPA Safe Drinking Water Act standards. Fluoride removal can be successfully achieved through several available technological means including: reverse osmosis, electro dialysis reversal, ion exchange, and filtration containing activated alumina.

Stormwater Management

Revisions to the Virginia Stormwater Management (SWM) regulations were adopted in 2011 and became effective July 1, 2014. These regulations are an important part of the state's efforts to protect the quality of local waters and the Chesapeake Bay. In Southampton County, while we were not required to adopt a local SWM program until these new regulations went into effect, we had that option. In fact, the County has had an adopted SWM program in place since 2008. However, the revised SWM regulations require a revision of the County's regulations that will provide better service to the community and stronger protections for the environment.

Prior to the revised stormwater management changes, people who did work that is of the scale that requires a stormwater management permit and plan had review and approval by both the County and Virginia's Department of Conservation and Recreation (DCR), and inspections by the County. Virginia transitioned the stormwater management program from DCR to the Department of Environmental Quality (DEQ) in summer 2013. The changes adopted in September 2011 require the County to take over the entire permitting process for DEQ and to collect the permitting fees. The County is then required to remit 28% of the permit fees to DEQ and retain 72% of those fees locally. This local permitting function has a number of benefits to localities, including:

- Local governments can implement SWM more efficiently and effectively than the state,
- Local governments can address local water quality issues directly,
- Control of construction activities is maintained at the local level,
- The permitting process becomes more service-oriented, making the local government a one-stop-shop for the applicant,
- Local natural resources are better protected with local knowledge reviewing and approving plans under state guidelines,
- Local governments have the opportunity to be more stringent than the state guidelines when necessary to protect environmentally important areas and to encourage development in more suitable areas, and
- A revenue stream is produced for the local government that, in the case of Southampton County, would help pay for services we already provide. Southampton County and the City of Franklin adopted the revised stormwater fees a year in advance of the revised regulations themselves in part to help finance the staff needed to administer the program on the local scale.

The Erosion and Sediment Control (E&S) program that regulates land disturbing activities is currently run by the County. The County was already administering the main elements of a comprehensive SWM, including administration, permitting, plan review, inspection, and enforcement. The changes to implement the new SWM requirements involved adoption of a new stormwater management ordinance that has become part of the County Code and requires local plan review and inspection of permanent Best Management Practices (BMP) devices and practices. DEQ staff has identified a suite of technical assistance tools and guidance for training and equipping local staff members to implement the requirements of the stormwater ordinance, which became effective July 1, 2014 throughout the Commonwealth. The Franklin Southampton Community Development Department is charged with implementation of the revised stormwater regulations throughout the localities with shared staff.

Natural Heritage Resources

Statewide, natural heritage resources include plant and animal species as well as communities with special status. The Virginia Division of Natural Heritage database reports that Southampton County contains several communities or plant species of concern. These include three federal/state listed endangered species: the red-cockaded woodpecker, the Roanoke logperch (fish), and the eastern big-eared bat. The red-cockaded woodpecker is known to nest and live year-round in mature, living pine trees (saw-timber), particularly loblolly pines infected with red heart disease. A federal/state threatened species with known distribution throughout southeastern Virginia, the bald eagle, has also been observed in Southampton and is likely to occupy wooded areas along the rivers year-round. State threatened species found in Southampton include Mabee's salamander, the Atlantic pigtoe (mussel), and the reclining bulrush (vascular plant). In addition to endangered and threatened species, the Department of Game and Inland Fisheries designates another six plants and animals as either federal or state species of concern with known or likely occurrences in Southampton County.

According to the Virginia Division of Natural Heritage, there are no Natural Heritage Preserves currently located in Southampton County. The Nature Conservancy has made all three major river systems in the County part of the Southern Rivers Program, which is an effort to protect the area's waters and adjacent lands through partnerships, land acquisition, ecological management, and other conservation strategies. In March 2006, The Nature Conservancy announced that International Paper would donate large tracts of land held by the company to conservation. This donation will help to protect more than 20,000 acres of land in Sussex, Surry, Isle of Wight and Southampton Counties in Virginia and in Northampton and Hertford Counties in North Carolina.

Open Space and Recreation

The preservation of areas for open space presents numerous environmental and aesthetic benefits to rural counties that face increasing population growth. In the 2002 Virginia Outdoors Plan, the Department of Conservation and Recreation noted that open space corridors could be managed for conservation, recreation, and alternative transportation routes. These corridors can improve the quality of life of a locality and offer many environmental benefits as well. Both the Blackwater and Meherrin Rivers were added to the Virginia State Scenic River program in recent years, in acknowledgement of their contributions to the natural beauty of Virginia.

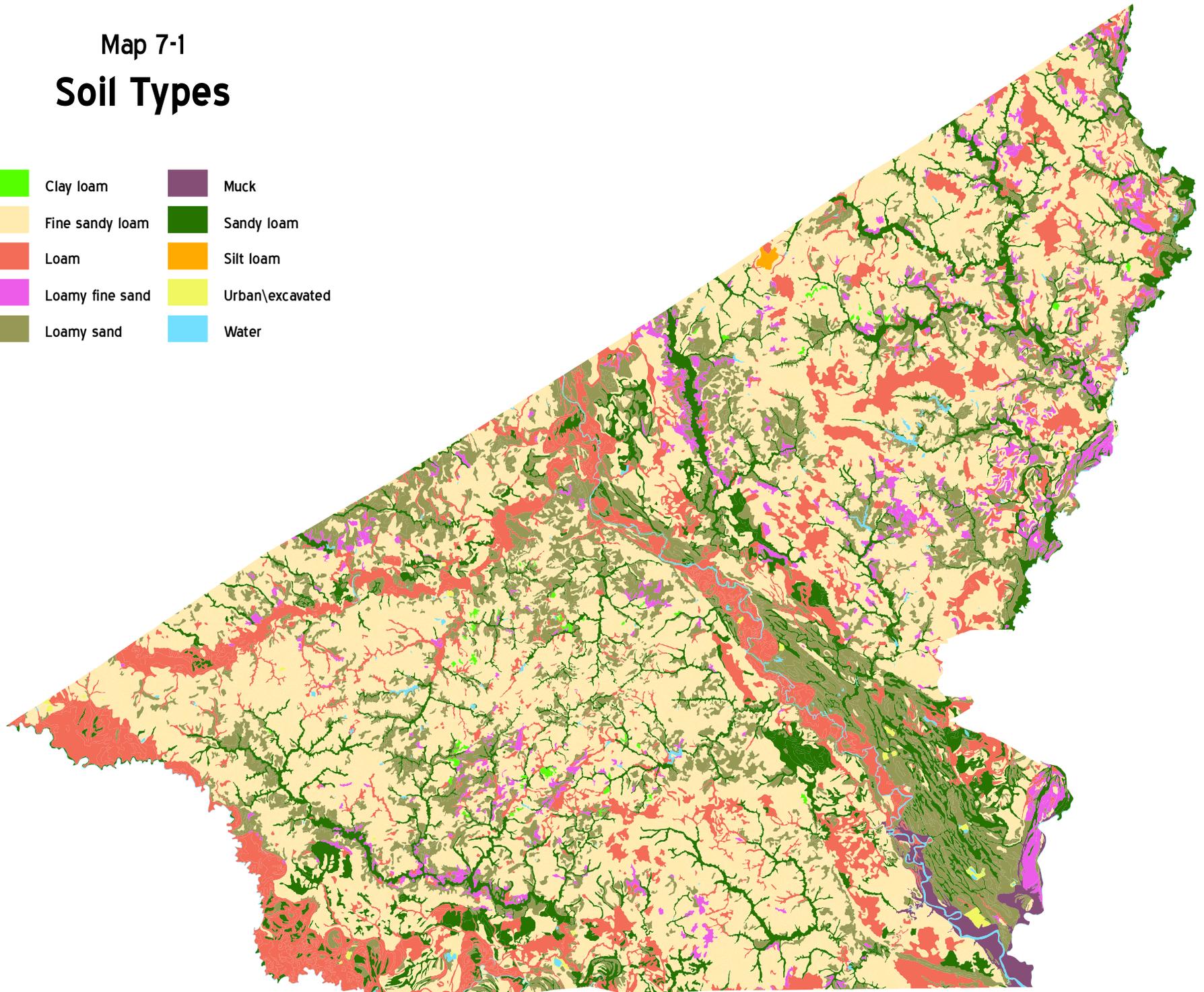
Currently, Southampton has no County-owned and maintained public parks or recreational facilities with the exception of the athletic fields located at the public schools. Although no parks and recreation facilities are included in the current Capital Improvement Program, a 2006 proffer study produced by Springsted Incorporated included a model for developing cash proffers for future parks and recreation projects. A more thorough discussion of parks and recreation issues is found in Chapter Six, Community Facilities.

Strategic Planning for the Preservation of Natural Systems and Rural Character

Southampton County has a wealth of natural resources and an advantageous location between the Atlantic Ocean and the rolling hills of the Virginia Piedmont. Relatively flat topography and good soils make the County an ideal place for agriculture. An abundance of forested areas provide the County with natural beauty as well as economic and environmental benefits. Southampton County's position as a rural locality with plentiful green space will allow it to set aside areas that should be preserved for recreation, environmental quality, and wildlife habitat when development pressures increase. As development pressures increase it will be critically important to plan for the protection of these significant natural systems and the county's rich agricultural heritage. An emerging approach to strategic open space protection is known as "green infrastructure". Just as roads and utility systems are planned in interconnected networks, green infrastructure involves the identification and protection of open space networks to provide an integrated system of critical habitat areas, working lands and open space. A well-planned green infrastructure network could provide multiple benefits for the residents of the county.

The recently completed Hampton Roads Conservation Corridor Study (HRCCS) presents a green infrastructure based approach to conservation planning in Hampton Roads. The summary map for the study identifies high priority areas for water quality and habitat protection and opportunities for connectivity between these areas (Map 7-6). The corridor system identified in Southampton County buffers the Blackwater, Nottoway and Meherrin Rivers and many of their tributary streams. This network could be expanded to include prime agricultural and forested lands and parks in order to help meet Southampton County's planning goals.

Map 7-1 Soil Types

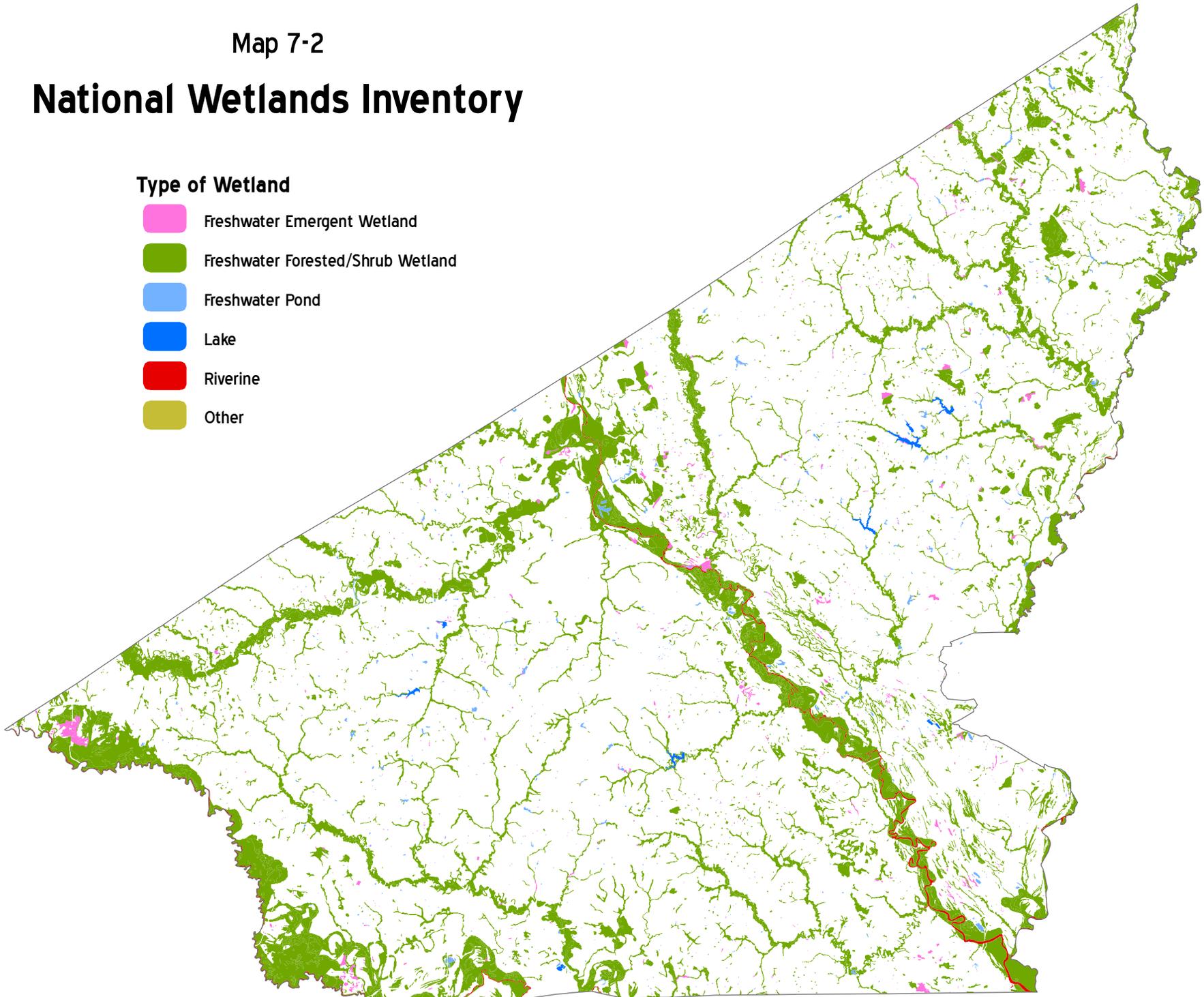


Map 7-2

National Wetlands Inventory

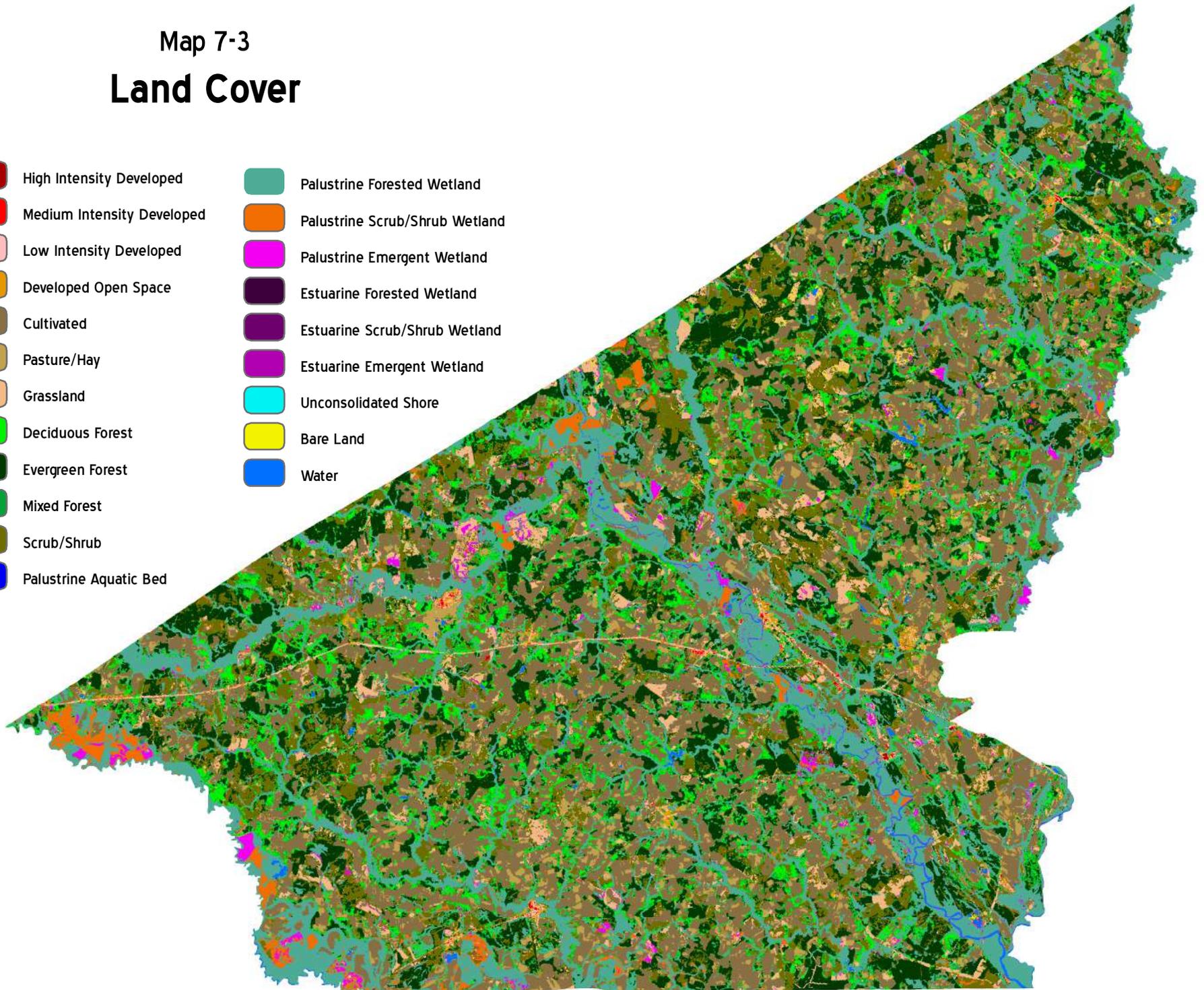
Type of Wetland

-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Lake
-  Riverine
-  Other



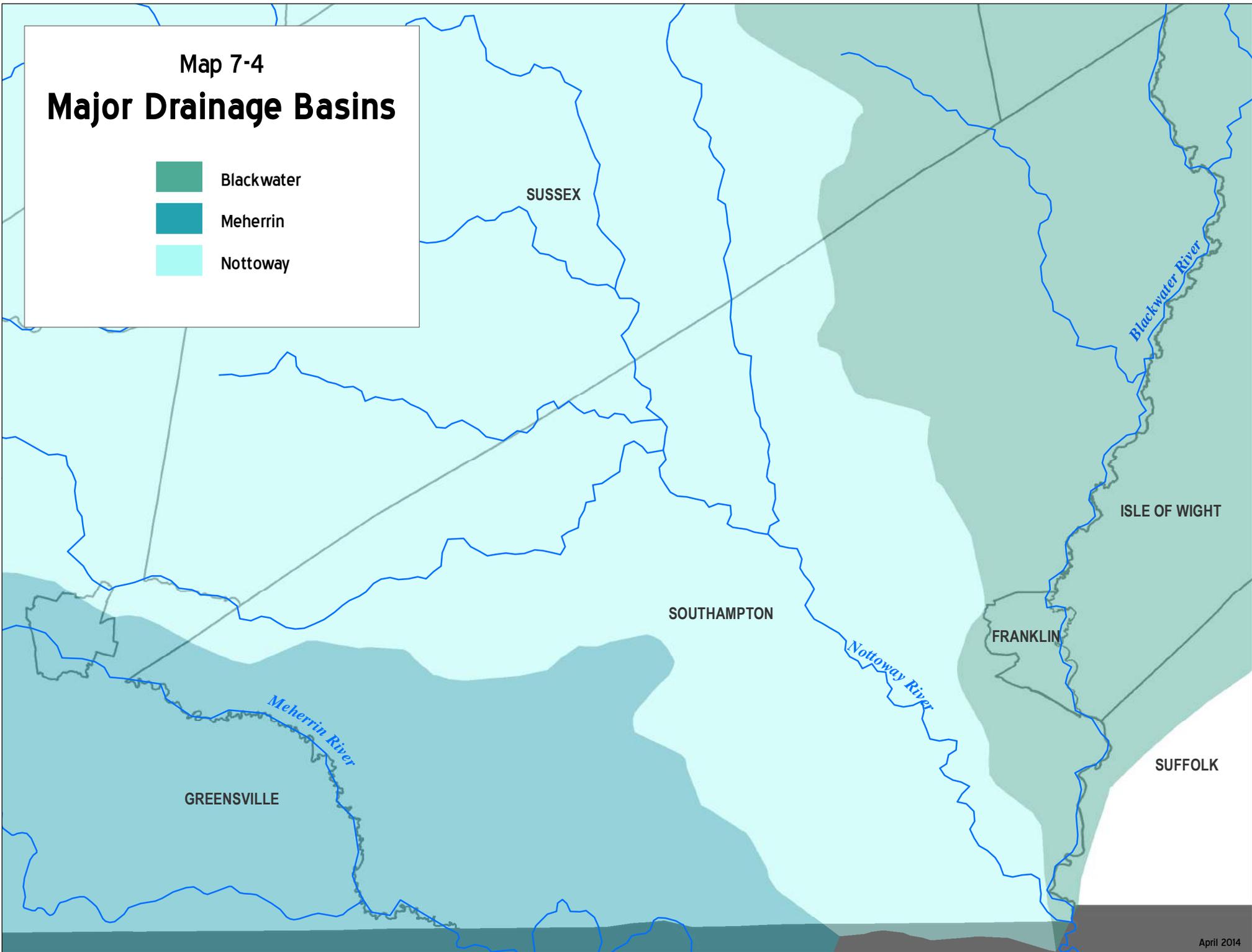
Map 7-3 Land Cover

- | | |
|--|--|
|  High Intensity Developed |  Palustrine Forested Wetland |
|  Medium Intensity Developed |  Palustrine Scrub/Shrub Wetland |
|  Low Intensity Developed |  Palustrine Emergent Wetland |
|  Developed Open Space |  Estuarine Forested Wetland |
|  Cultivated |  Estuarine Scrub/Shrub Wetland |
|  Pasture/Hay |  Estuarine Emergent Wetland |
|  Grassland |  Unconsolidated Shore |
|  Deciduous Forest |  Bare Land |
|  Evergreen Forest |  Water |
|  Mixed Forest | |
|  Scrub/Shrub | |
|  Palustrine Aquatic Bed | |



