



VISION 2020 : THE SOUTHAMPTON COUNTY COMPREHENSIVE PLAN

FINAL DRAFT



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Cover Photo: Sunny Side, circa 1810

VISION 2020

**THE SOUTHAMPTON COUNTY
COMPREHENSIVE PLAN**

**Adopted by the Board of Supervisors of Southampton County, Virginia
XX, XX, 2007**

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Unified Planning Work Program for FY 2005-2006,
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Executive Committee Meeting of March 15, 2006.**

**Prepared by the staff of the
Hampton Roads Planning District Commission**

March 2007

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INTRODUCTION: THIS IS SOUTHAMPTON COUNTY

History and Culture

The history of Southampton County is closely tied to the products of its soils, its transportation facilities, and its water. Good soils and the availability of water have made farm and industrial production possible. Transportation facilities have enabled the collection and distribution of raw materials and products and, from time to time, have encouraged changing patterns of development. These same factors, which have contributed so much to Southampton County's past, may well continue as the factors that most influence the County in the future.

The earliest explorations of the area began a few years after the settlement at Jamestown.¹ The inhabitants were then members of several small Indian tribes, mainly the Nottoways and Meherrins, with settlements along the rivers that now bear their names. In 1634 the western limit of English colonization was established at the so-called "Blackwater Line" which extended southeast from Fort Henry (now Petersburg) through the Blackwater Swamp. Increasing pressure from colonists resulted in lifting of the line in 1705, and in following years the County lay in the path of the general southwesterly migration from the James River settlements. The soils were good for farming and there were forests for timber. In earlier times the soils supported a somewhat greater variety of crops than at present. More and more settlers were attracted, and later their slaves, as the Indians were gradually collected in reservations before they finally dispersed. There was a remnant of the Nottoway reservation still in existence in 1856 and probably for some years thereafter.

Water commerce to the south on the Blackwater and Nottoway Rivers was prominent in the early history of the County during both the Revolutionary and Civil Wars. Efforts to maintain or interrupt these routes for military supplies resulted in skirmishes on several occasions, but no major battles. South Quay, on the Blackwater River about where crossed by present Route 189, was an established port from the early years of the 18th century. A most dramatic event of the County's history between the Revolutionary and Civil Wars was the slave rebellion led by Nat Turner in 1831. This bloody revolt and its aftermath resulted in the deaths of approximately 100 blacks and whites and drew national and international attention from both pro- and anti-slavery factions, hardening attitudes on both sides.

In order to establish a more convenient administrative center, the present County was split off from Isle of Wight County in 1749. The County seat was Jerusalem, renamed and incorporated as Courtland in 1888. The new County is believed to have been named for Henry Wriothesley, third Earl of Southampton, who was active in promoting colonization of Virginia under the English King James I.

¹ Source: The Comprehensive Plan, Southampton County, Virginia, August, 1989. Historical notes were summarized from Southampton County, Virginia by Thomas C. Parramore, published for the Southampton County Historical Society by the University Press of Virginia, Charlottesville, 1978.

In Colonial times, education was derived mainly from the family and from tutors engaged by wealthier planters. The first known school was a boarding school operated by Samuel Nelson at Broadwater in 1771 and perhaps earlier. Millfield Academy, located between Berlin and Ivor, gained a wide reputation for educational excellence in the 1780's and 90's. Virginia legislation led to establishment of the first Board of School Commissioners in 1818. Paul D. Camp Community College was opened in 1971.

The isolation of Southampton County diminished with the coming of the first railroad in 1834, as the first leg of the Portsmouth and Roanoke Railroad (now CSX) extended to the Nottoway River on its way to western Virginia and made connection with water travel to the south on the river. The Petersburg Railroad (now also CSX) had gone into operation west of the Meherrin only a year before. With the coming of the Portsmouth and Roanoke line, Southampton farmers now had access to both the Petersburg and Norfolk markets. In 1858, the Petersburg and Norfolk Railroad was completed, crossing the northeastern section of the County. Courtland eventually gained rail service with the coming of the Atlantic and Danville Railroad in 1888, about the same time the Surry, Sussex and Southampton Railway (now abandoned) provided service from the north central County to Scotland Wharf on the James River in Surry County. The Virginian Railroad (also abandoned) was built through Sebrell and Sedley in 1906.

Over the years, the economic life of the County became centered on the railroad depots that were established at road crossings. Towns and villages gradually formed at these points: Newsoms, Boykins, and Branchville; Courtland, Capron, and Drewryville; and Sedley and Sebrell. Ivor to the northeast, perhaps somewhat more associated with the other towns along its railroad (Waverly, Wakefield and Zuni) also formed.

Franklin developed considerable steamboat commerce along the Blackwater River southward to North Carolina ports from the late 1800s and early 1900s through the 1920s. The combination of rail and water transportation led to more rapid growth here than in the other towns. The steady growth of the Camp family's lumber business after the Civil War accelerated this growth. Franklin also became a major collection point for peanuts, which had become popular nationwide during the same period, and is now the major center of commerce and industry for the County. For somewhat similar reasons, a junction of major transportation facilities and growth of farm and forest products industries, Emporia, just west of the County line, has grown more rapidly than the Southampton towns.

In more recent times the County's highways have assumed an increasing share of the responsibility for transporting farm products, timber, and manufactured products. In addition, improved roads and widespread automobile ownership have enabled the same kind of widely dispersed residential pattern once maintained by farming, but now maintained by community centers of trade, services, and manufacturing employment.

The history of the County, while varied and punctuated with a number of exciting events, has several major continuing influencing factors which will no doubt carry into its future: dependence on products from the land and preparation of these products for export; dependence on water for transportation, manufacturing and water supply; and continued development of improved transportation facilities for movement of people and goods. The provision of public services, from education and health care to utilities and fire protection, will be necessary to enable the local economy to function and expand. Planning should emphasize the advantages of these historical factors and reduce disadvantages when possible.

Physical Setting

Southampton County lies in the western portion of Virginia's coastal plain, approximately 45 miles west of the metropolitan center of Hampton Roads and 65 miles

REGIONAL SETTING



southeast of Richmond. The County contains the incorporated towns of Boykins, Branchville, Capron, Courtland, Ivor, and Newsoms. Courtland is located near the center of the County and serves as the county seat. Southampton County is bordered by the Blackwater River, Isle of Wight County, and the cities of Franklin and Suffolk to the east and north, and by the Meherrin River and Surry, Sussex, and Greenville counties to the west and north. The North Carolina counties of Northampton, Hertford, and Gates border Southampton County to the south. The total land area of the County is 385,944 acres or approximately 600 square miles.

Purpose and Authority to Plan

A comprehensive plan is a statement of long-range policy made by the governing body of a community concerning its future physical development. Comprehensive planning is one process available to local government for addressing current issues, anticipating need, and scheduling public improvements. If growth and development are occurring, and if public funds must be spent to provide facilities, it is logical to assume that the two should be coordinated, that community values be preserved, and public funds be spent prudently. It is the purpose of the Southampton County Comprehensive Plan to provide a sound basis for the preparation of detailed functional plans that will serve as a general guide in the day-to-day decisions of the County government. It establishes goals and implementation strategies for managing the future growth and development of the County. It contains an inventory and analysis of existing land use, growth trends, natural resources, population and economic factors, and public facilities, as well as the need for housing, preservation of agricultural and forested land, and protection of the environment and natural resources. It also contains recommendations for the general development of the County.

This document was prepared under the direction of the Planning Commission with the assistance of County staff and the staff of the Hampton Roads Planning District Commission (HRPDC). This plan will assist the present and future Boards of Supervisors in making land use and fiscal management decisions. As an official statement of public policy, it will also be of value to other governmental agencies, the business community, and private citizens.

The goal of this plan is not to chart a rigid course for the future. This is neither possible nor desirable. First, the conditions upon which the plan is based will change, making even the most careful forecasts appear somewhat unjustified. Second, policies and attitudes change; consequently, so should the plans and programs upon which they are based.

This plan is based upon the target date of 2020. However, the Southampton County Planning Commission and the Board of Supervisors must not lose sight of the fact that the achievement of the goals identified in this Plan will require a continuous effort during the next five-year period. Such a continuous effort will be required to obtain governmental savings in the provision of services during the planning period. All groups concerned with comprehensive planning can greatly increase the efficiency, adequacy,

and quality of governmental services if reliable information is available upon which to base decisions. This planning document contains much of the information essential to making decisions intelligently and should thereby reduce or prevent duplication of effort and investment.

Although this plan focuses on the future, it reflects present conditions within Southampton County. As time passes, new data, unforeseen development in the County, and the development of innovative planning techniques may necessitate updates of this document. Therefore, the planning process should be considered a continuous task, demanding periodic re-evaluation as well as updates of economic, demographic, and land use projections. This plan should be considered a flexible guide that may be revised as changing conditions warrant a revision. However, as prescribed by Virginia law, at least once every five years the plan shall be reviewed by the Planning Commission to determine whether it is advisable to amend the plan.

Planning Methodology

In the preparation of the comprehensive plan update, an analysis of the physical, economic, social, and population factors that affect the County was undertaken. After data relating to these factors was collected and analyzed, projections for future growth patterns were developed. Following analysis of data and development of projections based thereon, detailed recommendations were prepared to provide guidelines for the future development of the County.

Upon completion, plan updates must undergo the same adoption procedure as prescribed for original plans in Section 15.2-2204 of the Code of Virginia (the Code). This legislation requires that the citizens of the County be afforded the opportunity to review and comment on the plan update. The Code specifies that at least one public hearing must be held before the Planning Commission may recommend the plan to the County Board of Supervisors. Prior to holding a public hearing, the Planning Commission must publish a notice specifying the time and place of the hearing. This notice must be published once a week for two (2) successive weeks, and not more than twenty-one (21) days or less than six (6) days prior to the public hearing, in a newspaper having general circulation in the County. The Planning Commission and the Board of Supervisors may hold a joint public hearing on the plan. If a joint hearing is held, only the Board of Supervisors need publish a notice of the joint hearing.