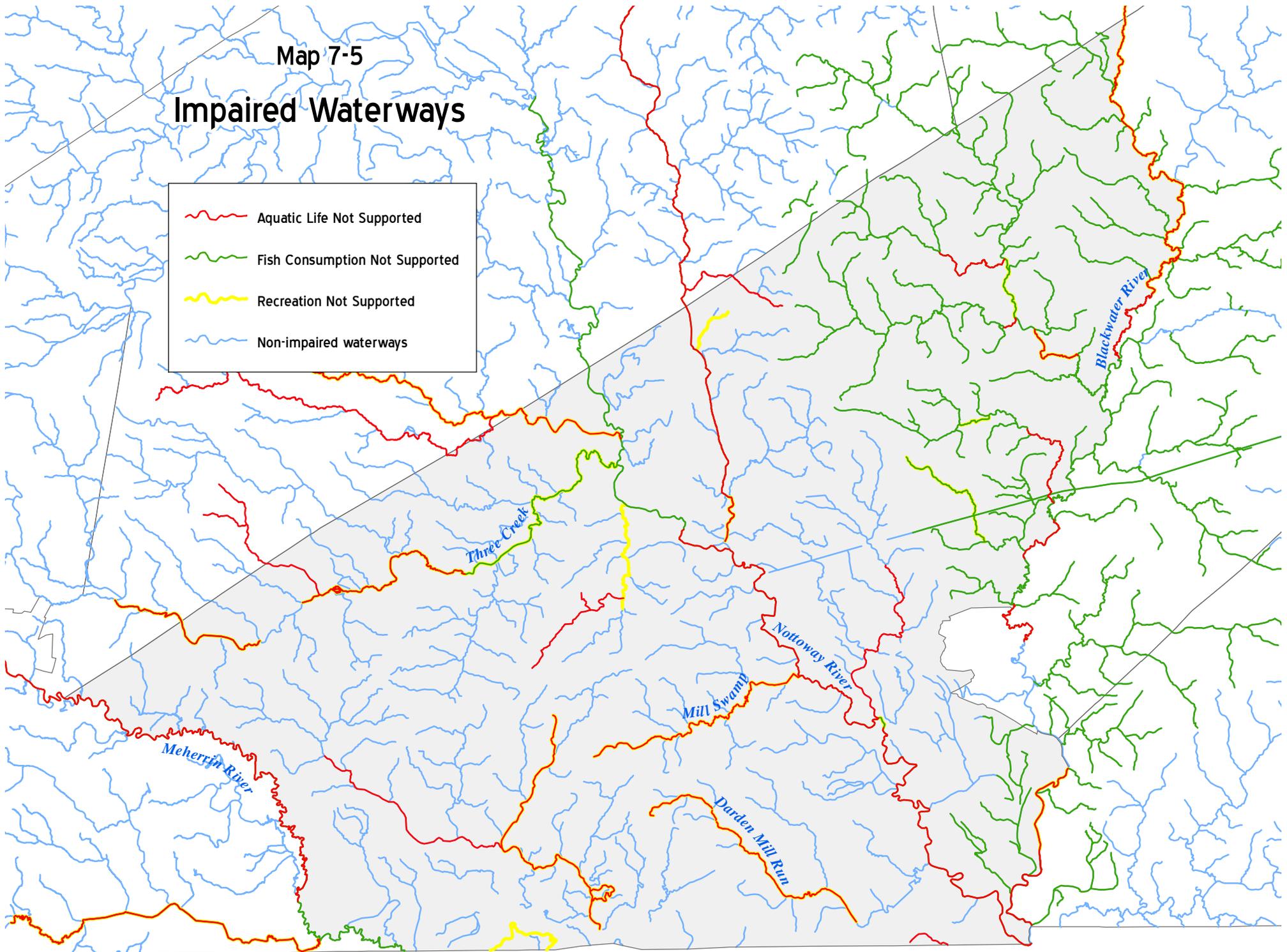
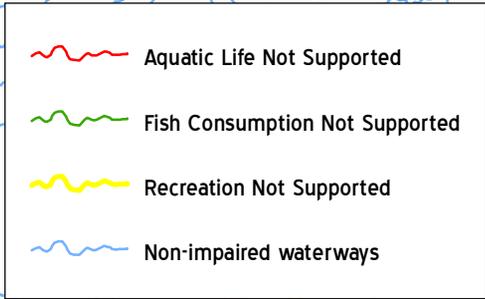
Map 7-4
Major Drainage Basins

-  Blackwater
-  Meherrin
-  Nottoway



Map 7-5

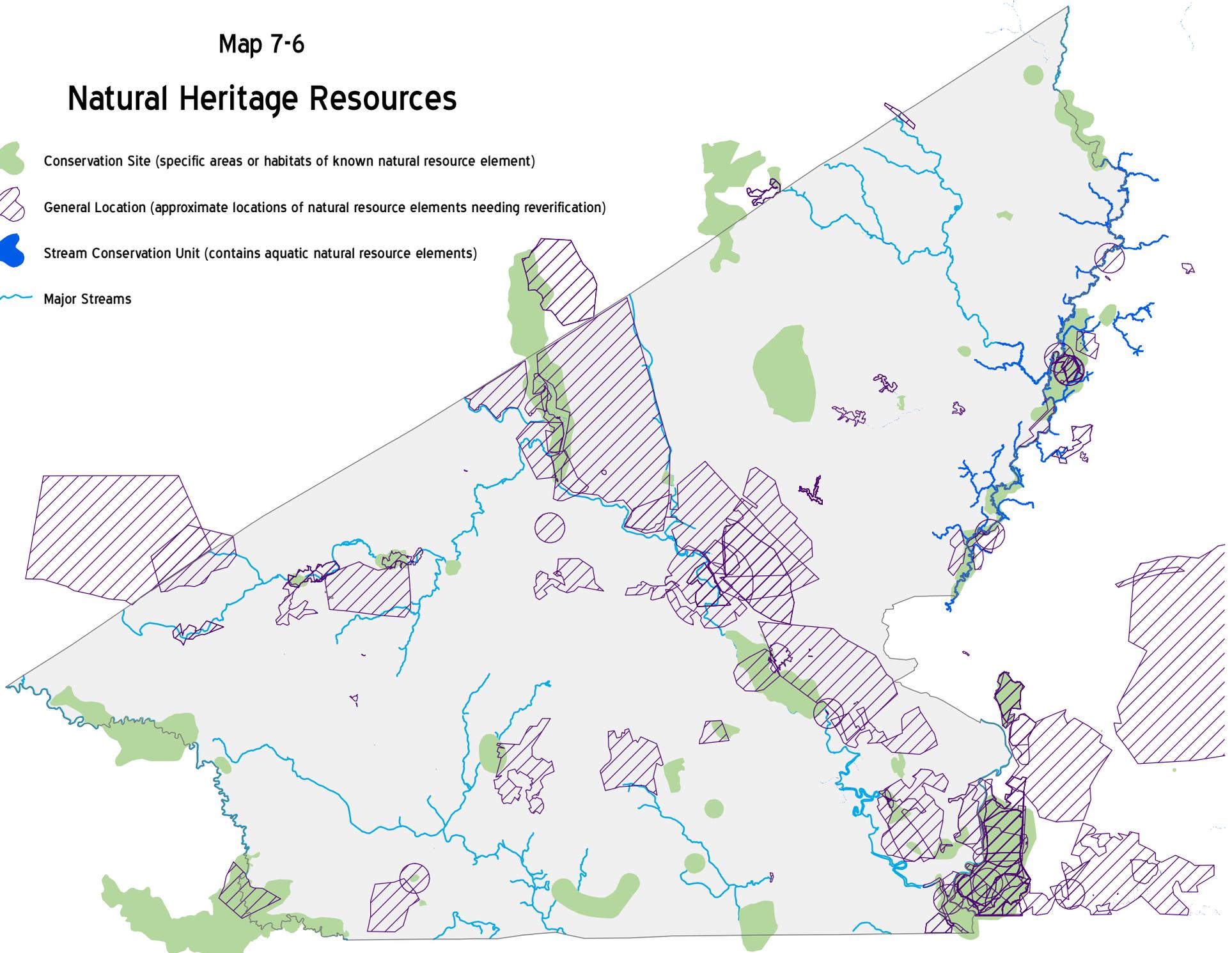
Impaired Waterways



Map 7-6

Natural Heritage Resources

-  Conservation Site (specific areas or habitats of known natural resource element)
-  General Location (approximate locations of natural resource elements needing reverification)
-  Stream Conservation Unit (contains aquatic natural resource elements)
-  Major Streams

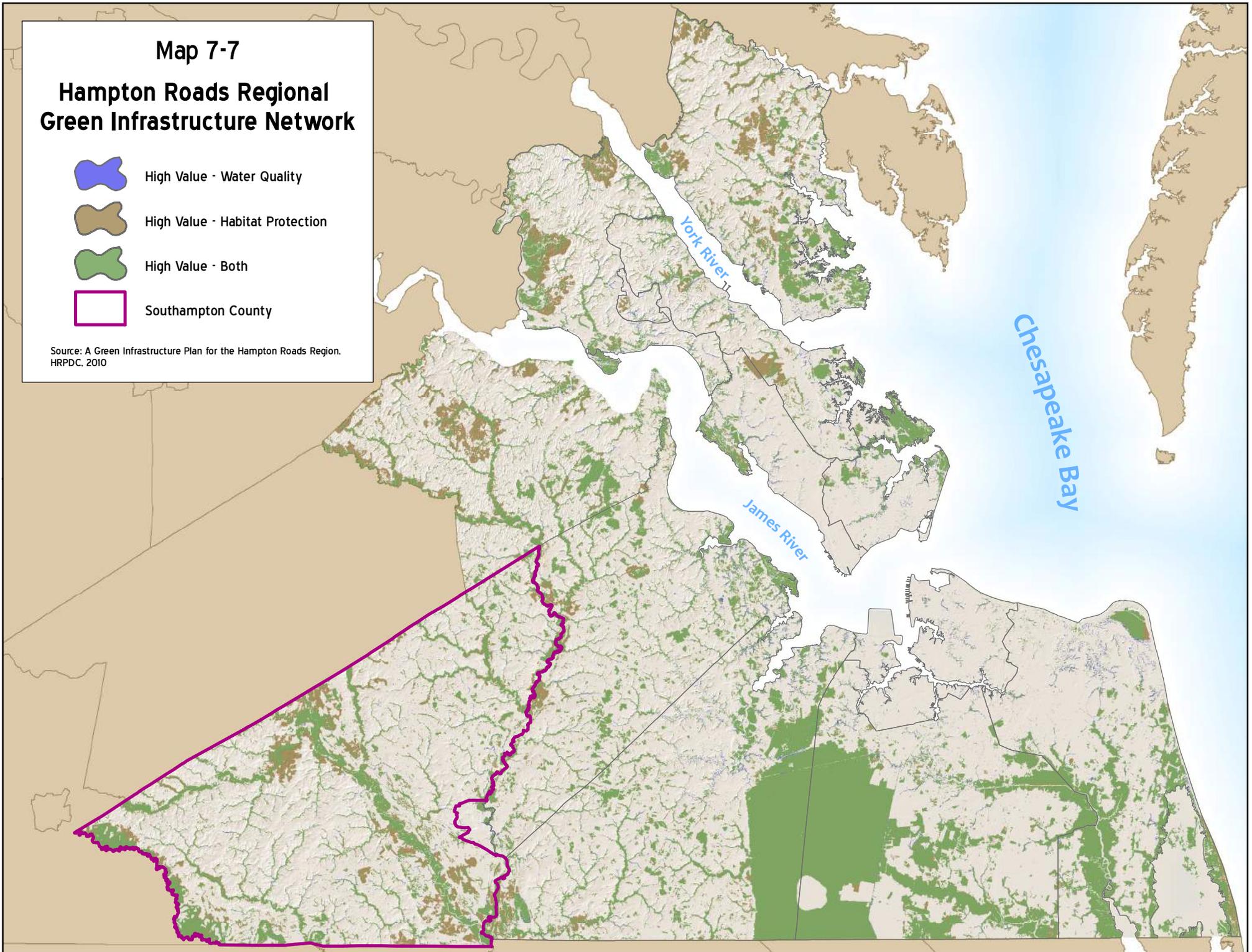


Map 7-7

Hampton Roads Regional Green Infrastructure Network

-  High Value - Water Quality
-  High Value - Habitat Protection
-  High Value - Both
-  Southampton County

Source: A Green Infrastructure Plan for the Hampton Roads Region, HRPDC, 2010



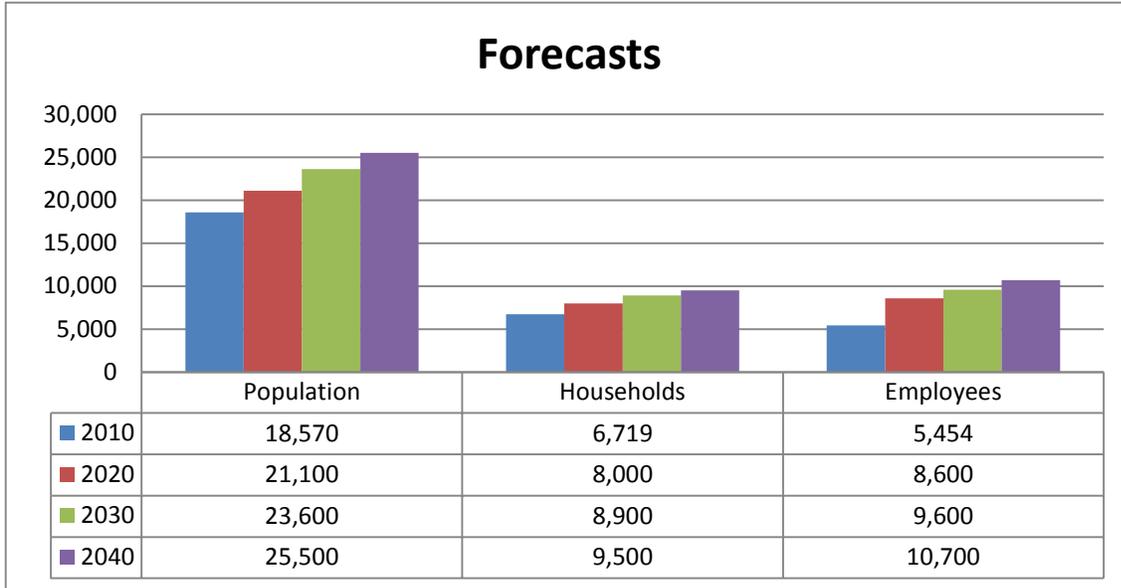
Chapter 8-LAND USE & GROWTH MANAGEMENT

Introduction

Southampton County has long been characterized by its bountiful natural resources, moderate climate, and proximity to key trade routes that have resulted in rural patterns of settlement traditionally based on agriculture and accessory services. Population growth has remained stable since the 1970 Census, with a population from the 1970 Census of 18,582 residents decreasing to a 2010 Census population of 18,570, a net decrease of twelve (12). This is due in part to annexation of an area of the County into the City of Franklin and the closing of a correctional facility near Capron. The rest of the region, however, has grown during that time, in some cases significantly. The City of Franklin had a population increase of 25% during that period. Surry County's population grew by 31%. The City of Suffolk increased in population by 88%, and Isle of Wight County's population increased by 93%.

The Hampton Roads Planning District Commission's (HRPDC) population projection for Southampton County includes an increase of 14% by 2020 to approximately 21,100 residents. The projection for 2030 is 23,600 residents, an additional 12%, and an additional 8% increase by 2040, to a population of 25,500. This equates to a population increase of approximately 6,900 residents by 2040. While Southampton County uses HRPDC's population projection upon which to base this Plan, it is felt that the actual population by 2040 will not reach that number. More moderate growth is expected, but more aggressive growth is planned for.

HRPDC's projections include an increase in the number of households in Southampton County to 9,500 by 2040, up 40% from the 6,719 households counted in the 2010 Census. HRPDC also projects that the employment total will increase from 5,454 workers in the 2010 Census to 10,700 in 2040. The higher employment rate and fewer people per household as foreseen in 2040 may reflect a smaller percentage of children under the age of 16 anticipated or more single person households, and with the aging of the country as a whole these are not unexpected. Fuller employment is also foreseen, as in 2010 there was less than an average of one employee per household, while that average increases to more than one employee per household over time.



Source: HRPDC

The number of persons per household in the 2000 Census was 2.78. The number of persons per household in 2010 was 2.76, while the number of persons per household in 2040 is anticipated to be 2.69. This type of growth may indicate the need for the County to look at other housing types rather than the single family detached home on a large lot as an alternative that may be attractive to future residents. A decreasing number of persons per household and perhaps a decreasing number of households with children may create a market for housing types that include more attached single family residences, residences that are smaller located on smaller, more manageable lots and residences that are closer to employment and commercial centers. A decreasing number of households with children may also impact other decisions, including school siting, recreational and cultural offerings, and the need for professional services and commercial offerings. Yet even in light of these challenges, as we go forward into the future, the people of Southampton County remain the most essential resource for forging and maintaining a vibrant community and preserving the values that make Southampton County a desirable place to live, work, and visit.