The comprehensive plan is only a statement of policy for future growth. After this plan is adopted by the Board of Supervisors, they should consider the adoption of ordinances as needed to implement the recommendations set forth. Such ordinances and programs will have to be prepared and implemented if the County is to have a continuing planning program that reflects County policy and orderly growth.

The general purpose of the comprehensive plan is also found in the Code Section 15.2-2223 through 15.2-2232, which states:

In the preparation of a comprehensive plan, the commission shall

make careful and comprehensive surveys and studies of the existing conditions and trends of growth, and the probable future requirements of its territory and inhabitants. The comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, and prosperity and general welfare of the inhabitants.

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

Such plan, with the accompanying maps, plats, charts, and descriptive matter, shall show the commission's long-range recommendations for the general development of the territory covered by the plan...

The comprehensive plan may also be considered a guide to managing resources wherever a balance is sought between competing needs – for example, protecting the environment's aesthetic or cultural qualities versus providing the population and its interests with needs such as shopping areas, housing, and industrial employment.

Plan Format

The majority of the comprehensive plan provides findings and analyses for the County as a whole with respect to current conditions as well as future needs. In Chapter 8, Land Use and Growth Management, existing land use and development conditions in the County are described and analyzed. Projected future conditions with respect to land use and utilities and services needs are also analyzed. In developing the future land use map, the County designated three planning areas and identified three community areas.

Planning areas are areas wherein 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 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.

Lands located within a planning area are not granted “by right” approval to develop. As the County developed the growth management strategy contained in this updated comprehensive plan, it remained cognizant that development will occur in Southampton County. From this realization, the County seeks to manage and direct growth and development to areas where growth and development can be accommodated, while minimizing land use conflicts, protecting the environment, and providing for necessary utilities and services.

The planning areas identified on the future land use map are: Ivor; Courtland; and, Boykins-Branchville-Newsoms. These areas are described in Chapter 8 with respect to existing and projected land use, utilities, and services.

Community areas are essentially villages or cross roads communities clustered near and around limited commercial development and civic, religious, or school facilities. Community areas offer a sense of place and identity, and recognizable current development patterns. Basic County services are provided and utilities, if they exist in community areas, are limited to serving immediate needs. Careful planning will be required when considering projects that may expand limited utility systems and services to serve additional development in these areas.

Lands located within community areas, like planning areas, are not granted “by right” approval to develop. As the County developed the growth management strategy contained in this updated comprehensive plan, it remained cognizant that development will occur in Southampton County, but that development in community areas should be limited to low density, in-fill type development that is in character with the respective community area. Development in community areas, if it occurs, should be directed to areas where growth and development can be accommodated, while minimizing land use conflicts, protecting the environment, and providing for necessary utilities and services.

The community areas identified on the future land use map are Capron, Drewryville, and Sedley. These areas are described in Chapter 8 with respect to existing and projected land use, utilities, and services.

The goals and implementation strategies of the comprehensive plan (Chapter 9) present the needs and findings outlined in the plan elements noted above. The implementation strategies of this element, in particular, set forth the directions being recommended for the current as well as future Boards of Supervisors to take in continuing efforts to solve problems, meet needs as set forth in the goals, and make best use of the County’s advantages and resources.

Plan Development

A significant requirement in the development of any comprehensive plan is the collection and evaluation of adequate information relative to the geographic, demographic, and economic conditions of the study area. Geographic data reveals the various physiographic advantages and limitations characteristic of the locality, including

water, mineral, timber, and agricultural resources as well as slopes and soil types. Equally important is evaluation of population growth potential, which affects the extent and types of future land development that will be needed to accommodate that population. Proper land use planning also requires an economic analysis of the area as a basis for its potential for continued economic growth. In addition, a survey of existing land use patterns is needed in order to establish historical trends in the physical utilization of the land and to formulate general conclusions concerning each land use activity's magnitude and distribution within Southampton County.

The data sources used in the preparation of this plan included statistical data provided by the United States Bureau of Census, the Weldon Cooper Center for Public Service at the University of Virginia, the United States Department of Agriculture, the Bureau of Labor Statistics, the Virginia Employment Commission, and the HRPDC.

Citizen Participation

Although public hearings are required prior to plan adoption, this planning effort went well beyond this requirement and began to solicit citizen participation during the process. Prior to having a series of four public meetings in various areas of the County, a scoping workshop, which included the Board of Supervisors, Planning Commission, County staff, and consultants, was conducted. In addition, the Planning Commission discussed the comprehensive plan update at its regular monthly meetings throughout the process.

A summary of the meetings and public forums held during the development of this update is found in Appendix A. Prior to adoption of this update or future amendments thereto by the Board of Supervisors, additional public hearings must be conducted.

Planning in Southampton County

On August 23, 1989, following two years of study and research, the Southampton County Board of Supervisors adopted a new Comprehensive Plan. In adopting the Plan, the Board noted that the Plan was not so much a vehicle to generate change; rather, the Plan was considered a policy guide to offer suggestions, alternatives, and possible ways of dealing with change that naturally occurs for the benefit of the citizens of the County.

It was understood that, in adopting the Plan, there was no way to anticipate all the changes that may occur and that the Plan would have to be reviewed periodically in accordance with new conditions, comments and suggestions from County citizens, and provisions of State Law.

In 1995, the County updated the 1989 Plan. The purpose of the update was to note the many changes that occurred since 1989, to update the socio-economic data contained in the 1989 Plan with data published in the 1990 Census and to serve as a supplement to the 1989 Plan in aiding the Board in the decision making process.

In 1999, the County again undertook the update of its comprehensive plan to better position itself as it enters the new millennium. The County's Planning Commission again led the effort in the planning process. The Commission relied on the assistance and expertise of the County's professional staff and a variety of elected and appointed officials and local, State, and Federal agencies.

The current revision or update of the comprehensive plan essentially started in 2005 and continued throughout 2006. The County commissioned the Hampton Roads Planning District Commission to update background chapters and provide improved mapping to illustrate the narrative. Community Planning Collaborative, Inc., also assisted the County with respect to public input, and the growth management, goals and implementation strategies, and tools for managing development components.

In the months leading up to, and throughout the current update of the comprehensive plan, the County undertook and completed a variety of land use related initiatives. Most notably, the County implemented use value taxation, developed a new rural residential zoning district, and instituted a voluntary cash proffer system. In 2005, the County updated its erosion and sedimentation control ordinances. During the last several months of 2006, the County also improved or developed and staffed refuse collection sites.

Southampton County is seeking ways to educate and involve the citizenry in the comprehensive planning process and continues to use the tools and resources available to help ensure that future projects include opportunities for all to participate. An open process is the cornerstone of representative government. It helps foster a proactive approach to community endeavors and its continuation is an integral part of the development of this plan.

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 2000 (Table 1-1). The 2000 Census figures indicate that Isle of Wight County had the largest population increase in the region, up 63% since 1970. During the same period, the City of Suffolk also saw significant population growth, with an increase of 41% from 1990 to 2000. In addition, both the City of Franklin and Surry County experienced population growth, with increases of 21% and 16%, respectively.

Despite the general growth trend in the surrounding region, Southampton County's population experienced a period of decline that began in the 1980s. After a slight population growth of .8% in the 1970s, the County's population declined by 6.3% during the 1980s. However, Table 1-1 indicates that County population levels largely stabilized during the 1990s, with only a .3% loss for the decade. From 1990 to 2000, population growth in Southampton was concentrated in the northern and western areas while the central and southern areas lost population (Map 1-1).

The 2000 Census reported a total County population of 17,482, which was 1,100 fewer people than in 1970. This represents a loss of approximately 6% of the population for the period. Annexations by the City of Franklin in 1986 and 1996 took about 5 square miles from the County and contributed to these population

losses. Southampton County's current population is widely distributed, with most areas having a population density of 0.01 to 0.25 persons per acre (Map 1-2).

TABLE 1-1 POPULATION ESTIMATES SOUTHAMPTON COUNTY AND REGION					
	1970	1980	1990	2000	Percent Change 1970- 2000
Southampton County	18,582	18,731	17,550	17,482	-5.9%
Franklin	6,880	7,308	7,864	8,346	21.3%
Isle of Wight County	18,285	21,603	25,053	29,728	62.6%
Suffolk	45,024	47,321	52,143	63,677	41.4%
Surry County	5,882	6,046	6,145	6,829	16.1%

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing.

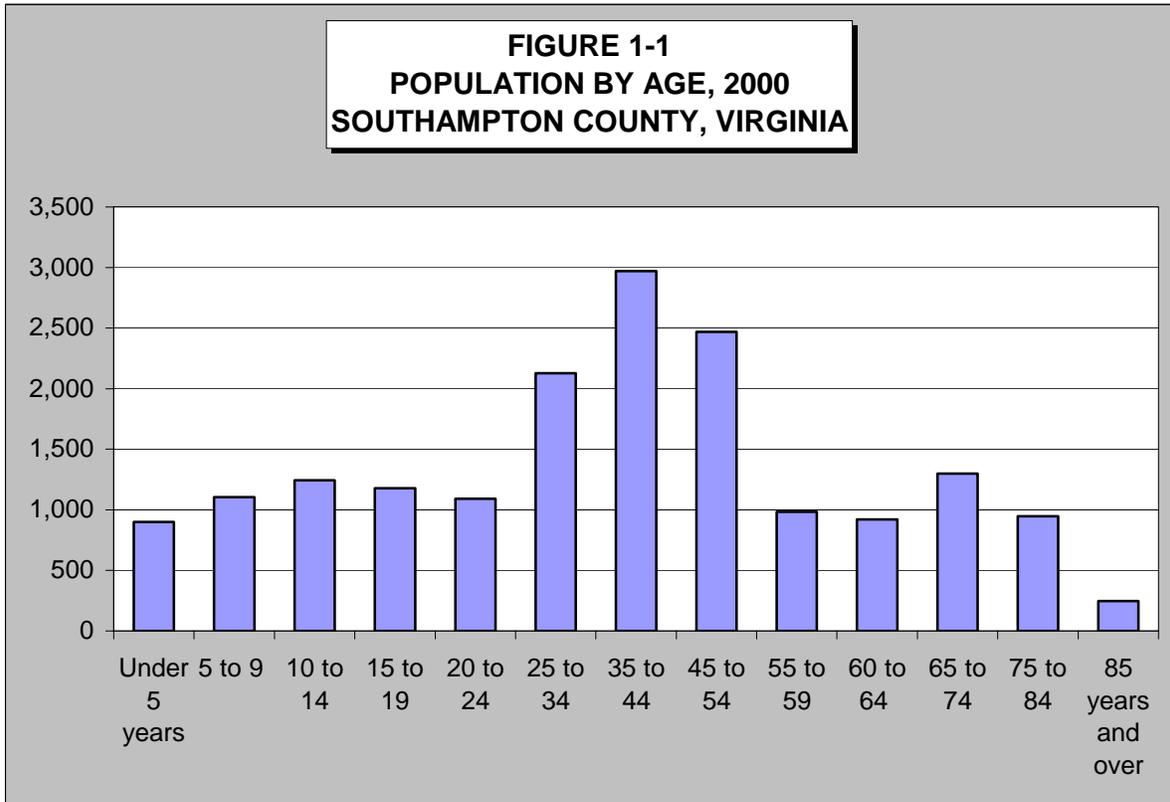
Age, Race, and Sex

Population trends in Southampton County indicate a declining average household size and a significantly increasing median age (Table 1-2). In 1970, the median age for County residents was only 25.7 years. In 2000, the median age of the population had increased to 38.6 years, an increase of 12.9 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 has increased in Southampton County since 1980. However, residents 65 and over accounted for a slightly smaller percentage of the population in 2000 than they did in 1990. Despite this slight decline, the proportion of residents in that age category is significantly higher in Southampton County (14.2%) than in the

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

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing.

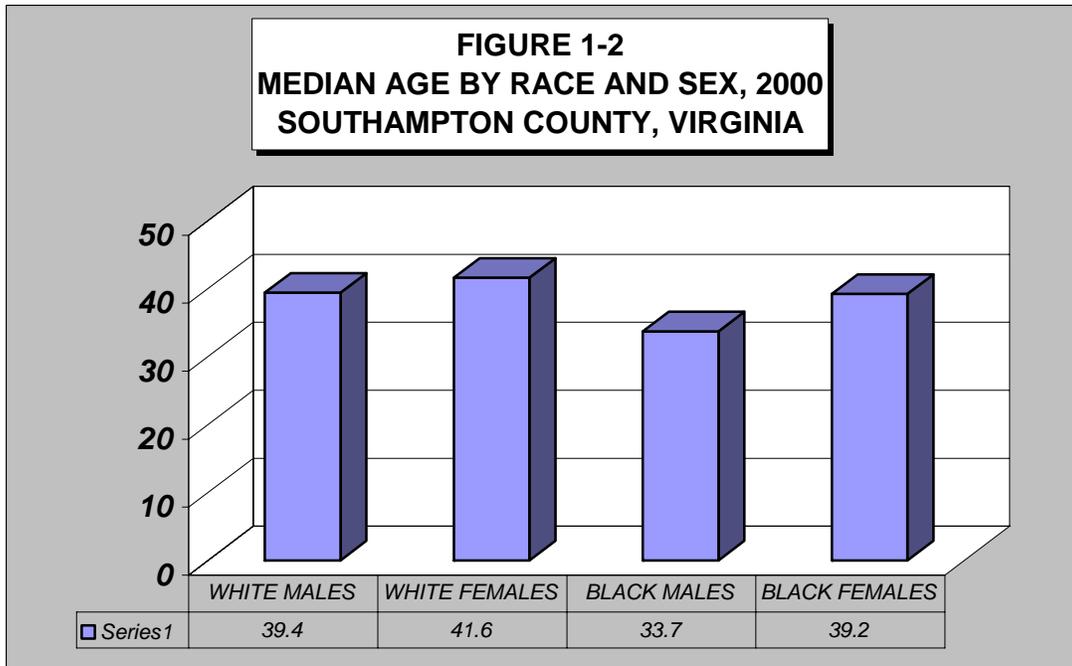
surrounding region Hampton Roads (10.9%) or the State as a whole (11.9%). Figure 1-1 illustrates the age distribution of the County population in 2000.



Source: U.S. Bureau of the Census, 2000 Census of Population and Housing

The trend toward a higher median age in Southampton County follows recognized national and statewide trends, although the elderly population did not grow as it did in many other locations. The median age of County residents was 38.6 years in 2000, nearly five years older than the median age in 1990 (33.8) and thirteen years older than the median age in 1970 (25.7). In comparison, the median age of Virginia residents in 2000 was 35.7 years and the national median age was 35.3 years. Map 1-3 illustrates the median age of County residents by census block.

The Southampton County population is also distinguished by differences between the median age of white and black residents. In 2000, the median age of white males was 39.4 years, which was 5.7 years greater than the median age of 33.7 years for black males. This may be affected by the relatively large institutionalized population in Southampton County (1565 persons or 9% of the population), which is primarily male (96%), between 18 and 64 years of age (89%), and black (67%). The differences in median age were not as great for the female population. White females had a median age of 41.6 years, just 2.4 years older than the median of 39.2 years among black females. Figure 1-2 illustrates the median age of County residents by race and sex.



Source: U.S. Bureau of the Census, 2000 Census of Population and Housing

The 2000 Census indicated that 56% (9,783) of Southampton County residents were white and 43% (7,876) were black, while only 1% of the population fell into other race categories. Males accounted for 53% of the total population and females accounted for 47% of the total. The 2000 Census also indicated that 77% of the population was born in Virginia, while 13% were born in other southern states.

Marital Status and Families

The 2000 Census indicated that slightly more than half of Southampton County residents 15 years old and older, approximately 54%, were married (Table 1-3).

TABLE 1-3 MARITAL STATUS, 2000 SOUTHAMPTON COUNTY, VIRGINIA		
Category	Number	Percentage
Population 15 years and over	14,203	100
Never married	3,618	25.5
Now married, except separated	7,680	54.1
Separated	741	5.2
Widowed	1,241	8.7
Female	1,044	7.04
Divorced	923	6.5
Female	464	3.3

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing.

Never married residents accounted for about 25% of the population. Widowed residents accounted for about 9% of the population

Traditional married couple families accounted for 75% of all families in Southampton County in 2000 (Table 1-4). Single-parent households accounted for approximately 12% of all family households, while single adults living alone made up another 12% of the total.

TABLE 1-4 FAMILY TYPE AND PRESENCE OF CHILDREN, 2000 SOUTHAMPTON COUNTY, VIRGINIA	
	Southampton County, Virginia
Total:	4,505
Married-couple family:	3,395
With own children under 18 years:	1,381
No own children under 18 years	2,014
Other family:	1,110
Male householder, no wife present:	262
With own children under 18 years:	111
No own children under 18 years	151
Female householder, no husband present:	848
With own children under 18 years:	442
No own children under 18 years	406

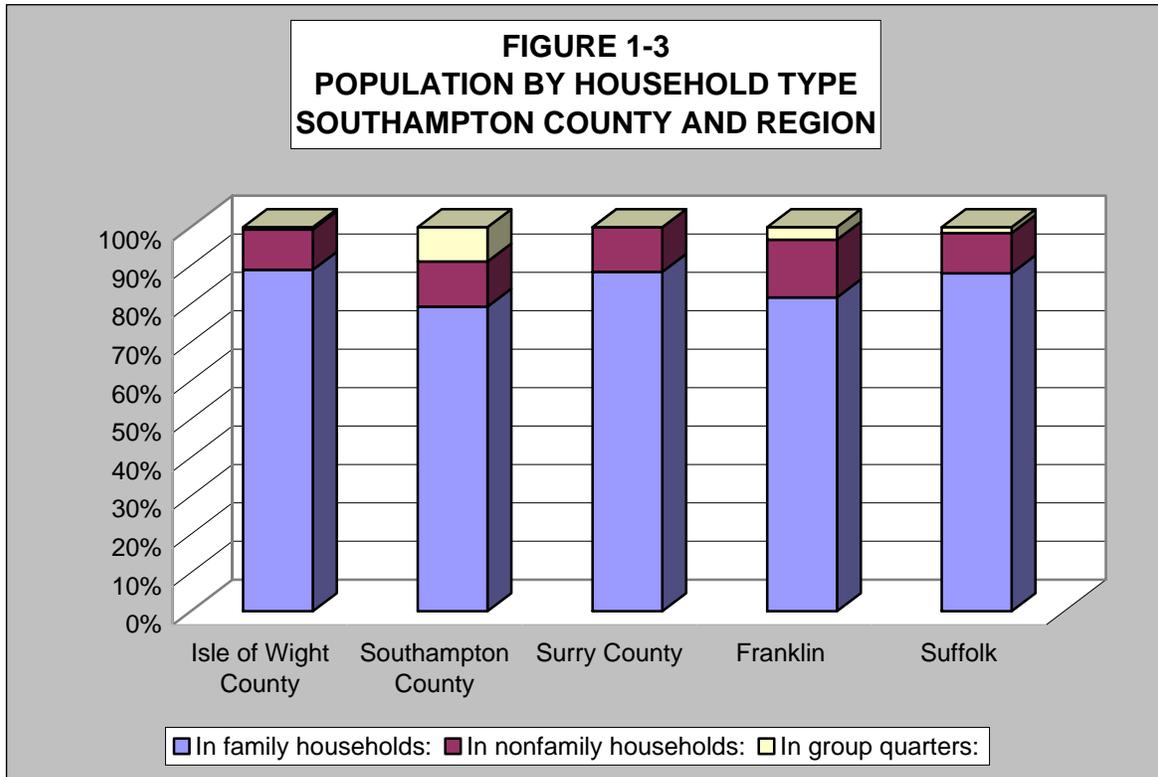
Source: U. S. Bureau of the Census, 2000 Census of Population and Housing.