The United States of America population in the 2010 Census was 308,745,538. Each year, the country grows by an additional 3 million people. This is equivalent of adding seven city-of-Atlanta-sized populations each year. The United States is one of the few industrialized nations experiencing modest population growth, which has significantly influenced land use patterns. Since the 1950s development patterns have largely been dominated by suburban styles dependent upon the automobile and largely separated from adequate infrastructure and efficient transportation routes. Additionally, this expansion has required vast resources to meet the growing demands associated with housing, education services, employment, utilities and transportation. However, as some cities decline in population and are facing decisions as to depopulation, others are seeing a resurgence of population, as young professionals and baby-boomers move from the suburbs back to the city to take advantage of the amenities available in more

densely-populated areas. This is helping some areas use their existing infrastructure in a more efficient way, rather than the spread of sprawl that was endemic in much of the last century.

Although the U. S. population has continued to grow, this growth has not been uniform throughout the country. Many regions, especially in the South and West, have seen tremendous increases in population while many areas in the Midwest and Northeast have populations that have remained constant or declined slightly. The financial crisis that has affected the country for a number of years has altered migration patterns, reducing the population of some cities significantly, with the impact in California, Nevada and Florida affecting areas that have not been affected financially as heavily in the recent past. The precipitous drop in housing values has affected localities across the country with empty homes and deteriorating properties, and lost tax revenues.

In spite of this trend, the Commonwealth of Virginia increased its population by 13% from 2000 to 2010 and has continued to grow. The Hampton Roads region has also experienced growth and development during this time period, largely tied to the extensive military presence, economic activity associated with the Port of Virginia, and an influx of retirees and new residents from other states. To accommodate the expanding population, housing construction has steadily moved into the outer areas of the region, including Southampton County, indicating that the spread of suburban-type development that is being slowed in some areas has not been slowed in the Hampton Roads area. While the peak year for new home building in Southampton County was 2006 with 164 new home starts, the number of new home starts in 2012 was on track to reach just over 50, on par with the numbers seen for many years prior to the 2006 peak. All of the localities surrounding Southampton County also saw increases in development activity during this first part of the 21st century, necessitating the increase in infrastructure and other public spending to accommodate the increasingly-dispersed population.

Long range planning is essential to ensure that orderly development occurs at a pace that does not exceed the services that have to be provided but that encourages desired growth in appropriate locations to bolster the County's tax and employment base. Growth management must be continually refined to achieve efficient patterns of development consistent with the goals and objectives outlined in this comprehensive plan.

Land Use

Southampton County is widely known for its rural character, significant historical and cultural contributions, and abundant natural resources. Existing land use patterns have been largely influenced by the topography of the County. Vast portions of the County have remained devoted to agriculture and forestry while a majority of the residential development has occurred in the eastern portion of the County, close to the City of Franklin and the County's towns, villages and communities. Map 8-1 depicts current land use in Southampton County.

More recently, residential development has occurred along secondary roads in traditionally agricultural areas of the County. This type of development has led to increasing concern about the potential for conflicting land uses associated with each type of activity. With increased residential development, commercial uses that are primarily service oriented have developed outside of the incorporated towns, such as along US 460 near Ivor and along US 58 south of Courtland. Additionally, new industrial ventures have been established and more are being planned. The County's industrial park on Rose Valley Road has as an occupant Enviva, a major pellet manufacturer whose products in large part leave the United States through their port in Chesapeake. A number of sand mining operations have opened or reopened in recent years, to serve the road building and industrial users in the area. The Converting Innovation Center, formerly owned by International Paper, will re-open during the summer of 2015 as a peanut butter manufacturing plant owned by Hampton Farms. One asphalt plant is planned for the Branchville area, and a second major plant, Curtis Contracting, has opened west of Ivor, using both US 460 and a rail spur to transport materials. The commercial corridor between Courtland and Franklin has seen new development in recent years. The construction of the US 460 Expressway may entice further industrial and commercial development along its route south of Ivor.

Land use decisions are very important because they determine what activities may occur in a particular area. Some uses, including commercial and industrial, can create different planning challenges than others. Minimizing the conflicts between differing uses to ensure the health, safety and general well being of a community is paramount in creating and sustaining viable communities. With this statement as a general goal, specific categories have been created to better educate the public as to the needs and demands associated with a particular use and the interaction among the uses.

Overall, Southampton County remains largely in use for agriculture and forestry outside of the incorporated towns. Less than ten (10) percent of the land base has been converted into uses other than agriculture, forestry, open space or conservation. Recent land use changes in Southampton County have resulted in a citizenry that is determined to preserve the rural nature of the landscape while remaining cognizant of the fact that change is inevitable and is in part necessary to maintain the quality of life in the County, including increases in the industrial sector. The desire to engage the public in open discussions about how to best manage future land development primarily in the residential realm has resulted in the development of a proactive approach that is uniquely tailored to the goals and objectives of Southampton County. The Rural Residential zoning designation with its attendant development requirements is a direct outgrowth of the changing rural landscape and the desires of the citizens to retain such landscape and its agricultural utility while still permitting limited residential growth.

Land use designations are broad categories that spell out the types of uses that are considered appropriate in specific areas. Zoning designations are development parameters that determine specific permitted uses and the spatial requirements, such as setbacks, parking, and other physical requirements that must be met to develop

property. For example, the Commercial land use designation may include several types of commercial or office zoning designations, as well as limited industrial designations. A medium density land use designation may have within it property developed in a number of zoning designations that permit a range of housing types ranging from single family detached or attached units to multifamily structures, all developed under their own specific zoning requirements.

Land uses classifications are described below. While these uses do not represent zoning districts, they do help provide the framework on which future zoning applications may be considered and discussed. Not all land uses are necessarily compatible with each other absent other development considerations and standards. These development considerations and standards are found within the Zoning Ordinance. Careful deliberation must be undertaken when reviewing projected changes to the land use plan. When viewing the objectives of the individual property owner and their rights to utilize their property in the highest and best use, careful consideration must be given to the overall goals and objectives of the entire county in order to create a harmonious balance that best serves all parties involved while mitigating unwanted impacts. It is through this open process of education and discussion that all sides may have the opportunity to present their views on current and future uses that may be located in Southampton County.

Agriculture/Forest/Open Space/Rural Residential

Agricultural land is one of the most valuable and abundant of all the County's natural resources. The main purpose of this land use classification is to facilitate existing and future farming and silviculture operations and to preserve the natural environment. Uses are generally restricted to agriculture and others that are compatible with the existing land use pattern, such as forestry, natural resource extraction, passive and active recreation, and other conservation uses. Limited low-density residential development and accessory units may be permitted subject to the current options outlined in the Rural Residential section of the Zoning Ordinance. Rural residential development is appropriate in areas not served by municipal water and wastewater services.

Low Density Residential

This use comprises suburban-type development in and around defined planning and community areas. This category encompasses single-family detached structures and limited accessory units, as well as appropriate recreational facilities, and is the predominant residential use pattern found in the more suburbanized parts of the county, including the incorporated towns. Residential development can present many challenges, including the provision of adequate roads and transportation, adequate provision of services such as schools and public safety, preservation of the natural environment, utility service provisions, and the interaction between new development

and existing development. Low density residential development shall be encouraged but not limited to areas that are or can be served by municipal water and wastewater services, and costs of extension of services not available but necessary shall be borne by the developer. Low density residential development in this category is limited to one (1) to three (3) units per developable acre. While Low Density residential development is not typically associated with Mixed Use areas, the location of Low Density development adjacent to Mixed Use areas may be appropriate.

Medium Density Residential

This use is comprised of higher density development and includes smaller lot detached and attached single family housing and limited accessory units, as well as multifamily residential development. Medium density residential development shall be limited to areas that are or can be served by municipal water and wastewater services. The costs for any extension of such services will be borne by the developer. With a changing demographic base, an aging population, and the increased cost of both new housing and the infrastructure to serve such new housing when developed away from existing infrastructure, the need to explore alternatives to single family large lot detached structures remains a vital concern. The location of medium density residential uses in close proximity to commercial nodes that provide or could provide the necessary infrastructure may be appropriate in various places within the noted Planning Areas and adjacent to and within Mixed Use areas. Medium density residential development in this category is limited to three (3) to eight (8) units per developable acre. Density bonuses for the development of senior housing may be available through provisions in the Zoning Ordinance.

Manufactured Home Parks

Several manufactured home parks are located in the county and consist of owner occupied structures as well as rental units. The higher density of these facilities may require special consideration when reviewing new proposals. New manufactured home parks shall be served by municipal water and wastewater service, and costs for such municipal water and wastewater service extension shall be borne by the developer of such manufactured home parks should capacity not exist to service the park. No new manufactured home parks shall be approved that do not use municipal water and wastewater service, and no expansions of existing manufactured home parks shall be approved without municipal water and wastewater service for the expanded area. The requirement for municipal water and wastewater service does not apply to individual manufactured homes located on individual lots in zoning districts that permit such development.

Commercial

This classification represents existing business and projected future locations that may be suitable for future development. U.S. Route 58 and U.S. Route 460, as well as the planned US 460 Expressway, provide major transportation networks that help facilitate the development of commercial enterprises. Future considerations for commercial development should recognize the need for controlled access, proximity to residential centers, and should be clustered at significant intersections and near the incorporated towns to avoid commercial strip development. The need for municipal water and wastewater services will be dependent on the development proposed, and the costs for extension of such services may be borne by the developer. Commercial elements are often found and are appropriate within and adjacent to areas designated for Mixed Use Development.

Mixed Use

Compact nodes of development that include a mix of commercial, office, public, and medium density residential uses in varying proportions may be considered and located in areas that provide or could provide the infrastructure necessary for such mixed use development patterns. Mixed use areas are appropriate at significant intersections and shall be located in areas able to be served by municipal water and wastewater services and transportation facilities. Residential development in this category is limited to three (3) to ten (10) units per developable acre, including detached and attached single family housing, as well as multi-family housing. Density bonuses for the development of senior housing in such areas may be available through provisions in the Zoning Ordinance. Mixed use areas are encouraged to incorporate elements of traditional neighborhood development, including pedestrian friendly road design, connectivity of road and pedestrian networks both within the area and with abutting properties, and preservation of natural areas as appropriate. The need for municipal water and wastewater services will be dependent on the development proposed, and the costs for extension of such services may be borne by the developer. Mixed use areas shall be developed in conjunction with a master development plan as outlined in the County Code. The Mixed Use designation shall be approved on a site-by-site basis after review by the Planning Commission and approval by the Board of Supervisors in conjunction with an approved master development plan.

Employment Center

The Employment Center designation encompasses property adjoining or in near proximity to transportation corridors, including US 460, the planned US 460 Expressway, US 58, US 671, and rail corridors. This designation includes industrial and manufacturing uses, compatible office and commercial uses, and limited medium density residential uses in the outlying areas of the district. The Employment Center areas are designed to attract public and private infrastructure investment. General industrial and resource extraction operations are included in this designation. Business

park-type development, with light industrial, research and development, warehousing, and office uses in a campus-like setting is included, as well as commercial enterprises that support the industrial and office development and the surrounding area. The need for municipal services is dependent on the type of development planned, and extension of those services may be borne by the developer. This designation allows outdoor storage of materials as part of an industrial or resource extraction operation, but outdoor storage such as a vehicle salvage operation is not included. Institutional uses are generally limited, except uses that directly serve the industrial and office uses in the district, such as fire stations, day care centers, and vocational schools. Medium density residential uses may be appropriate near the boundaries of the Employment Center areas that abut similar development outside of the area.

Industrial

These uses provide significant employment opportunities for people in the county and make important contributions to the County's tax base. Location requirements can be very critical and can vary based upon the specific proposed use. The close proximity of major highways, railroads, and airports as well as adequate public utilities including natural gas and broadband service must be considered when projecting future industrial locations. The need for municipal water and wastewater services will be dependent on the development proposed, and the costs for extension of such services may be borne by the developer. The County's latest industrial park is located south of US 671, and consideration for the location of further County and private industrial parks is appropriate to provide for the economic development of the County and continued job growth for residents. The development of the US 460 Expressway may influence industrial development in the Ivor area. Sensitivity to adjoining properties and the ability to mitigate potential adverse effects associated with industrial use is a major factor in appropriate site design guidelines. The development of new industrial prospects should concentrate on a regional approach with emphasis on local involvement and participation. These partnerships are critical for diversifying the tax base and providing positive economic opportunities for the citizens of Southampton County and should be coordinated through the objectives and strategies outlined in this plan. Industrial uses in appropriate scale may be located within or adjacent to Mixed Use areas.

Institutional

This classification includes government owned buildings, facilities owned by utility systems, public and private schools, hospitals, day care centers for adults and children, houses of worship and related facilities that may be associated with the house of worship, public and private or commercial parks and recreational or historic facilities, refuse collection sites, public safety institutions and other uses that serve the public and the community. This district may also include limited residential uses such as nursing homes and adult care facilities as well as other types of group living facilities. The range of Institutional uses requires siting considerations to assure their appropriate locations within the community. The need for municipal water and wastewater services

is dependent on the proposed use, and the costs of extension of such services may be borne by the developer. The ability to provide these services and facilities is contingent upon sound planning practices to help make certain that the demand for these facilities and services does not exceed the ability of the government or its entities to provide them. Institutional elements may be appropriate within or adjacent to Mixed Use areas. Future investments in the public types of these facilities is an important component of the Capital Improvements Plan and should be a high priority for the public sector in addressing the future needs of Southampton County.

Conservation Overlay

These areas include properties where development should not occur without appropriate mitigation efforts due to factors such as flood zones, sensitive wetlands, important environmental features, and soil types that may make typical development practices difficult. Areas adjacent to these features should be given special consideration to ensure that proposed development does not adversely impact the landscape. The Conservation District is an overlay that may be in place in conjunction with any other Land Use designation. There are three major drainage basins in Southampton County that support many species of rare vegetation and wildlife. Critical attention should be paid to preserving these areas in order to assist in habitat management, preservation of high water quality standards and sustainable economic development initiatives. Establishing conservation corridors along watercourses is one of the strategies identified to reduce the fragmentation of these features by creating a linked network of green infrastructure throughout the County that is connected with the other areas linked in the extended Hampton Roads area. Conservation elements may be located within or adjacent to Mixed Use areas. Establishing and developing partnerships with other governmental agencies, the private sector and the general public and civic organizations is also a key element for the future preservation of these areas and the benefits they provide. In general, municipal water and/or wastewater services will not be extended to Conservation Overlay areas.

Growth Management

The purpose of creating a development management plan is to help guide the progression of land use towards goals and objectives that are largely shaped by the people of a county. Land development trends can influence many of the variables, that when placed together help form the identity and affect the quality of life of a community. Through implementation of the future land use plan, the county is able to encourage the efficient delivery of public services and assist in establishing a framework that guides future land use decisions in a manner that promotes the general well being of all people.

Southampton County is anticipated to grow significantly in the coming years. As described in previous chapters, population projections and current growth trends show that an additional 6,900 people may call the County home by 2040. This projection requires an additional 2,800 homes to be built. It is also projected that the employment

base will grow by 5,200 employees by 2040. The need to manage this growth is increasingly important in terms of the financial costs associated with providing services to the new development and encouraging economic growth. Maintaining the agricultural land base that helps influence the rural quality of life, providing quality educational services, expanding economic opportunities, and preserving the natural environment continue to be some of the foremost goals of the County. The full listing of goals and corresponding implementation strategies are discussed in detail in the next chapter. These goals help shape the overall policy of land development in the County and their influence is reflected in land use decisions. In past plans, the County had indicated that future growth should occur in areas that are close to the existing towns and the City of Franklin. This theme remains very relevant in this comprehensive plan as the resources needed to support this scale of development and the impact it has on the quality of life for the people of Southampton County are considered. By working cooperatively with the incorporated towns, the City of Franklin, and the Hampton Roads region, Southampton County will be better prepared to meet the challenges ahead.

The future land use map contains many significant features designed to reinforce the principles and goals of managing land use for the protection of the health, security, and general well being of the public. The purpose of projecting future land use is to define areas in the county that are best suited for specific uses, including agriculture, residential, institutional, commercial, mixed use, industrial and conservation.

The inclusion of a future land use map in the comprehensive plan does not change existing zoning classifications, nor is it intended to do so. The Southampton County Future Land Use Map (Map 8-2) provides a basis for helping determine whether a proposed application for a change in zoning is in accordance with the projected use envisioned by Southampton County. While every effort is made to promote sound long range planning principles through creation of the future land use map, there may be circumstances in which a projected use may cause the plan map to need to be revised. Any amendments to the future land use map are subject to public hearings and should be reviewed carefully to ensure that the overall goals of Southampton County remain in good standing.

When viewing the future land use map several key features are noted. These features include general areas for future growth and development and are labeled as Planning Areas and Community Areas. Facilities that serve the public are identified and areas reserved for conservation are highlighted.

Planning Areas

Planning areas are defined zones where current development patterns, current zoning, existing transportation systems, and existing or planned utilities and services indicate the continuation of more intensive development activity. While not all of the area encompassed within a planning area will develop during the planning period due to environmental constraints, economic factors, and/or community concerns, planning

areas offer a glimpse of where conditions may allow development to occur within the regulatory framework established by the County at present, or in the future, as it is confronted with trends and changing circumstances.

The planning areas outlined on the future land use map are expected to serve as the predominant activity centers for the County. Investments in the business and employment sectors, infrastructure development, and public facility planning will be directed to these specific geographic locations. These investments will not only be made by the public sector, but will be dependent upon substantial cooperation from the private sector as well.

Lands located within a planning area are not granted “by right” approval to develop. Current ordinances require that any newly proposed lots for residential development be zoned for residential use through the Rural Residential zoning process or a zoning map amendment to another appropriate zoning designation based on the housing type and density planned. This requires a formal application and public hearings before any decisions are made. As the County developed the growth management strategy contained in this updated plan, it remained cognizant that development will occur and sought to direct growth to areas where future utility expansions and other infrastructure investments may occur while preserving the majority of the land base for open space and agricultural operations, thus protecting the character and viability of the outlying rural areas. Note that areas within the Planning Areas that are also within the limits of an incorporated town are bound by the zoning ordinances and planning guidelines of the specific town. Areas within a Planning Area but outside of the corporate limits of a town are governed by the County’s Plan and ordinances.

Three planning areas are defined on the future land use map. These planning areas are located in the northern, central and southwestern portions of the county. A more detailed description of each of these planning areas follows.

Ivor Planning Area

This planning area is situated along the existing U.S. Route 460 corridor which is a major thoroughfare connecting Interstate 95 with the Hampton Roads region. The incorporated Town of Ivor is centrally located in this planning area and currently operates a municipal water system. The town is expected to serve as the hub for future activities in this portion of Southampton County, and a number of services exist along the current U.S. 460 and on S.R. 616 within the Town of Ivor. Expansion of water service beyond the corporate limits will require cooperation among Southampton County, prospective applicants, and the Town of Ivor. Currently, there is no sewer service available for this planning area. A system will need to be developed in order to accommodate future industrial growth and corresponding commercial and residential development. There are limited industrial opportunities absent municipal water and waste water services, although almost 1,500 acres of land has been designated for industrial development in a series of County land use plans for well over twenty years.

Additionally, a new transportation corridor (US 460 Expressway) is being planned by the Virginia Department of Transportation in close proximity to this planning area near the existing U.S. 460 roadway to improve safety, to assist as an evacuation route for the southern areas of Hampton Roads, to promote economic activity and as a logistics route for the numerous military installations in the region. The Ivor Planning Area is shown on Map 8-2a.

Courtland Planning Area

This is the largest of the planning areas, not only in terms of population but also in geographic size. The incorporated Town of Courtland, which is also the county seat, is located along the western portion of this designated zone. This planning area is expected to see the most residential, commercial and industrial activity during the coming years. Significant features of this planning area include the county's premier industrial corridor encompassing Rt. 671 southwest from Franklin to the Nottoway River. An emerging commercial corridor is developing along Southampton Parkway, running east from Courtland towards the boundary with the City of Franklin.