Households

According to the 2000 Census, there were 6,279 households in Southampton County with an average household size of 2.53 persons. Map 1-4 shows the distribution of households in the County. Family households made up 71.7% of all households in the County, while non-family households accounted for the remaining 28.3% of the total. Figure 1-3 illustrates the distribution of the population by household type in the Southampton County region.

The percentage of the Southampton County population living in family households was generally lower than the localities in the surrounding region, 79% compared to 88% in Suffolk and Surry County and 89% in Isle of Wight County (Figure 1-3). 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 9% of the County population was institutionalized in 2000, which was significantly higher than in the Hampton Roads region (1.7%) and the State

as a whole (1.6%). Of the institutionalized population in the County, 94% were housed in correctional facilities. If the incarcerated population is excluded, less than .5% of the Southampton County population lives in group quarters.

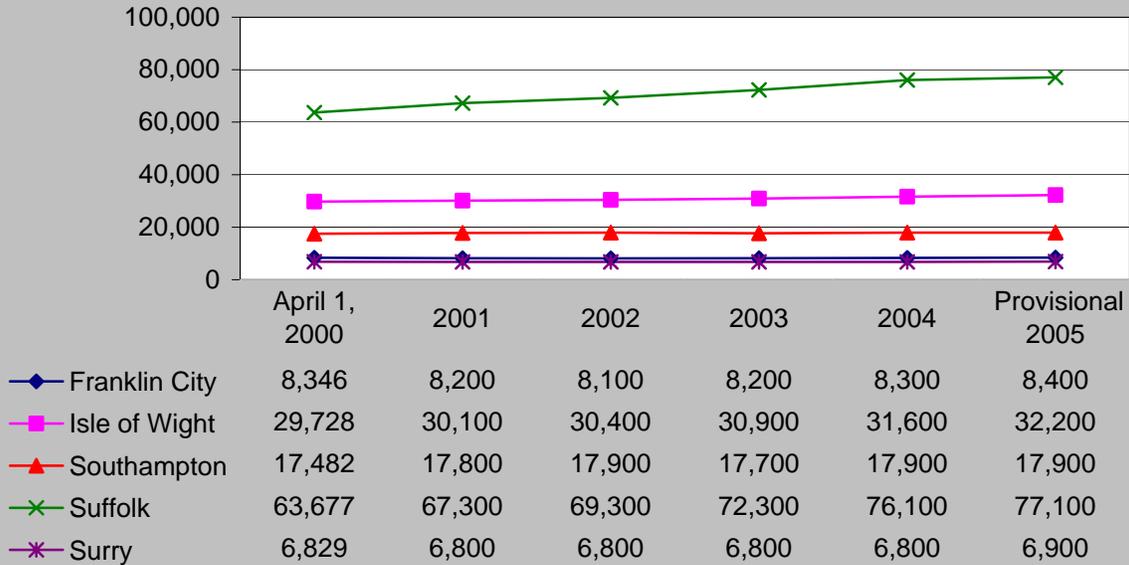


Source: U.S. Bureau of the Census, 2000 Census of Population and Housing

Population Estimates and Projections

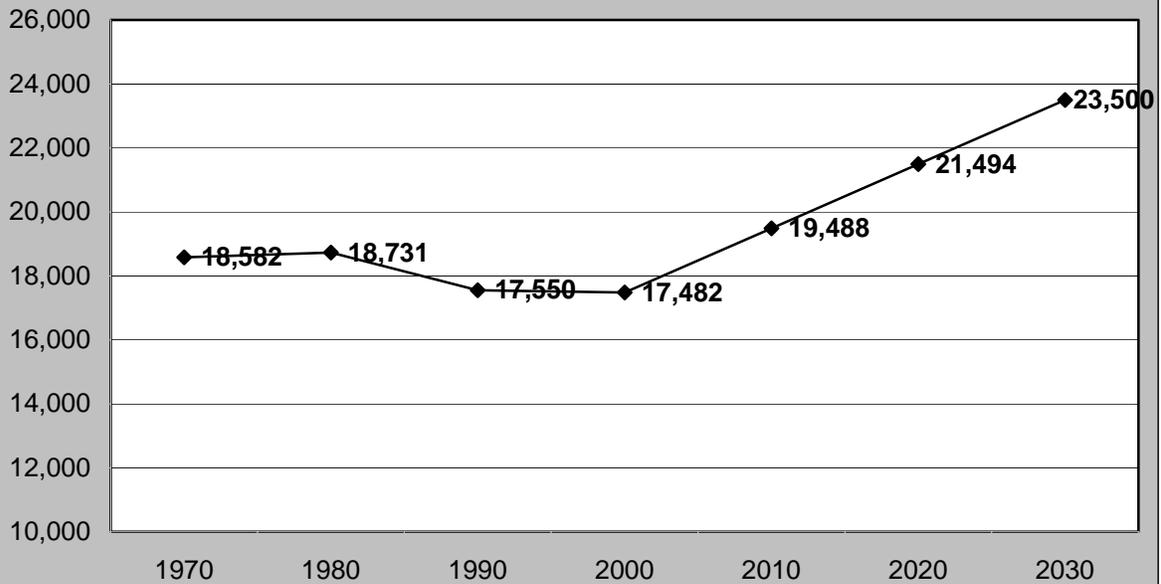
As previously noted, the County has lost population since 1980, partially as a result of annexation actions by the City of Franklin. However, estimates provided by the Weldon Cooper Center for Public Service indicate that Southampton’s population increased by about 2.4% between 2000 and 2005 (Figure 1-4). Approximately 75% of the estimated increase is attributed to net migration, while the remaining 25% is attributed to natural increase (births and deaths). Population projections developed by the Hampton Roads Planning District Commission indicate that a gradual upward trend in population growth is expected to continue through 2030 (Figure 1-5). Total population growth is projected to be approximately 34% by 2030, in contrast to the 5.9% population decline that occurred between 1970 and 2000. This would result in the County reaching a population of 23,500 by 2030, which represents an increase of over 6,000 people from the 2000 population of 17,482.

**FIGURE 1-4
POPULATION ESTIMATES 2000-2005
SOUTHAMPTON COUNTY AND REGION**



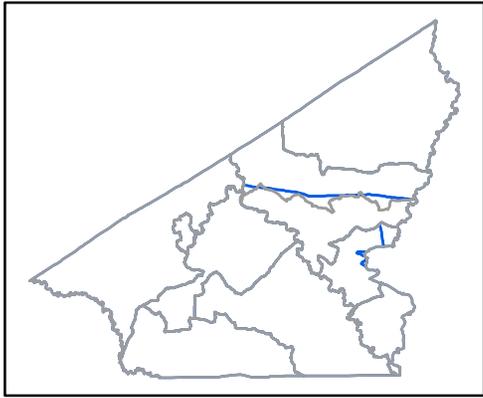
Source: Weldon Cooper Center for Public Service, University of Virginia

**FIGURE 1-5
POPULATION PROJECTIONS
1970 - 2030
SOUTHAMPTON COUNTY, VIRGINIA**

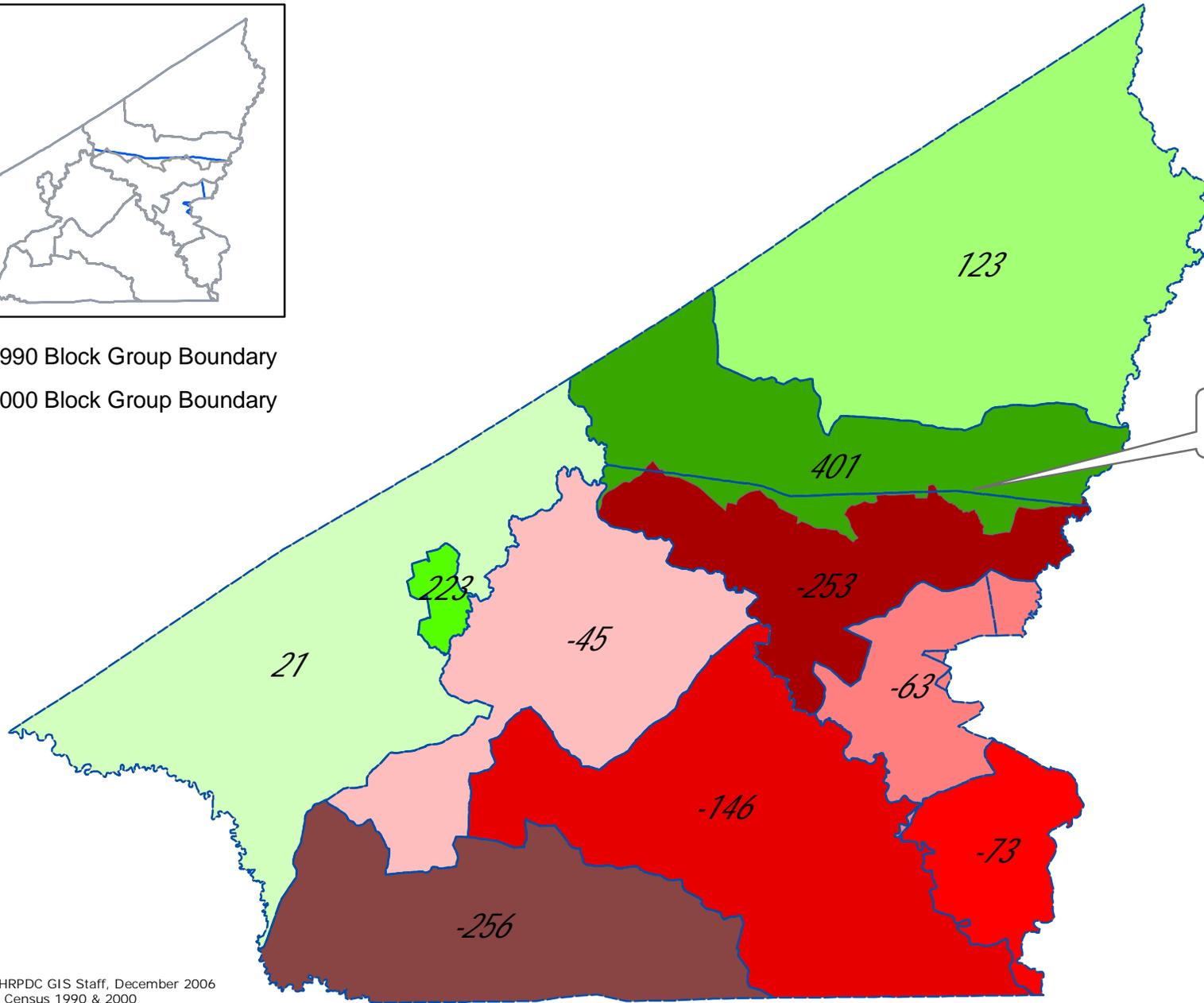


Source: HRPDC, Hampton Roads 2030 Socioeconomic Forecast, May 2004

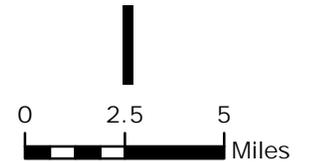
While the surrounding region has experienced varying levels of population growth in the last thirty years, Southampton County experienced a population decline. Partially attributable to annexation by the City of Franklin, the County's decline is expected to give way to slow to moderate population growth during the period from 2000 to 2030. The County population is also aging, although not at the rate of other communities. Additionally, the population of children under 14 has declined steadily since 1970. As the population begins to grow, the distribution of County residents may change to include more elderly residents and families with children. Preservation of the County's rural character, which is already a priority for Southampton County, may require additional thought and effort as the population grows.



-  1990 Block Group Boundary
-  2000 Block Group Boundary



1990 Block Group Boundary



Map Created by HRPDC GIS Staff, December 2006
Data Source: US Census 1990 & 2000

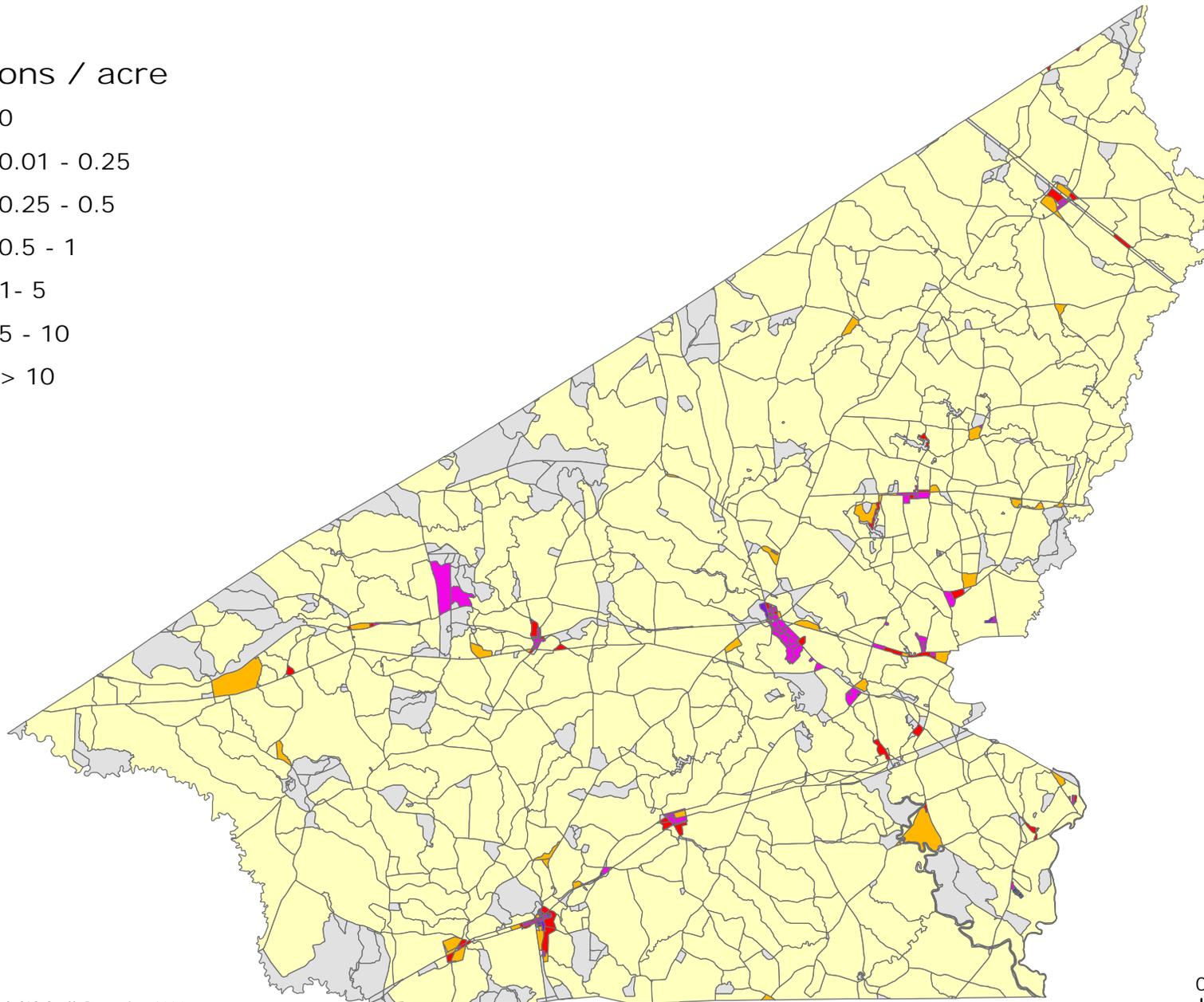
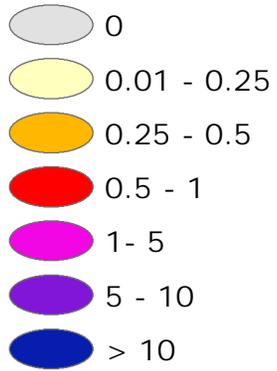


Map 1-1

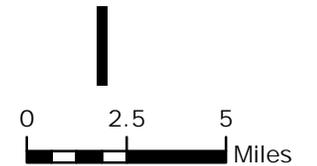
*Population Change (Number of Persons)
1990 - 2000*