Substantial investments in public facilities include a new 750-student elementary school, a new wastewater treatment facility and the extension of waste water services along Camp Parkway, and development of the County's latest industrial park. The County industrial park and the surrounding area are within an Enterprise Zone as established by the Commonwealth of Virginia to encourage economic development. The Southampton Business Park off US 58 at Agri-Park Drive is within an Enterprise Zone as well. The Enterprise Zone designation provides potential development the opportunity to take advantage of a number of both State and local incentives, encouraging nonresidential development in areas most suited for it. Additional investments from the private sector are also beginning to take shape as companies realize the advantage of major transportation routes, the proximity to the Port of Virginia and the greater Hampton Roads region and the opportunities this will inevitably present. The availability of municipal water and waste water services, as well as a planned natural gas line and the potential for broadband service, makes this area attractive for a variety of private investors. The Courtland Planning Area is shown on Map 8-2b.

Boykins-Branchville-Newsoms Planning Area

This corridor contains three of the County's incorporated towns. A major capital investment was completed to upgrade and expand the public water and sewer systems, and upgrades to the Boykins waste water facility have recently been completed. The connectivity offered by three major transportation routes, Route 671, Route 186 and Route 35, offers excellent opportunities for the location of industrial, business and residential development. Capacity in the existing wastewater treatment plant ensures that development can occur in a managed fashion. The individual towns also offer additional services existing in varying forms and include sidewalks, solid waste services, streetlamps and public safety. Commercial enterprises exist predominately in the service sector. An Enterprise Zone as established by the Commonwealth of Virginia

includes the commercial district in Boykins and extends towards Branchville and includes the proposed asphalt plant near Branchville. Boykins has also developed an economic restructuring and marketing plan with the help of a planning grant from the Department of Housing and Community Development to guide the redevelopment of the downtown area. The area is anchored by one of the largest employers in Southampton County and the opportunity for future expansion and investment exists. The Boykins-Branchville-Newsoms Planning Areas is shown on Map 8-2c.

Community Areas

Community Areas are places clustered near and around existing historically-commercial centers and include volunteer fire departments, civic organizations, religious establishments, recreational facilities, postal facilities, and other relevant service enterprises. Community areas offer a sense of place and identity and have structured land use patterns that have steadily progressed since the original creation of Southampton County. These community areas provide a range of housing types and densities that are more suburban and town-like in nature than the surrounding agricultural areas.

Water utility systems of differing capacity exist in these areas and may offer potential opportunities for limited expansion, although various constraints do currently exist, including the lack of municipal waste water services. Lands located within community areas, like planning areas, are not granted “by right” development. Future development should be consistent with the individual character of each of these areas and should occur at a density and type that is relatively limited and of an infill nature. Three community areas are identified: Sedley, Capron and Drewryville. Capron is an incorporated town and therefore adopted its own zoning ordinance that governs development within the corporate limits.

Sedley Community Area

Founded in 1907 as a company town for the Surry Lumber Company, this village is located in the eastern portion of the County, north of the City of Franklin. Although described as a village, this connotation does not carry an official incorporated status. A private water utility system serves the village and surrounding areas and continued operation and expansion will require additional improvements, although no municipal wastewater service is available. A convenience store, volunteer fire department, several small service oriented businesses, churches, and recreational fields are located in Sedley, as well as Hubs Peanuts, a major peanut processing facility. The Sedley Community Area is shown on Map 8-2d.

Capron Community Area

One of the six incorporated towns in the county, Capron has a rich history largely resulting from its function as the location of a train station and depot. Limited commercial development is currently centered along Main Street, including a feed store, post office, and municipal building. Additional service oriented development is centered at the intersection of Main Street and Southampton Parkway. The Town operates a municipal water system and is served by a volunteer fire and rescue station. The Capron Community Area is shown on Map 8-2e. The incorporated limits of the Town of Capron are within the Capron Community Area, but do not include the entire Capron Community Area.

Drewryville Community Area

This small community is located just east of the City of Emporia on US 58, Southampton Parkway. Its existing development resulted from and was influenced by the railroad. The area is primarily residential in nature and is served by a county water system. Although there exists a water system for the Drewryville area, Drewryville is not an incorporated town and is bound by the development regulations of the County. A commercial food and fueling store is located at the intersection of Drewry Road with Southampton Parkway. Future development should be similar in scope and character as existing development. The Drewryville Community Area is shown on Map 8-2f.

Other Community Centers

Other community centers exist in the County and should be recognized for their existing development, sense of place and history, commercial enterprises, and religious establishments. Limited residential zoning may exist and future growth should consist of development on existing parcels or limited low-density development under the Rural Residential ordinances. Limited water and waste water services are available in some of these areas, and extension of such services shall be provided by a developer should there be a need for extension. These community centers are not incorporated towns, so development in these areas is guided by Southampton County development regulations. These community centers include the following places:

Adams Grove
Berlin-Dory
Burdette
Edgehill

Kingsdale
Little Texas
Scottswood
Sebrell

Conclusion

Southampton County is beginning to experience changes in its land use patterns that are influenced not only by the population increase being experienced by the Country, but by the patterns and variables found in the Hampton Roads region as

a whole. Because change is inevitable, careful evaluations are now being made to determine how these changes will affect the people, opportunities, and quality of life in Southampton County. The future will hold significant challenges and opportunities for Southampton County. In preparing for these issues, the County can best serve the future needs of its citizens by defining the areas that will accommodate growth and change in a manner that balances preservation of community character with the need for sustainable economic investment and opportunity.

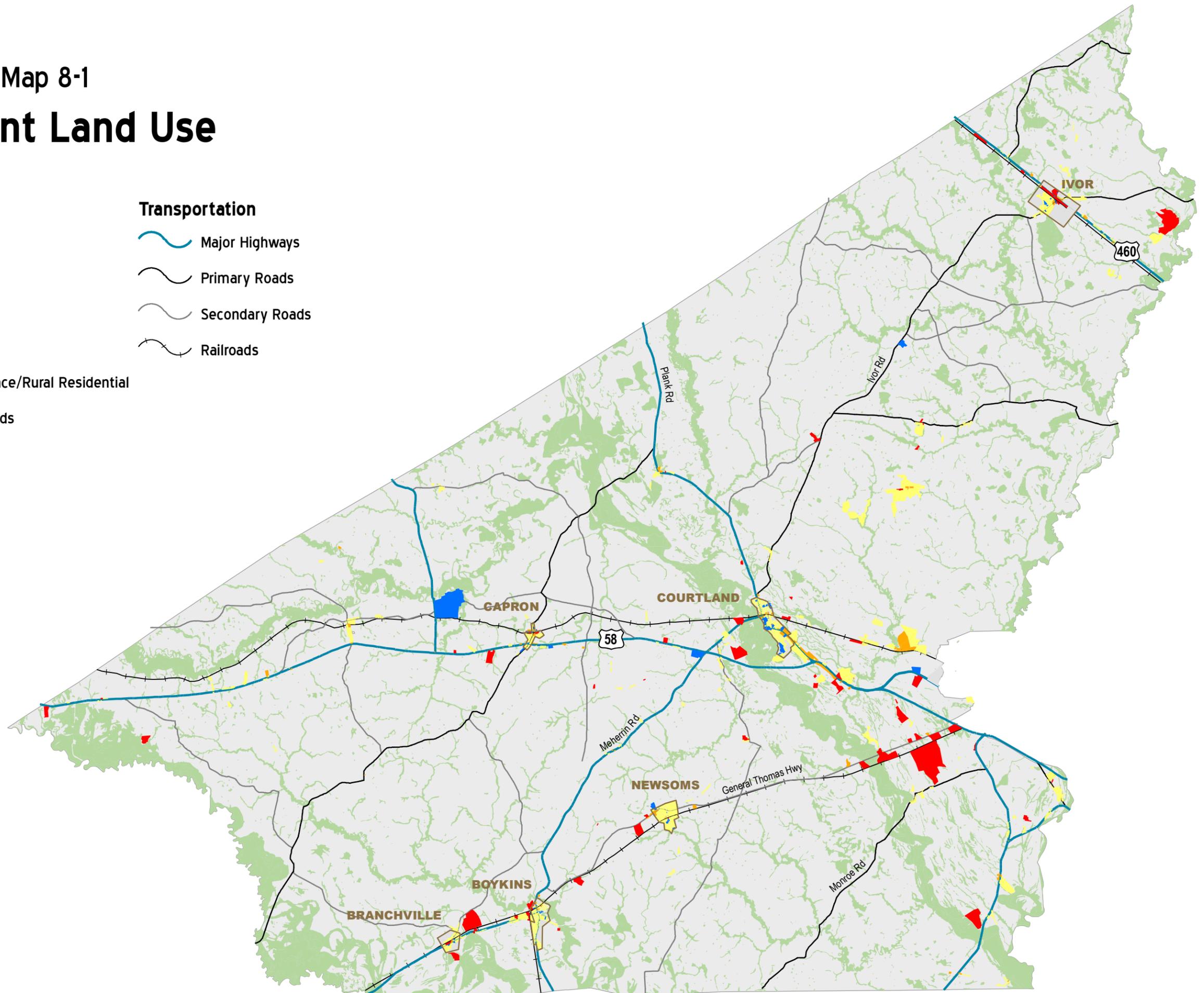
Map 8-1 Current Land Use

Current Land Use

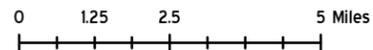
- Residential
- Commercial
- Institutional
- Industrial
- Agriculture/Open Space/Rural Residential
- Conservation/Wetlands
- Town Boundaries

Transportation

- Major Highways
- Primary Roads
- Secondary Roads
- Railroads



* Town land use is managed by the town government. It is shown here for reference.



Map 8-2 Future Land Use

Future Land Use

County Categories

- Low Density Residential
- Medium Density Residential
- Manufactured Homes Park
- Mixed Use
- Employment Center
- Commercial
- Institutional
- Industrial
- Agriculture/Forest/Open Space/Rural Residential

Town Categories *

- Town Residential
- Town Commercial
- Town Institutional
- Town Industrial
- Town Open Space
- Conservation/Wetlands

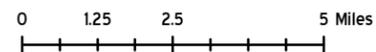
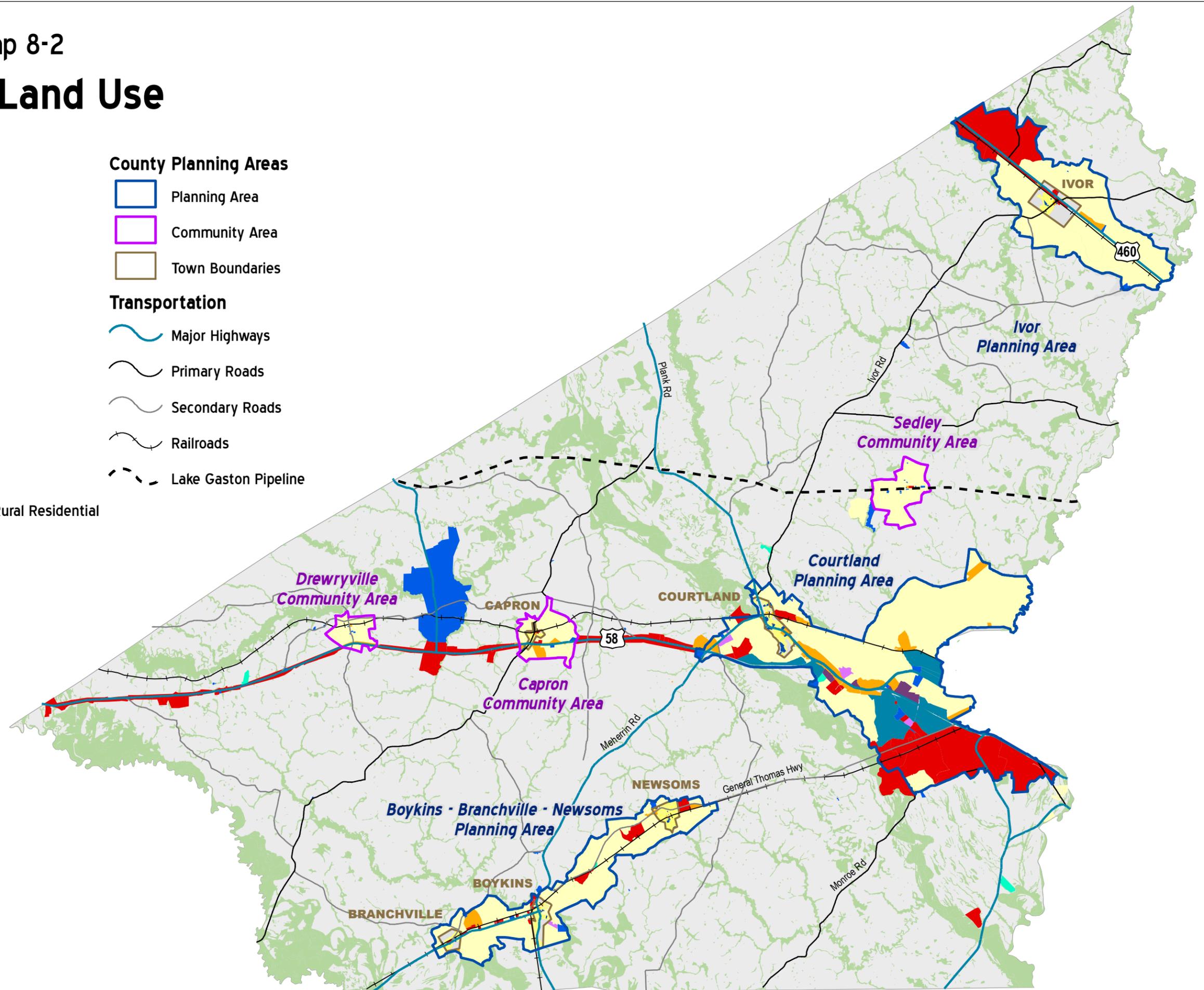
* Town land use is managed by the town government. It is shown here for reference.

County Planning Areas

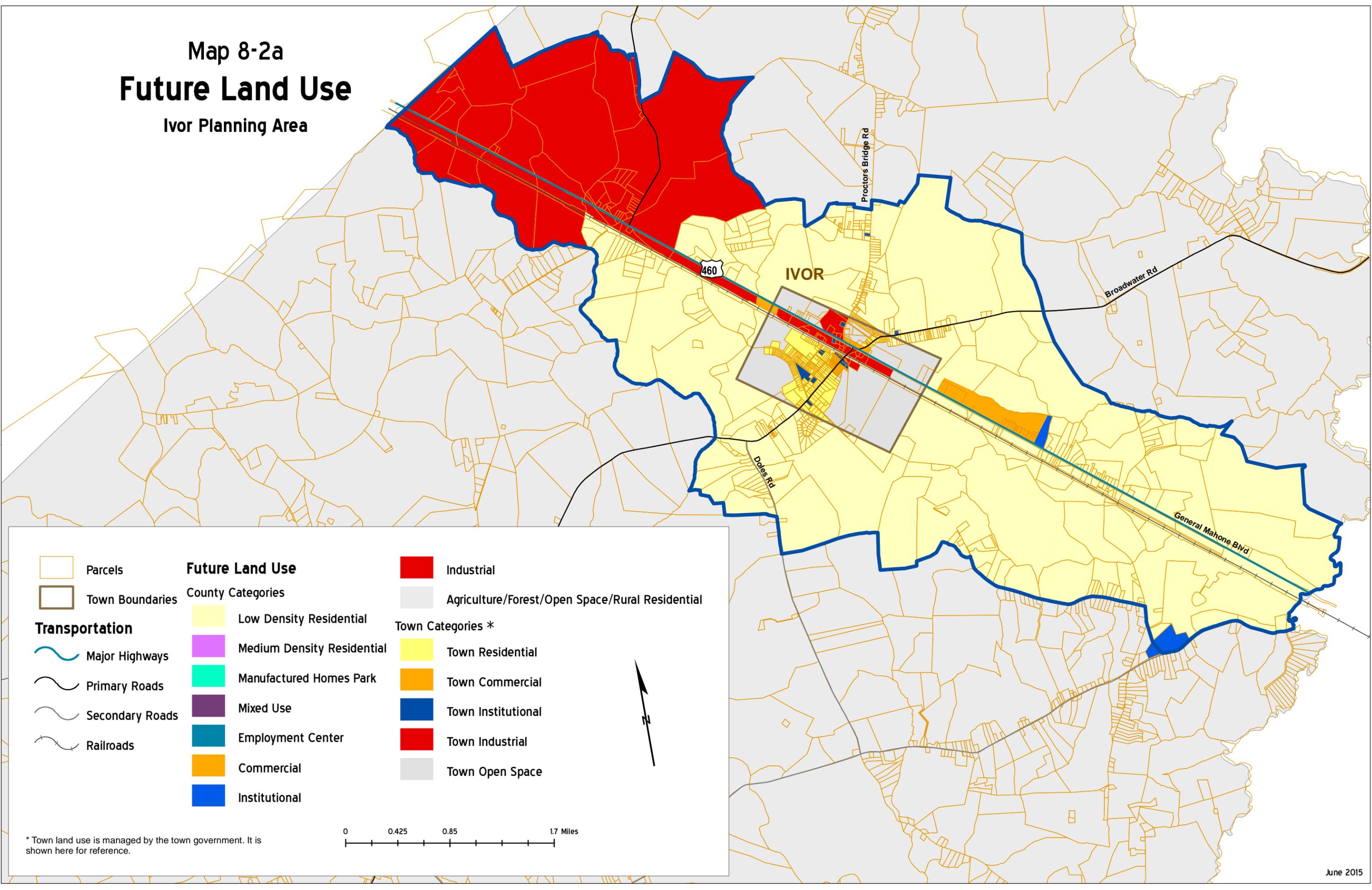
- Planning Area
- Community Area
- Town Boundaries

Transportation

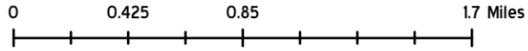
- Major Highways
- Primary Roads
- Secondary Roads
- Railroads
- Lake Gaston Pipeline



Map 8-2a Future Land Use Ivor Planning Area

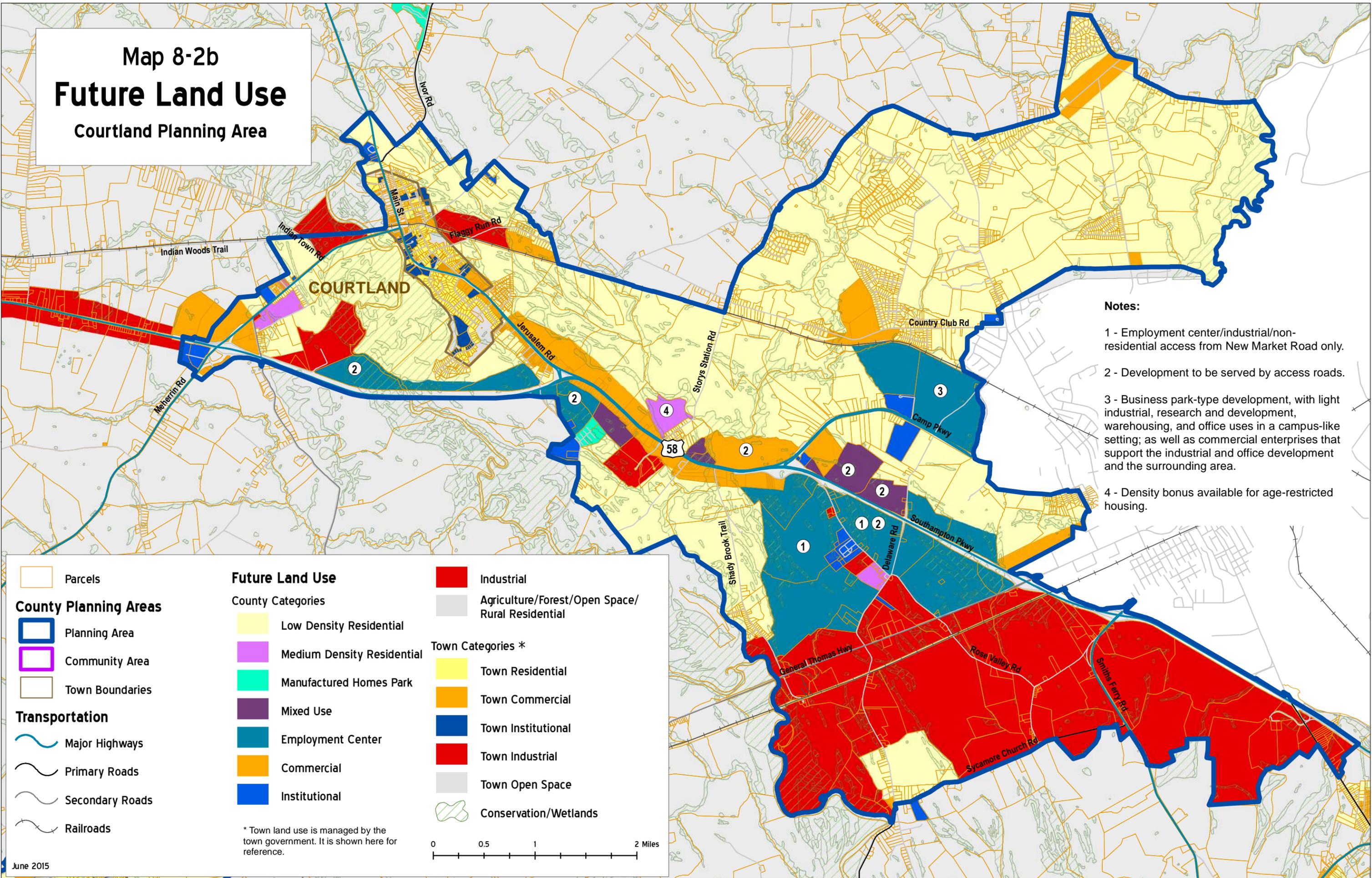


	Parcels		Industrial
	Town Boundaries		Agriculture/Forest/Open Space/Rural Residential
Transportation			Town Residential
	Major Highways		Town Commercial
	Primary Roads		Town Institutional
	Secondary Roads		Town Industrial
	Railroads		Town Open Space
Future Land Use		County Categories	
	Low Density Residential		Medium Density Residential
	Manufactured Homes Park		Mixed Use
	Employment Center		Commercial
	Institutional		Institutional
Town Categories *			



* Town land use is managed by the town government. It is shown here for reference.