Persons / acre



Map Created by HRPDC GIS Staff, December 2006
Data Source: U.S. Census, 2000



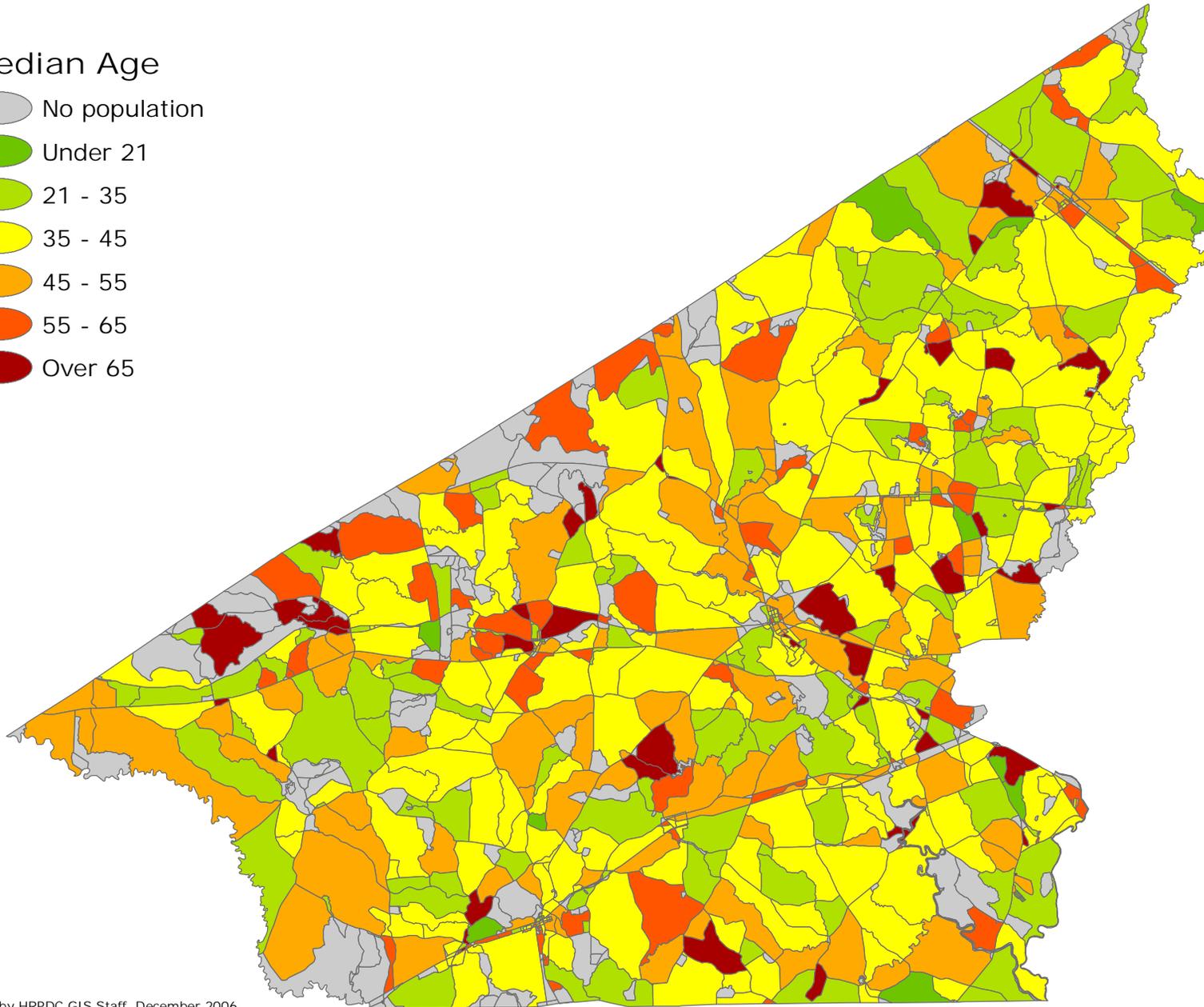
Map 1-2

Population Density by Census Block

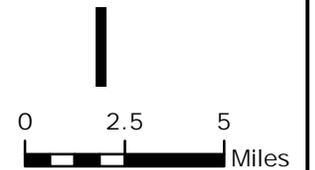


Median Age

-  No population
-  Under 21
-  21 - 35
-  35 - 45
-  45 - 55
-  55 - 65
-  Over 65



Map Created by HRPDC GIS Staff, December 2006
Data Source: U. S. Census, 2000

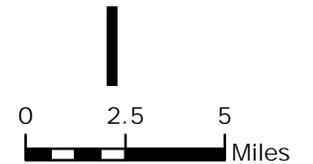
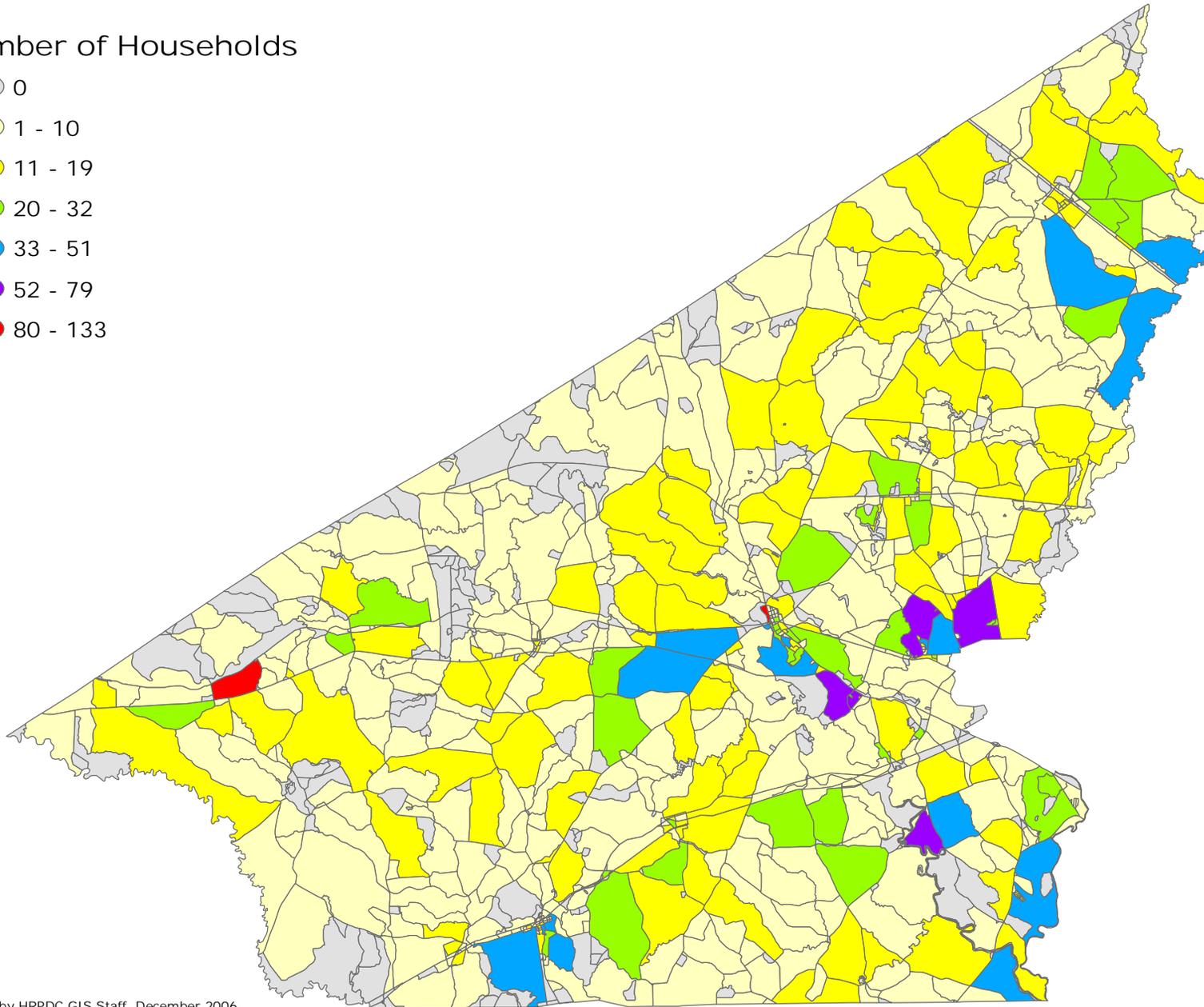
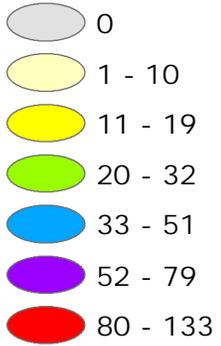


Map 1-3

Median Age by Census Block



Number of Households



Map Created by HRPDC GIS Staff, December 2006
Data Source: U.S. Census, 2000



Map 1-4

Number of Households by Census Block



Chapter 2 - HOUSING

Introduction

Single-family homes dominate the housing market in Southampton County and in 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 mobile home has become more common over the past twenty-five years. 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 2000, as illustrated in Table 2-1. Although single-family homes are still the dominant housing type in the County, they now account for only 72.8% of the total housing stock. There were 94 fewer single-family housing units in 2000 than in 1980, when single-family homes accounted for 90.4% of the total housing stock. Since this represents a loss of only about 1.6% of the single-family housing stock over the period, other factors may be influencing the housing market in the County.

TABLE 2-1 HOUSING STOCK SOUTHAMPTON COUNTY, VIRGINIA							
	Single Family		Mobile Home		Multi-Family		TOTAL
	#	%	#	%	#	%	#
1980 Housing Stock	5,649	90.4%	407	6.5%	195	3.12%	6,251
1990 Housing Stock	5,416	82.6%	909	13.9%	235	3.58%	6,560
2000 Housing Stock	5,555	72.8%	1,191	15.6%	312	4.09%	7,627

Source: U.S. Bureau of Census, Census of Population and Housing, 1980, 1990, & 2000.

Because mobile homes are cheaper than site built homes, they often represent affordable alternatives to traditional single-family housing. Data from the U. S. Bureau of the Census indicates that the decline in single-family homes as a percentage of the overall housing stock in Southampton County can be attributed primarily to a 193% increase in the number of mobile homes located there. Mobile homes now account for 15.6% of the housing stock in the County, as compared with 6.5% in 1980. Abundant affordable land and future population growth, among other factors, may contribute to the continued growth of the mobile home market in the County.

Housing Conditions and Occupancy

Despite changes in the composition of Southampton County's housing stock, housing values rose from 1990 to 2000. 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). Decreasing numbers of substandard dwelling units likely contributed to the overall rise in housing values during this period. In addition, units lacking complete plumbing facilities accounted for only 3.8% of the total housing stock in 2000, down significantly from 10.7% in 1990 (Table 2-2). Southampton County also experienced an increase in the percentage of owner-occupied housing in 2000, up 2.8% from 1990. In addition, the number of vacant housing units in the County increased, up to 779 from 551 in 1990.

TABLE 2-2 GENERAL HOUSING CHARACTERISTICS SOUTHAMPTON COUNTY, VIRGINIA		
	1990	2000
TOTAL HOUSING UNITS	6,560	7,058
Year-Round Housing Units	6,009	6,279
SELECTED CHARACTERISTICS:		
Lacking Complete Kitchen Facilities	375	155
Lacking Complete Plumbing Facilities	704	263
OWNER-OCCUPIED UNITS	4,298	4,663
Percent Owner-Occupied	71.5%	74.3%
RENTER OCCUPIED UNITS	1,711	1,616
VACANT HOUSING UNITS	551	779
Seasonal, Recreational, or Occasional Use	79	98

Source: U.S. Bureau of Census, Census of Population and Housing, 1990, 2000.

In the period between 2000 and 2005, a nationwide real estate boom affected home prices throughout the country. According to data compiled by the HRPDC, housing prices in the Mid-Atlantic and throughout the United States have been rising steadily since 1997. In mid-2003, Hampton Roads began to outpace both markets as local home prices soared. By 2005, the average price for all existing homes sold in Hampton Roads was \$231,769, up 22% over 2004. However, the median price of all existing homes sold in Hampton Roads in 2005 was \$165,900, 23% below the current national median price of \$215,000.¹

Map 2-1 illustrates home values in Southampton County as reported in the 2000 Census. According to this data, the majority of homes in the County were worth between \$50,000 and \$100,000. Homes valued at less than \$50,00 were concentrated in the western portions of the County, while homes valued at more than \$250,000 were generally located

¹ Residential DataBank, New Home Market Report: Annual Report 2006, (Virginia Beach: Residential DataBank, Inc. 2007) 4.

in the east. Data published by Residential DataBank in 2006 indicated that the average closing value for a newly constructed single family home in Southampton County rose to \$237,275. The data also indicated that the average price for an existing home in the County was \$173,753, which was a 20% improvement over the average 2005 price of \$145,883.² However, the price of both new and existing homes in Southampton County were the lowest among Hampton Roads localities.

Rental Housing

Of the 6,279 occupied housing units located in Southampton County in 2000, 25.7% (1,616 units) were renter-occupied. This is a significantly lower rate than that of the Hampton Roads region as a whole, where renters inhabit 37.2% of the occupied housing stock. Median gross monthly rent in Southampton County also compared favorably with the Hampton Roads region as a whole in 2000. The County reported a median rate of \$409 per month, compared to an median rent of \$462 in the Western Tidewater region and a median rate of \$615 for Hampton Roads as a whole. However, the County's median gross rent increased 54% in 2000 as compared with the median of \$265 reported in 1990.

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.

Of the 7,058 housing units located the County in 2000, 16.5% (1,166) had been built since 1990. However, 68% of the housing units (4,473) in Southampton County were built prior to 1980. Since 2000 another 718 new housing units, including both site built and mobile homes, have been permitted.

Building Permits

According to data compiled by the Hampton Roads Planning District Commission, Southampton County experienced a relatively constant level of building activity from 2000 to 2004. Table 2-3 indicates that the majority of development in the Southampton County region occurred in the City of Suffolk, which began absorbing some of the development pressure from larger Hampton Roads cities immediately adjacent to it. Isle of Wight County also showed relatively steady growth in building activity, issuing more than double the number of permits in 2004 than it did in 2000. The remainder of the region saw some yearly fluctuations in the number of permits issued, generally without clear patterns.

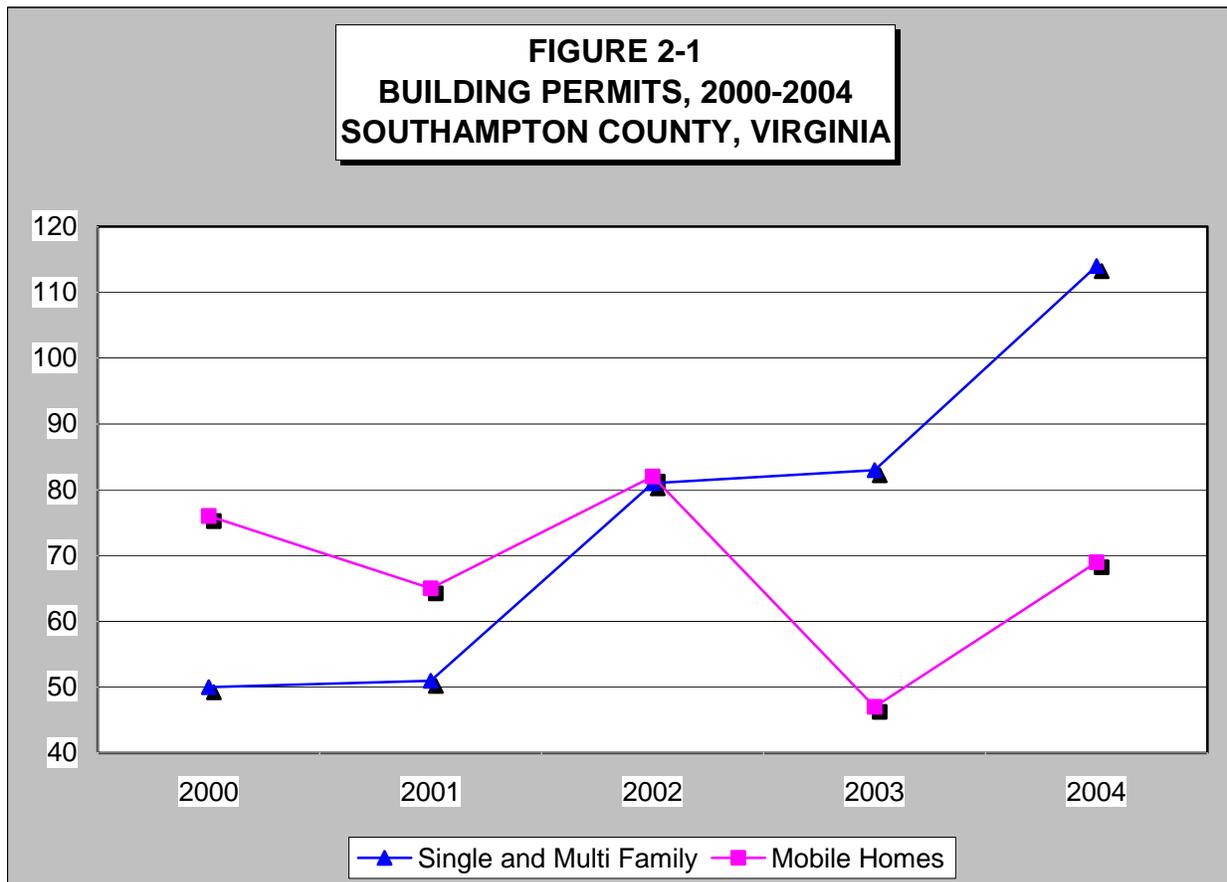
Although Southampton County did not see a significant increase in building activity from 2000 to 2004, there were more building permits issued in 2004 than in any of the previous four years. Mobile homes accounted for 47% (339) of the permits issued for new structures in Southampton County from 2000 to 2004, while single and multi-family dwellings

² Residential DataBank, 5.

accounted for 53% (379) of the permits issued. As shown in Figure 2-1, while the number of mobile home permits issued showed no consistent pattern over the five-year period from 2000 to 2004, the number of building permits issued for single and multi-family housing did show a steady upward trend during that time.

TABLE 2-3 BUILDING PERMIT ACTIVITY, 2000-2004 SOUTHAMPTON COUNTY AND REGION										
	2000		2001		2002		2003		2004	
	Single and Multi Family	Mobile Homes								
Southampton County	50	76	51	65	81	82	83	47	114	69
Franklin City	56	0	23	0	16	0	32	0	41	0
Isle of Wight County	229	119	260	70	336	66	370	56	633	93
Suffolk City	826	36	1,344	26	1,068	38	1,127	4	1,009	1
Surry County	60	14	47	13	50	13	73	13	72	12

Source: Hampton Roads Planning District Commission, Hampton Roads Data Book, August 2005



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 ten 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 is expected to be completed in October 2007. Additional historic properties or districts may be added to the Registers as a result of this survey.

TABLE 2-4 THE NATIONAL REGISTER OF HISTORIC PLACES - THE VIRGINIA LANDMARKS REGISTER LISTED PROPERTIES SOUTHAMPTON COUNTY, VIRGINIA				
PROPERTY	LOCATION	USGS QUAD	VLR	NRHP
Aspen Lawn	4438 Hiscksford Rd.	Adams Grove	6/15/2004	4/2/2006
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 off VA 684	Sunbeam	3/21/1983	6/19/1983
Elm Grove	NE of Courtland on VA 646	Courtland	5/16/1983	7/25/1983
Rose Hill	NE of Capron on VA 635	Capron	9/19/1983	1/1/1984
Simmons--Sebrell--Camp House	Zebulon Simmons Tract	Sebrell	6/19/2007	10/24/2007
Sunnyside	VA 673	Capron	10/22/1985	7/9/1986
Vaughan, Rebecca, House	26315 Heritage Lane	Courtland	12/8/2009	3/23/2010
Vincent, William H., House	23016 Main St.	Capron	9/11/2007	1/17/2008

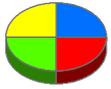
Source: Virginia Department of Historic Resources