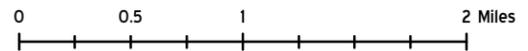
Map 8-2b Future Land Use Courtland Planning Area



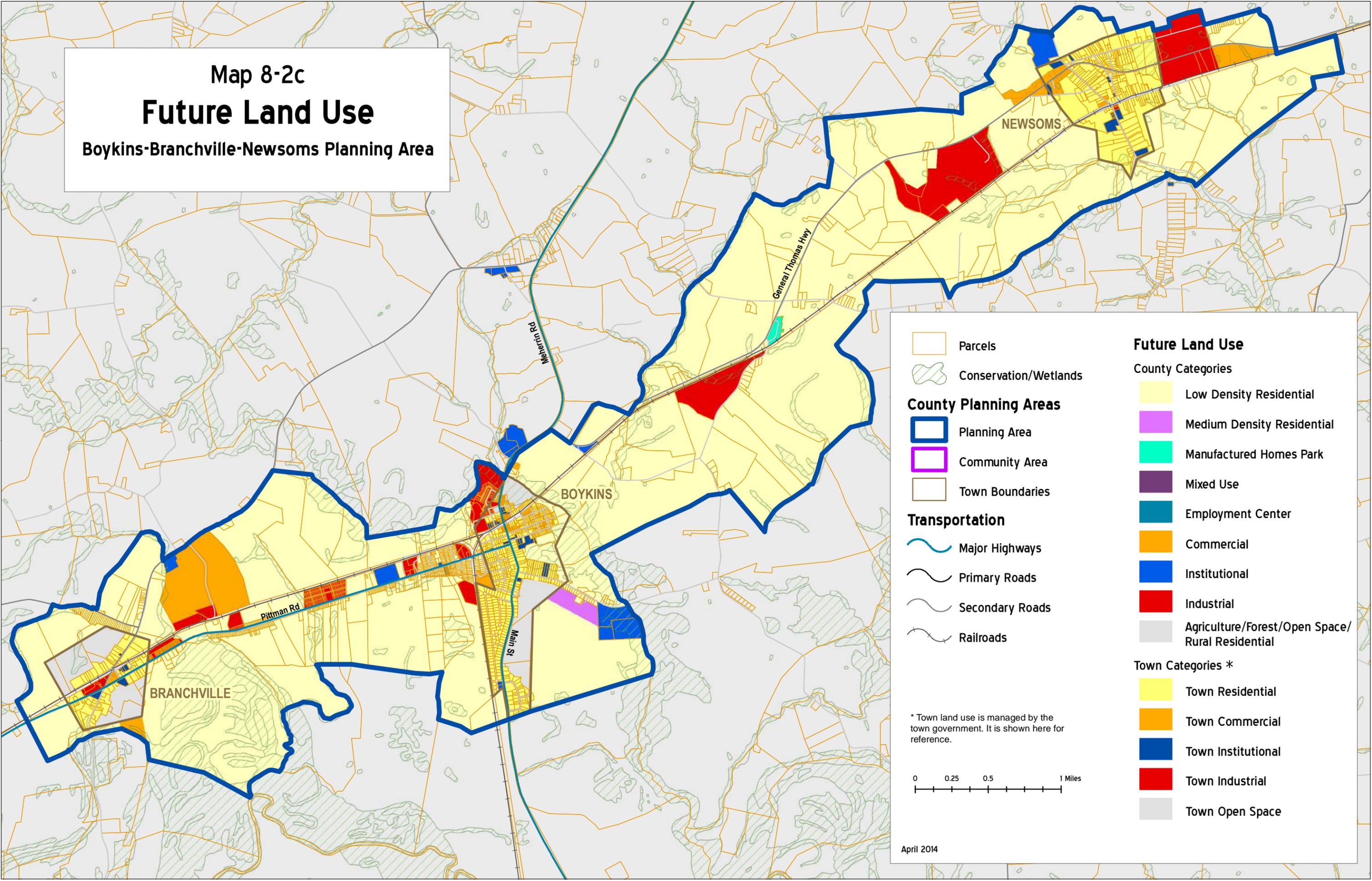
- Notes:**
- 1 - Employment center/industrial/non-residential access from New Market Road only.
 - 2 - Development to be served by access roads.
 - 3 - Business park-type development, with light industrial, research and development, warehousing, and office uses in a campus-like setting; as well as commercial enterprises that support the industrial and office development and the surrounding area.
 - 4 - Density bonus available for age-restricted housing.

Parcels	Future Land Use	Industrial
County Planning Areas	County Categories	Agriculture/Forest/Open Space/Rural Residential
Planning Area	Low Density Residential	Town Categories *
Community Area	Medium Density Residential	Town Residential
Town Boundaries	Manufactured Homes Park	Town Commercial
Transportation	Mixed Use	Town Institutional
Major Highways	Employment Center	Town Industrial
Primary Roads	Commercial	Town Open Space
Secondary Roads	Institutional	Conservation/Wetlands
Railroads		

* Town land use is managed by the town government. It is shown here for reference.



Map 8-2c
Future Land Use
 Boykins-Branchville-Newsoms Planning Area



Parcels
 Conservation/Wetlands

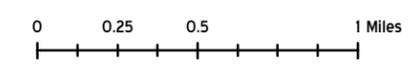
County Planning Areas
 Planning Area
 Community Area
 Town Boundaries

Transportation
 Major Highways
 Primary Roads
 Secondary Roads
 Railroads

Future Land Use
County Categories
 Low Density Residential
 Medium Density Residential
 Manufactured Homes Park
 Mixed Use
 Employment Center
 Commercial
 Institutional
 Industrial
 Agriculture/Forest/Open Space/Rural Residential

Town Categories *
 Town Residential
 Town Commercial
 Town Institutional
 Town Industrial
 Town Open Space

* Town land use is managed by the town government. It is shown here for reference.



April 2014

Map 8-2d Future Land Use Sedley Community Area

-  Parcels
-  Conservation/Wetlands

County Planning Areas

-  Planning Area
-  Community Area
-  Town Boundaries

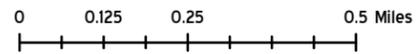
Transportation

-  Major Highways
-  Primary Roads
-  Secondary Roads
-  Railroads

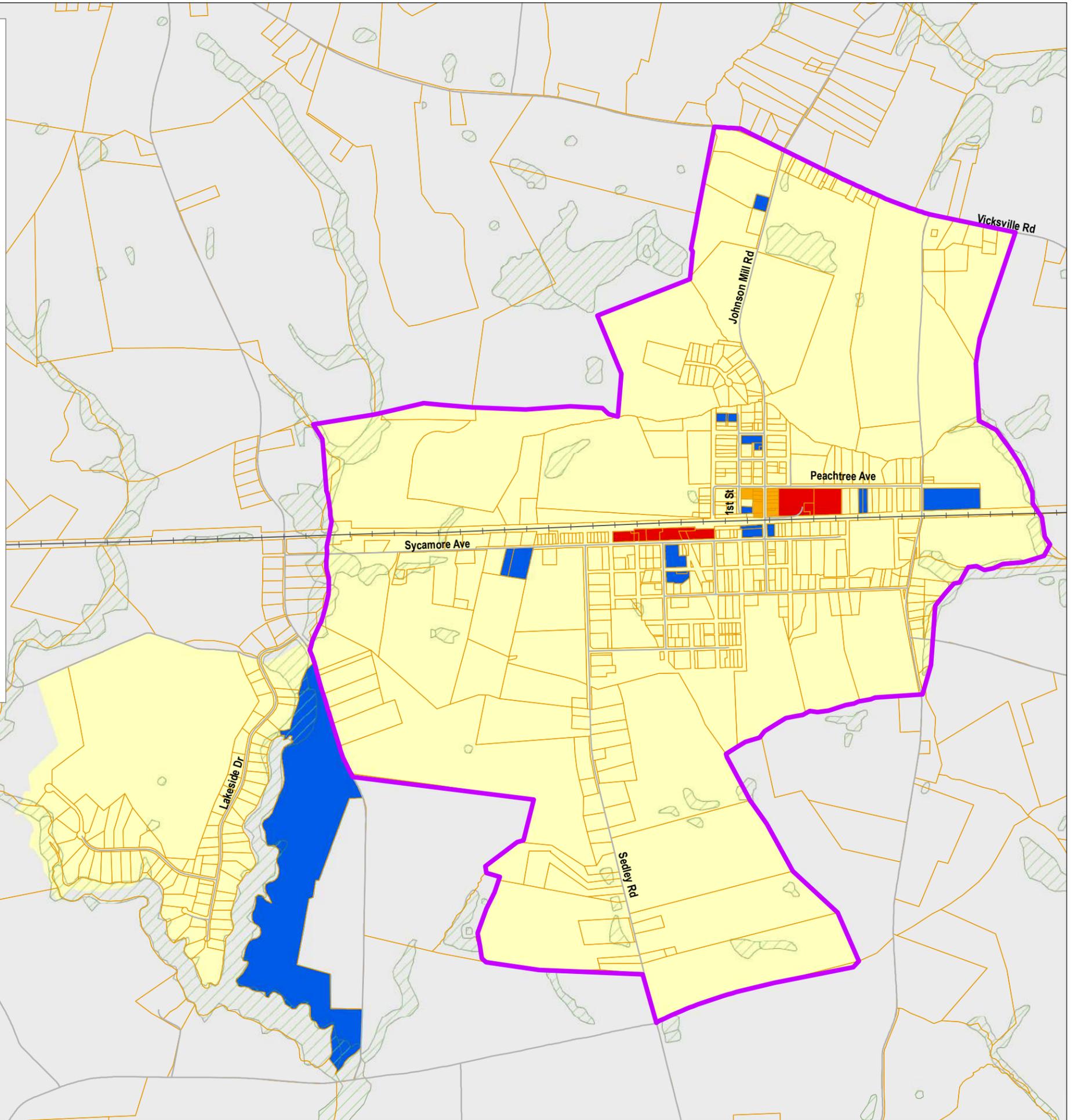
Future Land Use

County Categories

-  Low Density Residential
-  Medium Density Residential
-  Manufactured Homes Park
-  Mixed Use
-  Employment Center
-  Commercial
-  Institutional
-  Industrial
-  Agriculture/Forest/Open Space/
Rural Residential



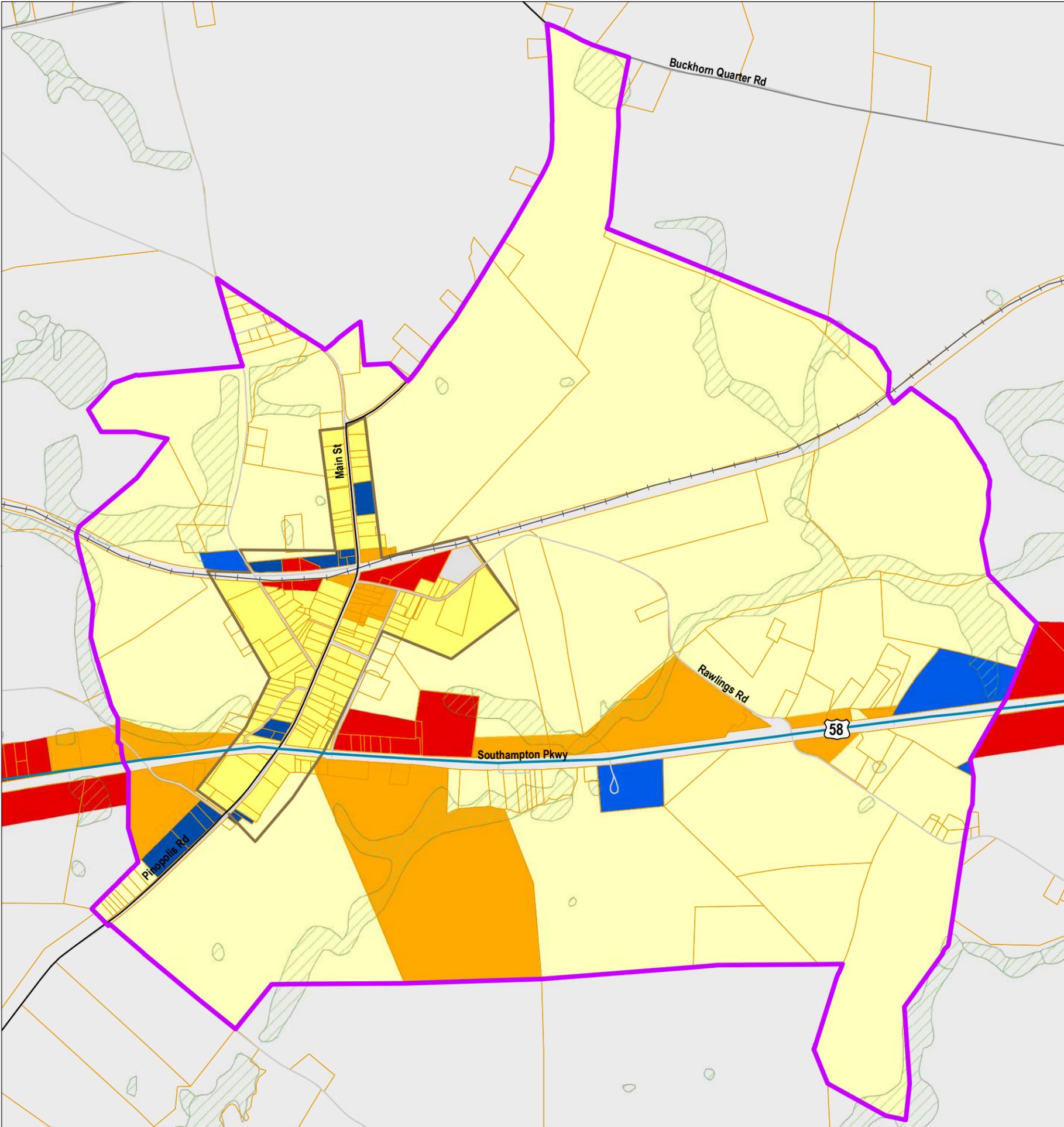
April 2014



Map 8-2e

Future Land Use

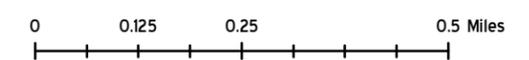
Capron Community Area



- Parcels
- Conservation/Wetlands
- County Planning Areas**
- Planning Area
- Community Area
- Town Boundaries
- Transportation**
- Major Highways
- Primary Roads
- Secondary Roads
- Railroads

- Future Land Use**
- County Categories**
- Low Density Residential
- Medium Density Residential
- Manufactured Homes Park
- Mixed Use
- Employment Center
- Commercial
- Institutional
- Industrial
- Agriculture/Forest/Open Space/Rural Residential
- Town Categories ***
- Town Residential
- Town Commercial
- Town Institutional
- Town Industrial
- Town Open Space

* Town land use is managed by the town government. It is shown here for reference.



June 2015

Map 8-2f

Future Land Use

Drewryville Community Area

-  Parcels
-  Conservation/Wetlands

County Planning Areas

-  Planning Area
-  Community Area
-  Town Boundaries

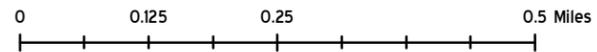
Transportation

-  Major Highways
-  Primary Roads
-  Secondary Roads
-  Railroads

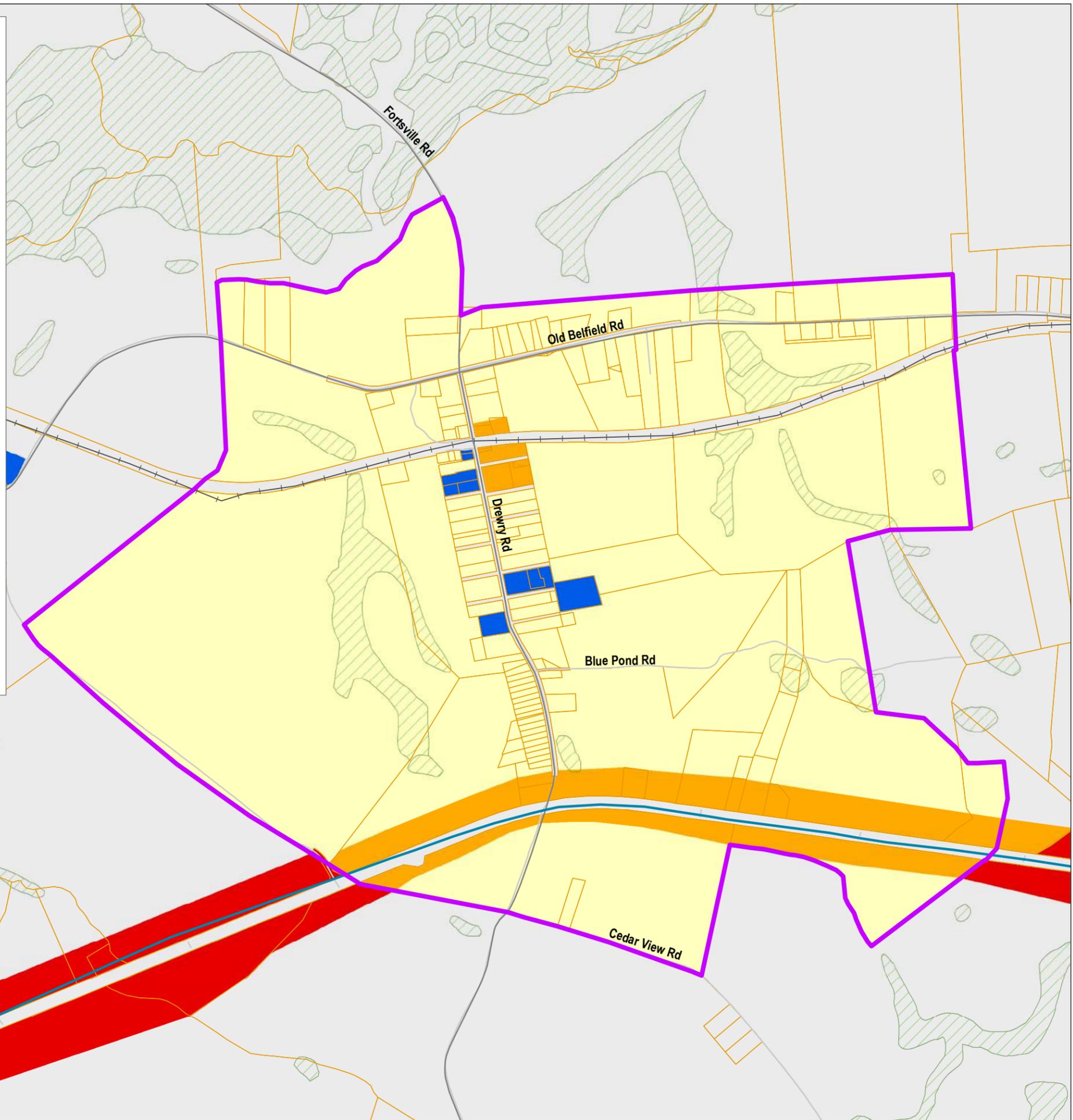
Future Land Use

County Categories

-  Low Density Residential
-  Medium Density Residential
-  Manufactured Homes Park
-  Mixed Use
-  Employment Center
-  Commercial
-  Institutional
-  Industrial
-  Agriculture/Forest/Open Space/Rural Residential

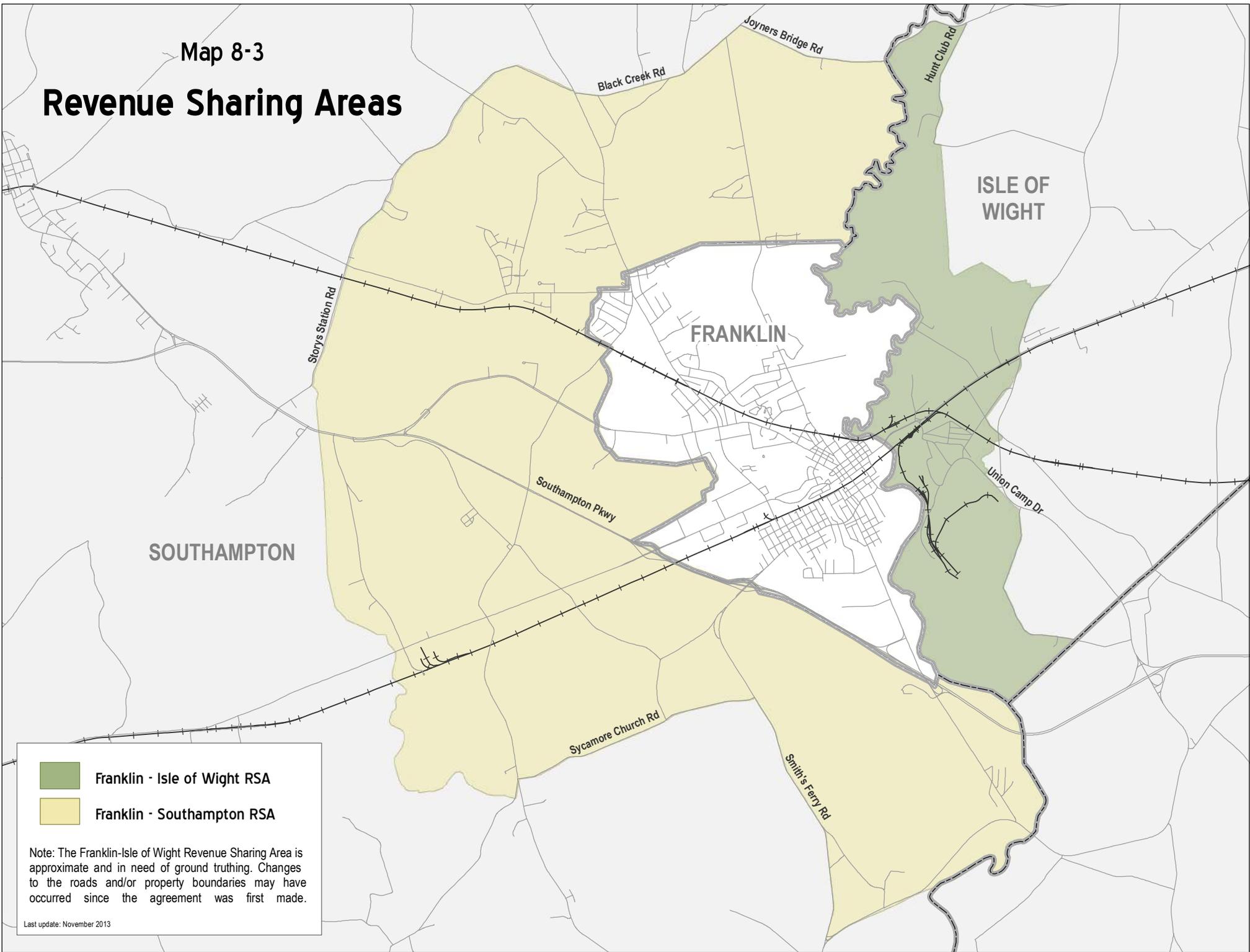


April 2014



Map 8-3

Revenue Sharing Areas



-  Franklin - Isle of Wight RSA
-  Franklin - Southampton RSA

Note: The Franklin-Isle of Wight Revenue Sharing Area is approximate and in need of ground truthing. Changes to the roads and/or property boundaries may have occurred since the agreement was first made.

Last update: November 2013

CHAPTER 9: GOALS AND IMPLEMENTATION STRATEGIES

Introduction

Taken together, this chapter and the preceding chapter (Chapter 8: Land Use and Growth Management) help form the most important parts of the comprehensive plan because they state the County's vision for future land use patterns, its goals and objectives, and its strategy and action plan for implementing policies. This chapter describes:

- The role of the comprehensive plan as a guide to land use decision making and the status of the plan's goals and objectives in Southampton County's land use and development decisions;
- Southampton County's existing policies, ordinances, codes, and regulations and how they will be coordinated and employed to implement the land use and development policies;
- Additional tools, such as new or amended ordinances, capital improvements, land acquisition, or other specific projects, selected by Southampton County to implement the plan; and,
- Priority actions that Southampton County will take to implement the plan and a general schedule for accomplishing these actions.

Guide for Land Use Decision Making

As a guide for land use decision-making, the comprehensive plan should be used by the County's elected and appointed officials and the community to make decisions that affect land use and development. It is generally accepted that the goals and objectives and the future land use map are decision-making guides and that they do not have the force of law. However, in considering the roles and status of the plan, the County must remain mindful that the policies and map contained in the plan may be used to support land use decisions at the local, state and federal level. This may include the denial of permits for areas not slated for development in the comprehensive plan.

The plan and its goals and objectives serve short-term purposes. The plan is used by various sectors. Developers and/or others seeking County review or intervention may consult the policies to formulate a request that is consistent with the policies, thereby increasing the chances of approval. The County staff will review requests in light of policies, pointing out those policies: (1) that support the request; (2) that are in conflict; and (3) that carry the most weight, thereby shaping the overall staff response. Planning Commission members can make individual determinations as to the consistency of the request with the policies. They may consider staff recommendations, but may choose to give different weights to the policies. The general public can reference the policies when speaking in favor of or against a petition. The Board of Supervisors can take into account and weigh the policy interpretations by the petitioner, the staff, the Planning Commission, and residents, as well as its own interpretations and priorities in making its decision.

The plan also serves important long-term functions. It gives guidance to new development management tools and to major adjustments of existing tools. The plan may be used in the development of plans for major capital facilities. It may guide the development of plans for projects that support implementation of the plan. And finally, the plan also includes provisions for the on-going shared service discussions taking place between the County and the City of Franklin, seeking to benefit the citizens and property owners in both localities.

The comprehensive plan's function with respect to zoning is of prime importance to Southampton County since the main action items the County will undertake are the review and amendment of its zoning ordinance, including the creation of a Unified Development Ordinance that gathers all development regulations into one document, rather than spread throughout the County Code and various documents. Once reviewed and amended, proper administration of the County's zoning ordinance should require any review of a proposed text or map amendment – whether by the staff, the Planning Commission, or the Board of Supervisors – to be based on consideration of whether the proposed amendment is consistent with the comprehensive plan and otherwise advances the public health, safety, and general welfare.

Because the comprehensive plan's standards are wide ranging but explicit, it should be the principal guide to the Planning Commission's discussions and actions concerning land use management and development, particularly zoning ordinance amendments. The Commission, however, should also look beyond the plan and consider whether proposed developments or requests for amendments to zoning or other ordinances, even if consistent with the plan, advance the best interests of public health, safety, and general welfare. This very general criterion calls for consideration of a wide range of issues, including, but not limited to the potential impact of a development or a proposed ordinance amendment on:

- The natural environment: How a proposed development or development allowed by an amendment might affect air quality, water quality, flooding, erosion, important natural areas, etc.;
- Important natural resources: How a proposed development or the development allowed by an amendment might threaten or enhance the continued availability and efficient use of finite natural resources for agriculture or forestry;
- The transportation system: Whether any additional traffic generated by a proposed development or a development allowed by an amendment can be safely and efficiently accommodated by the County's transportation facilities;
- The provision of utilities and services: Whether any additional demands for water supply, electricity, refuse collection, fire and police protection, education, health care, recreation, etc. generated by a proposed development or development allowed by an amendment can be safely and efficiently accommodated by public, community, or private utility and service systems;

- The County economy: How a proposed development or development allowed by an amendment might affect employment opportunities and the general health of the Southampton County economy;
- Shared services: How a proposed development or development allowed by an amendment impacts the County's continued discussions with the City of Franklin regarding the opportunities for shared services;
- Important historical, architectural, archeological, and cultural resources: How a proposed development or development allowed by an amendment might threaten or enhance the continued existence and integrity of resources of architectural, archeological, or cultural significance;
- Neighboring development: How a proposed development or development allowed by an amendment might affect living or working conditions in neighboring areas, including whether development might deter or enhance the appropriate development or conservation of neighboring property;
- Community function, character, and attractiveness: How a proposed development or development allowed by an amendment might enhance the attractiveness and functional mix of land uses needed to meet the needs of future populations and avoid adverse impacts; and,
- The provision of affordable and convenient housing: How a proposed development or development allowed by an amendment might affect people's ability to find affordable housing reasonably accessible to their place of employment.

Goals and Implementation Strategies

The Comprehensive Plan's goals and implementation strategies are to be integrated into the Countywide planning process to help enhance desirable development practices for future growth. The goals and strategies for their implementation delineated in the Comprehensive Plan will also help to determine the future prosperity and general well being of the citizens of Southampton County. It is critical that goals reflect the perceived needs and desires of the citizens based on past and current situations in the County and projections of future conditions and needs. The failure to implement well-conceived goals is a prime cause of many problems faced by counties today.

To facilitate the understanding of goals and implementation strategies, the terms used in this document are defined as follows:

GOALS: Long-range community aspirations for significant positive gains that should be achieved by the County. These serve to establish the future direction of the County.

IMPLEMENTATION STRATEGIES: Guidelines for action that direct the accomplishment of goals and enable the County to respond to a wide range of problems as they arise.

The Comprehensive Plan's implementation strategies will be more specific than its goals. They will delineate the steps to achieve County goals. These planning concepts are essential components of this Comprehensive Plan.

Nine (9) issue areas have been identified: Agriculture and forestry, education, economic development, environment, recreation, transportation, history and culture, community, and growth management. The goals for each of the issue areas follow, as well as some implementation strategies. These help governmental decision-makers define the character and scope of public interest and concern. They aid understanding of how various local activities fit into the context of the public interest for the County. This narrative does not dictate to local officials the actions that must be taken, and as such is not binding. But rather, it sets forth positive suggestions that can be both a yardstick for measuring the effectiveness of present planning activities and a foundation for future planning efforts. An action plan and schedule with specific projects is found at the end of this chapter.

1) Agriculture and Forestry

Goal:

Preservation and enhancement of progressive, alternative, and environmentally compatible industries and promotion of related opportunities that provide a major economic component and support the foundation of a rural and scenic atmosphere that contributes to the desirable quality of life in Southampton County.

Implementation Strategies include:

- a. Support research into diversifying cropland production as appropriate.
- b. Identify productive land that could be classified as economically productive with regard to agriculture or forestry so as to direct impactful non-agricultural development elsewhere.
- c. Support and encourage the use of best management practices to protect productive agricultural lands.
- d. Promote sustainable and low impact agriculture and forestry practices.
- e. Support the reforestation of clear-cut timberlands and rely on the Virginia Department of Forestry to give guidance and advice.
- f. Support the recruitment and siting of environmentally compatible industry and commercial establishments in areas that are already similarly developed or in public or private industrial parks to minimize the sacrifice of prime agricultural land for such development.
- g. Support programs and initiatives to improve agricultural education and forestry management education in the public school system and encourage the development of vocational education programs and facilities to support existing agricultural and timber-related industries.
- h. Amend the zoning ordinance to broaden the types of uses considered agricultural in nature to include eco-tourism, agri-tourism, wineries, aqua-culture, farmers'

markets with produce grown elsewhere, and other types of businesses that tie closely to agriculture.

- i. Support programs and initiatives of the Virginia Cooperative Extension Service and local community college system designed to provide continuing adult education to agriculture professionals and the general public.
- j. Support efforts to develop alternative uses for farm buildings and equipment, including their use in connection with tourism and educational opportunities.
- k. Seek means to limit the encroachment of uses that may hinder the continued agricultural interests, such as outlying landing fields.
- l. Seek opportunities to promote access to local foods for residents and the school system, including increased opportunities for farmers' markets not located specifically at the farm on which the food was grown or produced.
- m. Support programs and initiatives designed to provide a positive environment for the continuation of the family farm institution, such as the Century Farm program and conservation easements.
- n. Consider initiation of further rural historic district designations to protect agricultural and forestry interests, such as the Sebrell Rural Historic District recognition.
- o. Coordinate efforts of local economic development and agriculture agencies to provide solutions and encourage the agriculture economy.
- p. Study mechanisms whereby voluntary agricultural and forestal districts may be assembled.
- q. Encourage the donation of conservation easements and other means of land conservation such as the "Tomorrow Woods" program through the Virginia Department of Forestry and communicate the benefits of the programs to landowners.
- r. Continue to permit the creation of residential lots through the "family transfer" process to permit immediate family members of the farmer to remain on the family land and continue to farm the family land.
- s. Encourage the "Century Farm" program to recognize long-standing farming families.
- t. Support programs and initiatives to educate current and potential residents about the importance of agriculture to the County and State and warn potential non-farm rural residents of the potential conflict points between agricultural and residential uses, including noise, dust, and the presence of large farm equipment on rural roads.
- u. Support efforts to integrate alternative energy production with agricultural uses to make fuller and more diverse use of agricultural properties, i.e. solar and wind power generation.

2) Education

Goal:

Ensure the provision of and access to comprehensive and innovative education facilities in order to provide for multiple opportunities and programs that encourage and prepare people to benefit their community and meet the challenges of the future.

Implementation Strategies include:

- a. Increase the graduation rate in the County public high school to meet or exceed the Virginia graduation rate.
- b. Seek partnerships with entities such as Paul D. Camp Community College, local Extension Service office, and Blackwater Regional Library System to provide opportunities for life-long learning for County residents.
- c. Retain state accreditation of all County schools.
- d. Encourage School Board participation in the Capital Improvements Plan review with the County Planning Commission.
- e. Consider Safe Routes to School issues when siting new school facilities.
- f. Increase Standard of Learning pass rates to meet or exceed Virginia rate.
- g. Encourage increased participation by high school students in PSAT/SAT/ACT testing.
- h. Support expanded vocational training with the school system.
- i. Support programs and initiatives to expand and enhance local, post-secondary education opportunities. Increase the rate of graduating seniors progressing to post-secondary education to meet or exceed the Virginia rate.
- j. Seek opportunities to use vocational program participants' skills (i.e. Information Technology, construction trades) through the use of internships, shadowing programs, or work completing tasks on County property.
- k. Periodically review the goals and objectives of the Southampton County School Board and promote cooperation and open dialogue between the citizens, the School Board, and the Board of Supervisors. Schedule joint School Board/Board of Supervisors meeting(s) during budget preparation process. Hold additional joint meeting once per year with County School Board outside of budget meeting(s).
- l. Seek ways to utilize the school system to promote and enhance economic and industrial recruitment activities.

3) Economic Development

Goal:

Provide for consistent growth of employment opportunities and capital investment through diversification and expansion of existing commercial ventures and promotion of

new economic partnerships that provide positive economic benefits and strengthen the industrial tax base.

Implementation Strategies include:

- a. Seek a diverse employment base through the economic development program, emphasizing the value of local agricultural and forest products and the occupations dependent on and serving those industries.
- b. Encourage the employment of qualified local residents in County programs and projects.
- c. Encourage job training programs, re-education programs, and skills training programs utilizing the public school system, the State Extension services, and the local community college system.
- d. Plan for a balance of public and private capital investments that will promote the economic well-being of the County and comply with the goals of the Comprehensive Plan by expanding infrastructure investments in areas appropriately noted as to be developed for non-residential use.
- e. Support the funding of State and Federal programs and agencies that are sources of financial and management assistance to counties for the purpose of economic development.
- f. Continue participation in the Enterprise Zone program and seek ways to encourage more participation by existing and new businesses.
- g. Encourage and guide industrial growth to the County's existing industrial parks and seek opportunities to establish additional County and private industrial parks.
- h. Continue efforts to attract a diverse array of industry, while placing emphasis upon retaining and growing the industrial firms that are located in Southampton County.
- i. Seek green industries to capitalize on both the County's abundant wood basket and abundance of sunlight.
- j. Encourage functional, safe, convenient, appropriately located, and attractively designed commercial and mixed use areas.
- k. Continue to work with the Virginia Department of Transportation through the Comprehensive Plan and zoning map amendment process to streamline the study of traffic impacts at the appropriate time in the development process.
- l. Encourage the development of shared driveways, regional stormwater facilities, and other shared infrastructure development to increase economic feasibility.
- m. Encourage the proper planning and timing of industrial and commercial development to coincide with the provision of public services and utilities such as water distribution and treatment, sewage collection and treatment, broadband availability, and the collection and disposal of solid waste.
- n. Continue to work with the City of Franklin to provide necessary water and sanitary sewer service to appropriate areas to encourage industrial and commercial development.
- o. Encourage existing highway commercial areas to appropriately size and locate parking and loading facilities and improve attractiveness and traffic flow.

- p. Amend the zoning ordinance to permit shared parking among businesses as appropriate and encourage the use of such provisions to reduce development and environmental costs of private development.
- q. Recommend areas to be used for commercial purposes at important intersections or crossroads throughout the County to provide for orderly development of commercial activities and to increase the value and accessibility of the retail sector.
- r. Support the provision of adequate, affordable, and appropriately-located housing to meet the needs of employees of businesses and industry.
- s. Support educational programs to aid in developing skills for the unemployed and underemployed citizens of the County.
- t. Support agencies and programs that provide mechanisms for attracting economic development, including continued funding for and involvement with Franklin-Southampton Economic Development Inc.
- u. Support the business community with economic-development friendly regulations and practices for both existing and new businesses.
- v. Examine the vocational-educational facilities and encourage availability of career planning programs in order to upgrade the quality of the labor force by making sure the available training meets the foreseen needs of the labor market.
- w. Review trends in population to focus economic development efforts to fill the needs of the future.
- x. Support the recruitment and location of environmentally compatible industry and commercial establishments in areas that are already similarly developed or in industrial parks to minimize the sacrifice of prime land for such development and to maximize the use of existing infrastructure investments.
- y. Identify additional methods such as grants and incentives for encouraging economic and industrial development.
- z. Encourage attendance and participation by local officials at appropriate schools, seminars and conferences to further their understanding of regionalization and globalization and the impacts these may have on local economic initiatives.
- aa. Capitalize on our natural, historic, and cultural resources to build tourism opportunities.
- bb. Explore on-line permitting and inspection scheduling to streamline development process.
- cc. Work with the incorporated towns to help encourage economic redevelopment of their town centers.
- dd. Work with the City of Franklin in economic development practices for the betterment of both communities.

4) Environment

Goal:

To ensure that natural resources are protected and preserved and to improve the environmental quality of Southampton County's soils and waterways through the use of

innovative techniques that allow for a harmonious balance between the productivity and capacity of the natural environment and the imprint of development upon the landscape.

Implementation Strategies include:

- a. Encourage careful management of the natural resources of the County to enhance both the environment and the economic base of the County. The production of field crops, the raising of animals, the production of trees as a crop, recreational and tourism uses focused on the environment, as well as preservation of wildlife and natural beauty should be recognized as elements of the management program.
- b. Support programs and initiatives that protect and conserve fragile groundwater resources, as well as the rivers, streams, aquifers, and wetlands within the County.
- c. Support programs and initiatives that protect the land capable of producing crops. Include information available from USDA and Natural Resources Conservation Service in deliberation of requests for Zoning Map Amendments and Comprehensive Plan Amendment requests.
- d. Support programs and initiatives that protect and promote the scenic and recreational value of the County's waterways and wetlands for use by County residents and visitors.
- e. Support programs and initiatives that manage County forests to provide the best combination of recreational uses, wildlife habitat, and forest products production.
- f. Support programs and initiatives that reduce and work toward the elimination of pollution and wasteful use of air, water, soil, and other natural resources in cooperation with regional, state and federal agencies.
- g. Support programs and initiatives that eliminate waste and unnecessary destruction of plant life and encourage re-vegetation practices. Adopt zoning ordinance amendments that limit clearing in conjunction with construction activities.
- h. Adopt zoning ordinance amendments requiring landscaping of parking lots for non-residential uses.
- i. Enforce zoning and subdivision regulations and support state and federal programs and regulations intended to protect water quality. Adopt zoning ordinance amendments requiring minimum 50' undisturbed vegetative buffers along all USGS streams.
- j. Continue participation in regional programs to protect environmental resources and manage impacts on water resources.
- k. Continue and expand educational programs of the Recycling and Litter Control Council, such as programs to reduce waste and promote reuse and recycling by residents and businesses.
- l. Continue to review long-term alternatives to the current solid waste management program.
- m. Engage in discussions leading to an understanding of the effects of climate change on the environment and development in County.

- n. Encourage opportunities for alternative and renewable energy sources for County properties and private property.
- o. Continue compliance with erosion and sediment control and stormwater ordinances, and commit to continuing inspection and enforcement program.

5) Recreation

Goal:

To provide opportunities for citizens of Southampton County to engage in activities that promote positive social experiences through the use of the natural environment and the development of appropriate facilities that encourage both active and passive participation.

Implementation Strategies include:

- a. Work with and support financially when possible community groups, such as the community baseball organizations, to provide sports and recreational facilities for County residents.
- b. Encourage the development of sound, planned, and desirable commercial recreational and tourism sites in the County, including facilities that promote heritage/historical tourism, cultural tourism, and eco-tourism.
- c. Amend zoning ordinance to permit facilities for farm tours, agri-tourism facilities, and other similar uses in the agricultural zoning districts.
- d. Create a printed map and a link on the County website showing public and commercial recreational offerings in the County.
- e. Work with Franklin Southampton Economic Development Inc. on tourism and recreational facility development.
- f. Work with local historical and cultural organizations, including organizations like the Blackwater Regional Library and the Rawls Museum Arts, to enhance educational, recreational and tourism opportunities. Provide funding as available.
- g. Evaluate and enforce existing local hunting laws and regulations.
- h. Seek opportunities to more fully utilize the Franklin Southampton County fairgrounds on a year-round basis.
- i. Work with agencies such as the Department of Game and Inland Fisheries and the Department of Conservation and Recreation to enable the development of outdoor public recreational facilities. Ensure appropriate marking of access to such facilities.
- j. Consider establishment of a funding mechanism for parks and recreational facilities, through the proffer program, user fees, grants, meals or bed taxes, or other available means.
- k. Work with the School Board to seek ways to make public school playgrounds, fields, and tracks available to the public when not in use by the schools.

- l. Make available in print and on the County's website information about the State Scenic Rivers program and access points to the Nottoway and Blackwater rivers. Ensure the precepts of the State Scenic Rivers program that require additional review of specific projects, such as hydroelectric projects or dams, are adhered to, helping to retain the scenic qualities of the rivers.
- m. Promote healthy lifestyles by seeking recreational opportunities for all ages, interests, and abilities.
- n. Use the 2008 Southampton County Parks and Recreation Plan as a guide to developing parks and recreation programs and facilities, incorporating the recommendations into Capital Improvements Planning where appropriate and as funds are available.

6) Transportation

Goal:

Support the safe and efficient movement of people, freight, and services through cooperative efforts of the public and private sectors and encourage future land use planning that provides opportunities to integrate multiple modes of transportation.

Implementation Strategies include:

- a. Plan for roadway development to support and enhance the goals of the Comprehensive Plan.
- b. Encourage limited access management along principal corridors and discourage strip development on secondary corridors. Encourage the use of access roads and shared driveways to facilitate safe travel along principal corridors.
- c. Adopt zoning ordinance amendments that facilitate the use of Mixed Use areas to provide for appropriate development in areas suitable for such development.
- d. Recognize and promote the value of rail and water transportation and encourage improvement of such facilities. Work with Department of Rail and Public Transportation to secure funding for private property owners to install rail spurs in conjunction with industrial development when appropriate.
- e. Support State transportation policies which relieve traffic congestion and improve the appearance, safety, and capacity of major thoroughfares and the secondary system, and promote the completion of projects supported by the County.
- f. Consider inclusion of complete streets in mixed use areas, to provide for not only private vehicle transportation, but public transportation and bicycle and pedestrian travel.
- g. Consider Safe Routes to School issues when siting new school facilities.
- h. Discourage unnecessary traffic in residential areas in order to reduce noise, litter, and safety hazards. Consider citizen requests for no through truck limits and lowered speed limits in areas developed residentially.
- i. Develop land use controls that promote sound land use without jeopardizing the function of high-speed thoroughfares.

- j. Integrate the County's transportation recommendations with the Six-Year Secondary Maintenance and Construction Fund Program administered by the Virginia Department of Transportation (VDOT).
- k. Integrate the County's transportation recommendations with the Ten-Year Primary Projects Listing Report administered by the VDOT.
- l. Support Senior Services of Southeastern Virginia's I-Ride and other transportation programs financially when possible.
- m. Continue to work with the Virginia Department of Rail and Public Transport to study public transportation opportunities.
- n. Locate land uses generating high volumes of vehicular traffic near roads capable of handling additional traffic volume.
- o. Involve the Planning Commission in review of the six-year VDOT plan.
- p. Participate in the annual VDOT primary road allocation hearings.
- q. Apply for Transportation Enhancement Act (TEA-21) grants as may be necessary.
- r. Work with the VDOT to upgrade and improve the transportation system throughout the County.
- s. Continue participation, as economically feasible, in the VDOT revenue sharing program to accelerate the completion of secondary road projects.
- t. Support programs and initiatives to pave unpaved roads in the County.

7) History and Culture

Goal:

Identify unique and significant properties and areas that have influenced the cultural and physical development of Southampton County and promote preservation of these important historic, archaeological and scenic resources through educational opportunities.

Implementation Strategies include:

- a. Support programs and initiatives that preserve important historic, archaeological, cultural, and scenic assets of the County.
- b. Support local civic leagues and cultural, environmental, and historical organizations to build strong community spirit.
- c. Pursue grant funding to complete a survey of architecturally and historically significant structures and sites.
- d. Participate in regional effort to map historic and archeological resources.
- e. Coordinate housing code enforcement/redevelopment projects with the State to ensure that any significant architectural details or buildings are identified and preserved.
- f. Coordinate public works projects with the State to ensure the identification and preservation of significant archaeological sites.

- g. Support historic preservation districts and commissions in the County and seek financial and technical assistance to study the development of zoning regulations that would include historic areas.
- h. Encourage efforts to maintain and repair historic structures in the County.
- i. Study regulations to require that redevelopment efforts be consistent with the historic preservation strategies contained in this plan.
- j. Promote heritage tourism as an industry in the County.

8) Community

Goals:

Infrastructure

Ensure the development of utility systems to serve designated growth areas and promote phased development of systems within these areas.

Ensure an equitable and accessible system of public facilities and services consistent with citizens' needs and Southampton County's financial constraints.

Ensure Southampton County is a place where citizens are responsible for and can expect a community and environment that is clean, free of litter, and aesthetically pleasing.

Services

Ensure the provision of efficient and effective fire and rescue services and ensure Southampton County is a place where citizens and visitors can enjoy a drug-free and safe environment. Continue to provide capital funding to volunteer fire and rescue organizations for the purchase and upgrade of equipment and buildings, increasing funding as available.

Ensure that citizens of Southampton County have confidence in a County government committed to continued efficient management. Encourage appointed and elected officials' participation in learning opportunities as provided by organizations such as the Virginia Association of Counties and the Virginia Certified Planning Commissioner training program.

Ensure that the citizens of Southampton County see area local governments working together to achieve common goals. Continue participation by elected officials and County staff with the Hampton Roads Planning District Commission and the Southeastern Public Service Authority, as well as shared services with the City of Franklin.

Citizen Participation

Ensure that Southampton County citizens have the opportunity to be informed and involved in the governing of their County. Continue citizen comment periods at Board of Supervisor and Planning Commission meetings.

Seek increased public participation through community conversations, such as participation by County staff at Franklin Southampton County fair, local civic organizations, and other local gatherings.

Encourage expansion of role of volunteer organizations to engage a diverse citizenry.

Implementation Strategies include:

Infrastructure

- a. Develop and periodically review a County master water and sewer plan.
- b. Provide administrative and financial policy guidelines for planning and extending utilities.
- c. Support programs and initiatives to minimize pollution of surface and ground water.
- d. Continue to seek regional cooperation to correct water and sewer system deficiencies and promote expansion of existing facilities and/or construction of new facilities that meet common needs, including study of the feasibility of a combined water and wastewater system with the City of Franklin.
- e. Seek State and Federal grant monies to implement the recommendations for water and sewer improvements cited in this plan and other water and sewer plans developed for or by the County.
- f. Encourage private interests to design and dedicate to public use new water and sewer systems for communities and subdivisions to accommodate future development. Require water and sanitary sewer extensions by private entities for new residential and non-residential development based on planned uses and densities.
- g. Consider options to work with water and sewer providers such as the Hampton Roads Sanitation District and the Sussex Service Authority to provide such services along the U.S. 460 corridor.
- h. Encourage adaptive and shared use/reuse of community facilities.
- i. Coordinate plans for utilities and infrastructure improvements so as to concentrate urban-type development in areas planned to accommodate this type development. Direct growth to areas where facilities and infrastructure exist or are planned. Cooperate with the City of Franklin to ensure planned development enhances both localities in areas where the two localities abut and within the revenue-sharing areas.
- j. Support the establishment of community-oriented programs which are focused on more complete use of school facilities.

- k. Work to ensure all qualifying residents have access to social service programs as necessary.
- l. Support social service programs which tend to reduce dependency upon the government and which encourage individuals and families to be self-sustaining.
- m. Involve the Planning Commission in the development, implementation, and update of the capital improvements plan to ensure that community facilities are scheduled in a manner compatible with the financial capability of the County. Continue annual review of Capital Improvements Plan by Planning Commission, including participation by County departments and participating agencies to prioritize requests.
- n. Support efforts to improve the state of health of all citizens. Seek to facilitate access to both emergency and on-going medical, dental, and mental health care for all residents regardless of financial means.
- o. Develop a strategy to deal effectively with buildings that are left unattended in a dilapidated state and continue enforcement procedures to eradicate dilapidated buildings. Fund enforcement of County ordinances that lead to elimination of blight, including building demolition and vegetation management.
- p. Develop a program to recognize positive actions leading to significant rehabilitation and/or improvement of properties and buildings in Southampton County.
- q. Support and encourage highway beautification programs such as Adopt-a-Highway.
- r. Review County construction projects with an eye toward life-cycle costs as well as initial-investment costs.
- s. Encourage and support appropriate internet access for all residents and businesses by 2020.
- t. Ensure County GIS system is complete and correct to include accurate building footprints, parcel lines, infrastructure locations, zoning designations, Land Use Plan designations. Monitor to maintain accuracy. Consider cooperation with the City of Franklin to provide more complete GIS information for the area.

Services

- a. Support strategies to attract and retain emergency medical service and fire department volunteers.
- b. Study alternative ways to supplement volunteer rescue and fire departments.
- c. Encourage the Sheriff to remain active in the identification and surveillance of areas where crime occurs and maintain an active plan to address what is identified. Update and maintain accuracy of GIS system to seek and understand trends in criminal activity.
- d. Continue a drug officer position to intensify the campaign against drug use and drug sources.
- e. Designate neighborhoods for active community policing. Work with neighborhoods in neighborhood-watch activities.
- f. Continue to assess crime fighting needs and funding opportunities.

- g. Maintain a public attitude of zero-tolerance for illegal drugs and a constant goal for getting illegal drugs out of Southampton County.
- h. Continue a random drug-testing program in the County's personnel policy.
- i. Build relationships with all segments of the legal and law enforcement community in Southampton County to address and enhance enforcement efforts at combating drugs and crime. Work with law enforcement personnel in the incorporated towns.
- j. Share common concerns with other agencies and principals regarding law enforcement and court proceedings.
- k. Include community safety strategies in monthly department head meetings.
- l. Seek Sheriff's Department input concerning current and anticipated space needs and safety needs.
- m. Continually review the efficiency and effectiveness of County operations, including the use of shared services departments such as the Franklin Southampton Community Development Department.
- n. Involve the County Administrator and department heads in discussions of initiatives to improve efficiency.
- o. Review County policies and update when necessary.
- p. Continually review and scrutinize County funding sources and expenditures. Assign grant-seeking leadership to specific County staff member(s).
- q. Coordinate and prioritize capital needs in a capital improvements plan that is reviewed and updated with input from departments and funded agencies annually.
- r. Develop personnel contingency plans including projected long-range personnel needs.
- s. Study ways to distribute the tax burden more fairly and equitably.
- t. Seek additional revenue sources that ease the dependence on real property tax while still encouraging economic development.
- u. Conduct regular meetings involving the Board of Supervisors and the towns' councils and Franklin City Council to promote cooperation.
- v. Consolidate services and funding where and when practicable.
- w. Continue prioritizing agency activities and funding requests within the framework of purpose, beneficiaries, and local government responsibility.
- x. Review County vehicle and equipment purchases with an eye toward life-cycle costs as well as initial investment costs.

Citizen Participation

- a. Develop an ongoing public information program to communicate County news to citizens on a regular basis. Consider designating one employee to act as public information officer as part of current role to ensure consistent public message.
- b. Plan and implement County Day for the public.
- c. Charge Board of Supervisors members and County staff to be available to civic and community groups for speaking occasions.

- d. Charge department heads with the responsibility for keeping their respective advisory boards active. Provide adequate funding for board training and workshops.
- e. Charge advisory boards to follow the policy guidelines of their respective departments and the County.
- f. Actively recruit people to serve on boards and committees.
- g. Utilize the County website and news media to publicize the activities of Southampton County government.
- h. Continue setting aside time at Board of Supervisors and Planning Commission meetings for general citizen input.
- i. Seek input from citizens regarding improvements the County can assist their neighborhoods with to increase their sense of place.
- j. Create a regular forum for citizens to provide positive comments with regard to improvements sought for their neighborhoods and the County as a whole.
- k. Coordinate efforts between various citizens' groups to make positive change possible.
- l. Research the possibility of live streaming of Board of Supervisors meetings to increase citizens' awareness.

9) Growth Management

Goals:

Population

Ensure that population growth is consistent with County goals to sustain the viability and vitality of Southampton County and to access more of the shared revenue sources which are based on population.

Housing

Ensure the development of residential areas in Southampton County that offer a variety of housing densities, types, sizes, costs, and locations to accommodate current and future needs.

Future Development

Ensure that future development occurs in an efficient and serviceable manner, which is protective of Southampton County's predominantly rural character.

Implementation Strategies include:

Population

- a. Support programs and incentives to achieve moderate consistent growth in population and employment and to diversify and expand the County's overall land use plan.
- b. Continue and refine as necessary the Rural Residential zoning classification to limit residential development's encroachment into agricultural areas.
- c. Review population growth information regularly to seek trends that will help County deliver needed services to a changing population.

Housing

- a. Plan for urban type housing, single-family housing on smaller lots, apartments, and townhouses in the towns or near the towns where urban services and utilities are available. Discourage such housing in outlying areas.
- b. Encourage through density bonuses the construction of nursing homes and housing for the elderly and persons with differing abilities in mixed use areas.
- c. Encourage the rehabilitation or replacement of housing in poor condition and offer assistance to the towns for in-town rehabilitation programs to provide suitable housing for low-wealth citizens.
- d. Discourage residential development in areas dominated by environmentally sensitive features or agricultural operations.
- e. Encourage the development of an adequate supply and range of quality housing in order that all County residents might live in decent, safe, affordable, and sanitary units.
- f. Encourage the use of Federal and State housing assistance for new construction and rehabilitation projects.
- g. Require new manufactured home parks to be served with municipal water and sanitary sewer service to provide needed infrastructure to residents of high density development.
- h. Ensure wide range of housing opportunities provided in areas that are accessible to jobs and services.

Future Development

- a. Encourage the development of residential communities, commercial concentrations, and industrial uses where the services and facilities that are required for such development are located or are planned for expansion.
- b. Preserve the best agricultural land and protect it from uses that are adverse to agriculture.
- c. Discourage the subdivision of property and the construction of houses in areas that will result in the loss of valuable farmland and interfere with agricultural

- practices on adjacent farmland, recognizing the “family transfer” process to provide housing opportunities for the immediate family of the farmer.
- d. Encourage commercial uses to group together, at intersections along the major thoroughfares, rather than to scatter randomly along either the major thoroughfares, or other County roads. Encourage and facilitate mixed use areas and live/work/recreate areas to maximize utilization of existing and planned infrastructure.
 - e. Improve the quality of development and redevelopment through improved site planning and design standards.
 - f. Promote and encourage green certification (i.e. LEED for buildings and neighborhoods) for new construction and rehabilitation.
 - g. Encourage development that is compatible with the population densities and reasonable rates of growth and available resources.
 - h. Emphasize community planning and industrial development that is designed to economize the costs of roads, utilities, and land use.
 - i. Recognize and evaluate the importance of and impact on utilities, schools, and other community facilities when reviewing future development proposals.
 - j. Make planning and development decisions that account for the special characteristics and identity of each community. Encourage development that provides a sense of place that is uniquely Southampton County.
 - k. Encourage innovative design proposals that complement natural and man-made features.
 - l. Encourage the preservation and protection of lands needed in the future for roads, parks, schools, and other public facilities in private development plans.
 - m. Monitor programs at the federal, state, regional, and local levels that may affect County goals and participate in individual and cooperative efforts to ensure that such programs support achievement of County goals and/or do not adversely impact the County’s ability to achieve those goals.
 - m. Encourage the provision of adequate services and facilities in residential developments by enforcing the subdivision ordinance and study amendments to the subdivision ordinance as may be necessary to ensure the provision of such services and facilities.
 - n. Utilize the zoning ordinance to direct intensive land use development areas where the efficiency of transportation systems, utility services, and community facilities will be maximized and their costs minimized.
 - o. Study the adoption of highway corridor overlay zoning districts and mixed use areas as may be necessary.
 - p. Encourage the provision of water, sewer, and residential services within planned development areas to funnel growth into these areas.
 - q. Encourage members of the Planning Commission and Board of Zoning Appeals to participate in applicable State sponsored certification programs.
 - r. Schedule annual meeting between County Board of Supervisors, City Council, both Planning Commissions, and Franklin-Southampton Economic Development Inc. to encourage shared vision and cooperation.

- s. Seek to work with abutting localities with regard to planning for areas of common concern, i.e., Camp Parkway and US 58 with Franklin, both ends of US 460 and planned US 460 Expressway with Isle of Wight and Surry/Sussex Counties.
- t. Work with Greenville County with regard to development and expansion of the Emporia/Greenville County airport.
- u. Seek increased protection for areas threatened by large-scale development through means such as the Rural Historic District designation.
- v. Assist towns that may seek economic revitalization through participation in the Main Street program through the Department of Housing and Community Development.

Existing Development Management Program

A comprehensive plan should include information related to development management such as: (1) a description of the County's existing development management program; (2) a description of the role that this program will play in implementing the plan; and, (3) a description of the steps that the County will take to coordinate the ordinances and codes to implement the plan. The County's existing development management program includes all of the ordinances, regulations, codes, policies, and directives that affect land use and development in the County.

The following paragraphs list the land use related ordinances, codes, and policies that have been adopted or implemented by Southampton County and which department(s) is responsible for managing the program. A brief statement of how each will be used to implement the plan is also included. In some cases, major adjustments or amendments that are needed to make the existing development management program components more effective tools for implementing the plan are discussed.

Coordination of the various components of the development management program can be an important part of effective implementation of the plan. Generally, unless otherwise noted, the development management program in the County is coordinated through the Franklin Southampton Community Development Department.

1. Zoning Ordinance

Managing department/agency: Franklin Southampton Community Development.

Use in plan implementation: This instrument is used to ensure building and development activities are conducted in a manner contributing to the health, safety, and general welfare of residents, protection of buildings and properties, and the minimization of adverse or negative impacts of development on environmentally fragile areas.

Needed adjustments or amendments: The County will continue to evaluate the ordinance, and needs to incorporate landscaping requirements into the

ordinance. In addition, the County should study amendments to the zoning ordinance to continue or promote “smart growth” principles such as development clustering, buffers and landscaping, timed approach development alternatives, and sliding scale development options, to incorporate design guidelines and standards for residential, commercial, and industrial developments, and to establish highway corridor overlays as needed. Ordinances to implement mixed use development will be considered. To address housing issues, ordinances to address family medical care cottages and accessory dwelling units may be considered. To permit development and redevelopment in the Drewryville and Sedley Community areas, “village center” ordinances may be considered. Ordinances encouraging office park-type development may be considered for use in areas designated as Employment Center in the Comprehensive Plan. Ordinances permitting the replacement of single family residences nonconforming as to use with regard to zoning may be considered, in conjunction with zoning map amendments that will bring zoning designations into alignment with the Comprehensive Plan in areas designated as Employment Centers or industrial parks. The Franklin Southampton Community Development Department, along with the Franklin Planning Commission and the Southampton County Planning Commission, may consider a joint Unified Development Ordinance for both localities, as well as a joint Comprehensive Plan.

2. Subdivision Ordinance

Managing department/agency: Franklin Southampton Community Development.

Use in plan implementation: This instrument is used to promote and ensure managed development and to avoid overcrowding of structures, thus contributing to the health, safety, and general welfare of residents, protection of buildings and properties, and the minimization of adverse or negative impacts of development on environmentally fragile areas.

Needed adjustments or amendments: The ordinance needs revisions to focus on issues such as the extension of utilities by developers to serve development. Amendments requiring the creation of property owners’ associations to maintain common elements such as street lighting in residential subdivisions have recently been adopted. In addition, the County should study updates to the subdivision ordinance to further refine existing regulations regarding: “smart growth” principles such as development clustering, timed approach development alternatives, sliding scale development options, etc.; discourage or prohibit strip residential development along State roads; require residential streets and roads to be built to State standards; and, reduce the loss of prime agricultural land for residential purposes.

3. Erosion and Sedimentation Control Ordinance

Managing department/agency: Franklin Southampton Community Development.

Use in plan implementation: This instrument is used to promote and ensure managed development, thereby contributing to the health, safety, and general welfare of residents, protection of buildings and properties, and the minimization of adverse or negative impacts of development on environmentally fragile areas. New requirements for stormwater management that took effect July 1, 2014 statewide may require changes to the Erosion and Sedimentation Control Ordinance as well.

4. Stormwater Management Ordinance

Managing department/agency: Franklin Southampton Community Development

Use in plan implementation: same as for erosion and sedimentation above.

Needed adjustments or amendments: New statewide stormwater management regulations went into effect July 1, 2014. Substantial changes to the County's stormwater ordinance have been adopted to implement the regulations. The permitting and inspection is done by the localities, providing one-stop service for customers. Appropriate staffing has been completed, and required on-going certification and training will take place.

5. Flood Plain Ordinance

Managing department/agency: Franklin Southampton Community Development.

Use in plan implementation: This instrument is used to promote and ensure managed development, thereby contributing to the health, safety, and general welfare of residents, protection of buildings and properties, and the minimization of adverse or negative impacts of development on environmentally fragile areas.

Needed adjustments or amendments: The County will continue to work with FEMA concerning updated mapping of the flood plain(s) and flood prone areas along the Blackwater, Meherrin, and Nottoway Rivers.

6. Other Regulatory Mechanisms

Building Inspection

Managing department/agency: Franklin Southampton Community Development

Use in plan implementation: This function is used to ensure proper building methods and materials are utilized, thereby contributing to the health, safety, and general welfare of residents, protection of buildings and properties, and the minimization of adverse or negative impacts of development on environmentally fragile areas.

Needed adjustments or amendments: It is planned that the County and the City of Franklin will continue to implement a shared services department serving

both localities, with staff to be located within the Franklin City Hall and employed by the City of Franklin.

On-site wastewater treatment policy (through Southampton County Health Department)

Managing department/agency: Southampton County Health Department.

Use in plan implementation: This program is used to ensure on-site wastewater treatment systems are regulated and properly permitted and installed, thereby contributing to the health, safety, and general welfare of residents and the minimization of adverse or negative impacts of development on environmentally fragile areas.

Needed adjustments or amendments: No adjustments are envisioned during the planning period. However, the County will continue to monitor and evaluate the potential for use of alternative on-site wastewater systems in the County since the use of traditional (septic tank and drain field) systems may become more problematic. As the use of alternative systems increases, the County will need to work with appropriate agencies to develop regulations relative to the siting, use, and maintenance of alternative systems and incorporate these into subdivision and zoning regulations.

Manufactured Home and Manufactured Home Park Ordinance

Managing department/agency: Franklin Southampton Community Development

Use in plan implementation: This instrument is used to promote and ensure managed development and to avoid overcrowding of structures, thus contributing to the health, safety, and general welfare of residents, protection of buildings and properties, and the minimization of adverse or negative impacts of development on environmentally fragile areas.

Needed adjustments or amendments: No amendments or adjustments to the ordinance are envisioned during the planning period. However, changes to the Comprehensive Plan require any new or enlarged manufactured home park use municipal water and wastewater services, which may influence the location of such new or enlarged parks.

Additional Implementation Tools

Tools, in addition to those already included in the existing development management program that will be used to implement the plan, are grouped into several categories which are: ordinances and ordinance amendments; cash proffer system; use value taxation; capital improvement program; land acquisition program; development of specific area(s) housing plan(s); development of corridor and specific area(s) plans; interagency and inter-jurisdictional cooperation; community facilities, utilities, and service provision policies; specific projects; and, review, update, and amendment of the

comprehensive plan. The following sections describe their use by Southampton County.

1. Ordinances and Ordinance Amendments

In Southampton County, as discussed above, the process of reviewing and potentially amending subdivision and zoning ordinances is on-going. The police powers granted to the County by the State allow it to impose reasonable regulations with respect to land use and development, among other things.

2. Use Value Taxation

In 2005, the County adopted a system of use value taxation (Land Use Program) wherein agricultural lands may be enrolled in a program of reduced taxation, realizing the tax benefit as long as the land in question continues to be used in an agricultural manner. The Code of Virginia 1950, as amended, allows for the assessment of land based on the use value of the land, rather than its market value. It is the intent of the program to promote the preservation of agricultural land for public benefit. Four use classifications of land may qualify for the program: agriculture, horticulture, forest, and open space. In 2012, the interpretation of the ordinance was revised to permit use valuation based solely on the USE of the property, regardless of the ZONING of the property. The program's impact on preservation should be evaluated annually.

3. Cash Proffer System

In 2005 (effective March 2006), the County amended its subdivision and zoning ordinances in order to better manage residential development in areas adjacent to or within areas that have been traditionally agriculture in nature.

In conjunction, the County instituted a voluntary cash proffer system to help ensure development resulting from the rezoning of properties from agricultural classifications to residential classifications contributes to the cost of providing for capital improvements associated with or resulting from development. In adopting the cash proffer system, the County found that rezoning and development of properties for residential use may result in increased population and subsequently increase the need for capital improvements to maintain the level of service provided by the County.

To implement the voluntary cash proffer system, the County undertook to calculate the costs of certain capital improvements included in the Southampton County Capital Improvements Plan (CIP) on the basis of a residential unit and determined the contribution of such units to funding capital improvements through the tax rate. The basis for establishing the need for capital improvements and services generated by proposed residential development and the economic contribution associated with such development is detailed in a

report titled “Proffer Policy Analysis Report,” dated February 20, 2006. Using a proffer determination methodology provided in the report, the County annually re-evaluates the voluntary cash proffer contribution it will accept.

4. Capital Improvements Program

Southampton County has adopted, and periodically amends, a capital improvements plan (CIP). As discussed above, the CIP works in concert with the annual re-evaluation of the voluntary cash proffer system implemented in 2006, which is also reviewed and perhaps revised annually. This work element will be instrumental in implementing the County’s goals with respect to infrastructure carrying capacity and provision of public facilities and services. The CIP is reviewed by the Planning Commission and, after input by County departments and agencies, forwarded with recommendations to the Board of Supervisors each year during the budget preparation period.

5. Land Acquisition Program

Southampton County may take steps to acquire land to ensure a public benefit, promote the general health, safety, and welfare of residents, and further the implementation of the comprehensive plan. The County does not currently plan or foresee any land acquisitions in the near term.

6. Development of Specific Area(s) Housing Plan(s)

Southampton County may conduct a detailed study of housing conditions for specific areas or for the entire County. Such studies should include a needs and opportunities assessment to determine the types of housing needed in various parts of the County to meet current and projected needs, alleviate substandard housing conditions and, prepare to accommodate growth and associated housing related pressures brought on by growth.

The development of housing plans should involve a great deal of citizen participation, particularly from affected neighborhoods, the real estate community, and people in a position to know the difficulties individuals are having or may have in securing affordable, suitable, and adequate housing.

7. Development of Corridor and Specific Area(s) Plan(s)

Southampton County may undertake the development of corridor and/or area specific plans to address identified needs along its main corridors and/or in areas of the County that are experiencing growth, or may experience or be impacted by growth. These planning activities would be more of a strategic planning exercise, as opposed to the general nature of the comprehensive plan, leading to parcel

specific recommendations concerning land use and development, design features and guidelines, and ordinance changes. Each of the County's designated planning areas should be considered for the development of a planning area study, including study of the siting opportunities for additional County or private industrial parks, with particular emphasis on various corridors such as U.S. 460, the proposed U.S. 460 Expressway, rail corridors, U.S. 58, U.S. 258, State Route 35, State Route 186, State Route 189, State Route 616, and State Route 671.

8. Interagency and Inter-jurisdictional Cooperation

Southampton County should assume the lead to foster interagency cooperation to further its goals and continue to be proactive. One example is the County's proactive stance with respect to State and regional agencies charged with economic and industrial development. Southampton County has, and should continue to work closely with such agencies to attract economic and industrial development, thereby furthering County goals with respect to a stable economic base generally, and the development of industrial parks and sites specifically. Additionally, the Future Land Use maps for each of the towns within the County are now included on the County's Future Land Use Plan maps, so as to encourage cooperation between the towns and the County with regard to land use decisions. The County will continue to support and rely on the Hampton Roads Planning District Commission for technical assistance and through various committees that tackle regional issues such as stormwater management. Other opportunities to foster interagency cooperation are found with VDOT. The County should also take the lead in fostering cooperation with and between its towns, and the public agencies charged with providing services, facilities, and utilities. County staff has and will continue to provide assistance to the incorporated towns with issues such as grant acquisition and management. In 2012, the County Community Development Department and the City of Franklin Community Development Department began work under a shared services agreement for building inspections and all other community development activities, serving both communities with staff housed in and employed by the City of Franklin. The Franklin Southampton Community Development Department, the first such shared services department in Virginia, seeks to serve both communities with a higher level of efficiency than two stand-alone departments.

9. Community Facilities, Utilities, and Service Provision Policies

The citizens of Southampton County rely on a variety of public and semi-public agencies and programs for community facilities, utilities, and services. The County should take the lead in gathering, cataloging, developing, or assisting with the development of policies concerning the provision of government facilities, utilities and services. The County has developed a capital

improvements plan which is reviewed by the Planning Commission annually and updated for review by the Board of Supervisors in conjunction with the budgeting process. It should also begin the process of gathering the policies related to the various activities and programs of service providers, acting as a repository of the data. The development of a comprehensive document containing at least a narrative of the policies and procedures of various service providers serving Southampton County should be undertaken. Such a document could be posted on the County's web site when developed, and used as a marketing tool as the County entertains economic and industrial development prospects.

10. Specific Projects

In addition to the potential projects discussed above, and the continuation of its normal local government management, regulation, and administrative functions, programs, and services, Southampton County may undertake specific projects and activities to implement the comprehensive plan. Some of these are included as objectives for achieving the goals and implementing the policies cited for the issue areas.

Specific projects the County intends to undertake include: consider developing residential development design guidelines and standards; consider developing commercial and industrial building and development design guidelines and standards; upgrade the County web site; monitor Federal and State programs; promote the development of sustainable industrial parks; continue to develop a county-wide mapping and geographic information system; interact with Federal and State agencies and local governments in the region; seek assistance in developing various plans related to land use and development management and infrastructure system improvements; and develop a water and sewer master plan. These projects, amendments to the subdivision and zoning ordinances, and the continuation of capital improvements planning are listed in the next section as action items in the County's Action Plan and Schedule.

11. Review, Update, and Amendment of the Comprehensive Plan

Virginia law requires localities to develop and periodically review, and perhaps update and amend comprehensive plans. The Code of Virginia, 1950, as amended, also specifies that periodic reviews of comprehensive plans must occur each five years. Thus, Southampton County began review of the 2007 Plan in 2011 and will complete adoption of the revised Plan in early 2015. However, the County has a history of using its comprehensive plan as a land use and capital improvements planning guidance document. It uses the plan as it considers zoning changes and development requests. Thus, Southampton County should update and amend its comprehensive plan more frequently than specified by the State. The County should review its plan on a regular basis (annually or biannually) and as the need arises. Planning is not an exact science, and plans serve only as guides. If the circumstances that existed during

plan development change, or begin to change, the County should continue to be proactive with respect to review, analysis, and amendment of its comprehensive plan. However, amendments should only be undertaken after due study and deliberation, analysis of trends, adequate public input and review, and provided that the finding of need is satisfactory. The County should carefully consider development proposals in light of their consistency with the comprehensive plan.

Implementation Action Plan and Schedule

Effective comprehensive planning requires that the plan document include a separate action plan and schedule. The action plan includes the priority actions that Southampton County will undertake to implement the plan. The accompanying schedule includes the fiscal year in which the actions are initiated and the year that they are complete. The schedule covers a 5-year period. The action plan and schedule can be a useful tool for the County’s elected and appointed leaders, and the general public to gauge the implementation status of the comprehensive plan. Good planning also requires the action plan to include a description of the specific steps that will be taken to involve citizens in the implementation of the plan. Table 9-1, which follows, outlines Southampton County’s Action Plan and Schedule for the ensuing five years.

**TABLE 9-1
ACTION PLAN AND SCHEDULE
SOUTHAMPTON COUNTY, VIRGINIA**

IMPLEMENTATION ACTION	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Continue periodic workshop(s) involving the County Board of Supervisors, the Franklin City Council and both Planning Commissions to establish priorities with respect to growth management and land use and development priorities.	X	X	X	X	X
Study amendments to the zoning ordinance to implement the new Comprehensive Plan and to look toward a Unified Development Ordinance with the City of Franklin.	X	X	X	X	X
Study amendments to the zoning and subdivision ordinance to: continue or promote “smart growth” principles such as development clustering, timed approach development alternatives, sliding scale development options, etc.; discourage or prohibit strip residential development along State roads; require residential streets and roads to be built to State standards; and, reduce the loss of prime agricultural land for residential purposes.	X	X			
Continue use value taxation and support the creation of private, voluntary agricultural districts to help preserve and protect prime agricultural lands.	X	X	X	X	X
Continue capital improvements planning.	X	X	X	X	X
Continue developing and upgrading a County web site.	X	X	X		

Continue developing a County-wide mapping and geographic information system, as well as coordination with the City of Franklin to consider a joint GIS system.	X	X	X		
Work with neighboring localities, the State, and regional entities to assess needs and capabilities and develop an information technologies infrastructure plan.			X		
Continue economic and industrial development planning.	X	X	X	X	X
Consider implementation of the 2008 parks and recreation plan, including revisions to create an eco-tourism component focusing on natural assets.				X	X
Continue support for efforts to improve the County's appearance including programs to remove and dispose of junk vehicles, dilapidated structures, litter, hazardous materials, and debris.	X	X	X	X	X
Continue to work with Virginia Department of Transportation to identify and correct transportation system related problems and deficiencies and to develop a thoroughfare plan incorporating the Six Year Plan(s) and Transportation Improvement Program.	X	X	X	X	X
Develop a water and sewer master plan, taking into consideration the feasibility of sharing water and sewer utilities with the City of Franklin.	X	X	X		
Continue public participation activities including the use of "town hall" type meetings to receive citizen input.	X	X	X	X	X
Consider developing a housing plan, including the consideration of adoption of the Property Maintenance Section of the Uniform Statewide Building Code to address housing deficiencies.				X	X
Consider developing small area plans for community areas, including industrial park siting opportunities.	X	X	X	X	X
Consider refining and implementing a Countywide transportation plan in conjunction with the Hampton Roads Transportation Planning Organization including multi-modal opportunities and opportunities for upgraded public transportation through agencies such as Senior Services of Southeastern Virginia.				X	X