Housing Projections

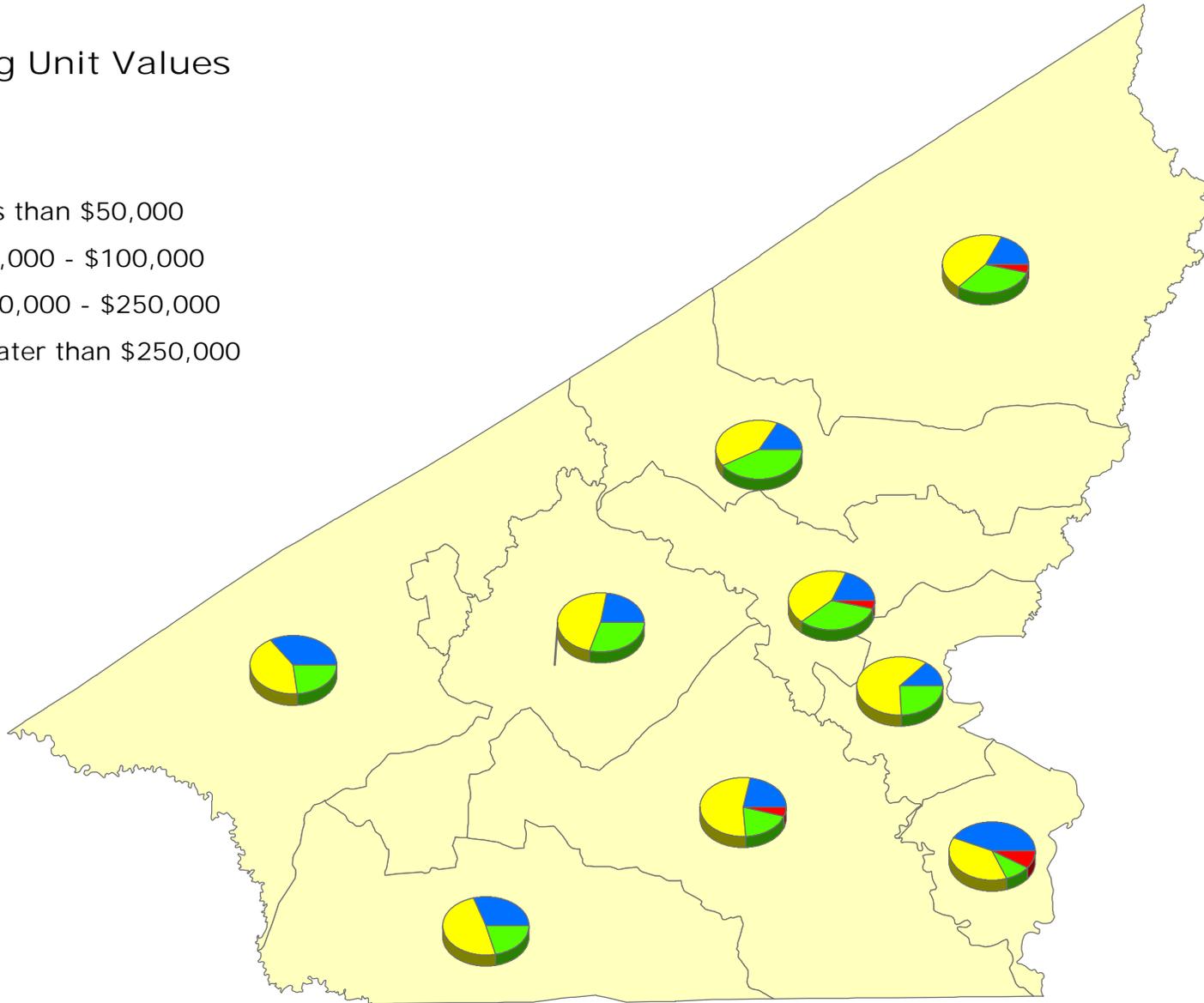
Population projections prepared by the Hampton Roads Planning District Commission indicate that an additional 6,018 people will live in Southampton County by 2030. With an average household size of 2.53, another 2,378 dwelling units will be required to house the population.

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, mobile homes account for a substantial number of the new housing units in the County and may help to accommodate low-income residents and those who may not be able to find suitable housing in nearby urban areas. With abundant undeveloped land and growing development pressures, the County will need to consider where best to locate additional housing units of varying types. With a growing elderly population, the County might also need to consider allowing higher density and mixed-use development, particularly near existing population centers.

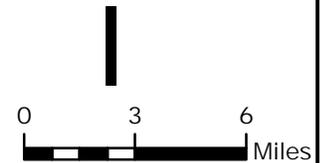
Housing Unit Values



- Less than \$50,000
- \$50,000 - \$100,000
- \$100,000 - \$250,000
- Greater than \$250,000



Map Created by HRPDC GIS Staff, December 2005
Data Source: U.S. Census, 2000



Map 2-1

*Value of Owner-Occupied Housing Units
by Block Group*

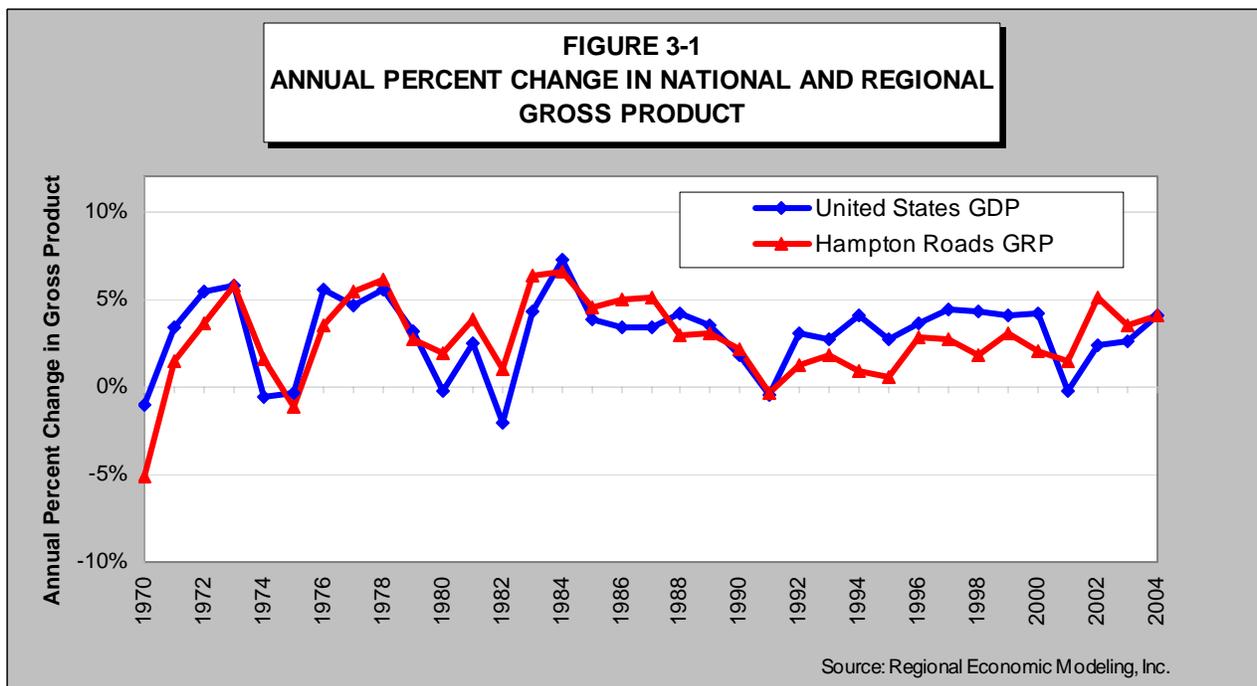


CHAPTER 3 - ECONOMY

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.

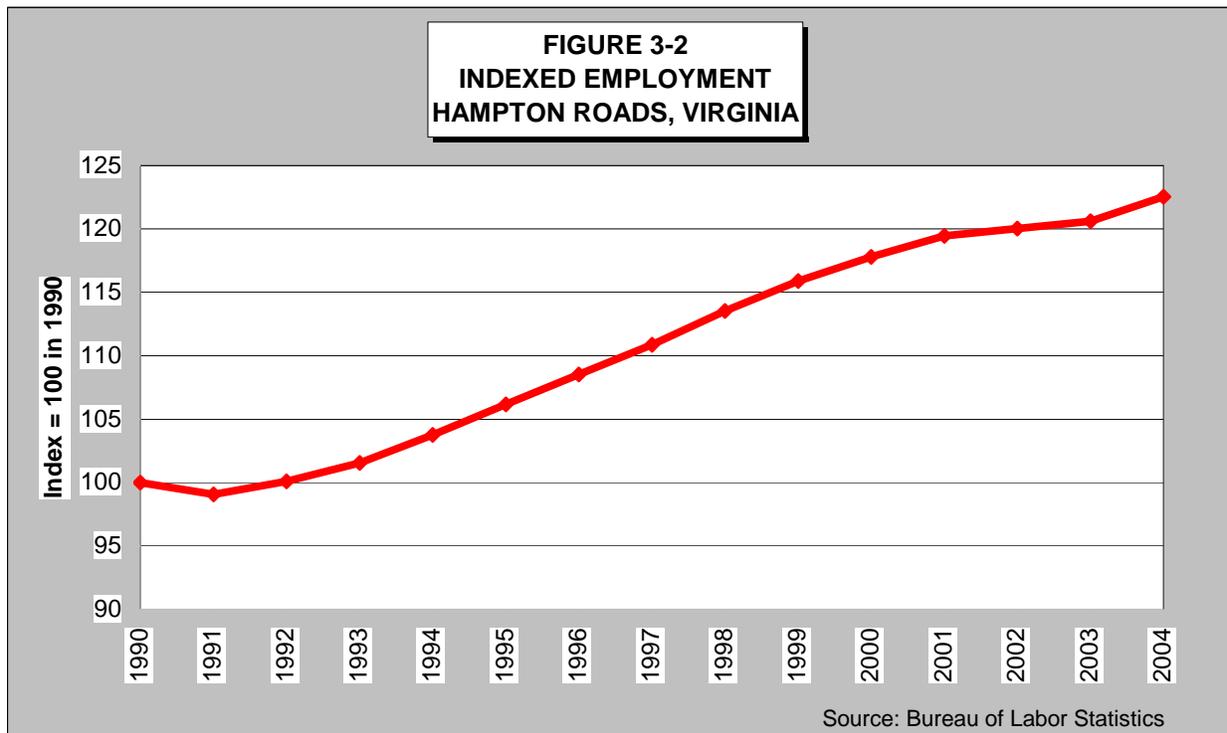
Many of the same factors that impact on the national economy, such as interest rates and inflation, also affect the local economy. The relationship between sub and super sector economies can be identified by comparing trends in the regional economy to the national business cycle.



The relationship between the economy in Hampton Roads and the national economy is illustrated in Figure 3-1. As is evident in the chart, the regional economy tends to track the national cycle.

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. The region was able to push through the national recession in 2001, growing the Hampton Roads' economy at an annualized average rate of 2.6% per year over the past decade. A variety of factors including strong

sector employment and recent increases in military spending have helped to sustain this growth. Indexed employment in Hampton Roads is illustrated in Figure 3-2.

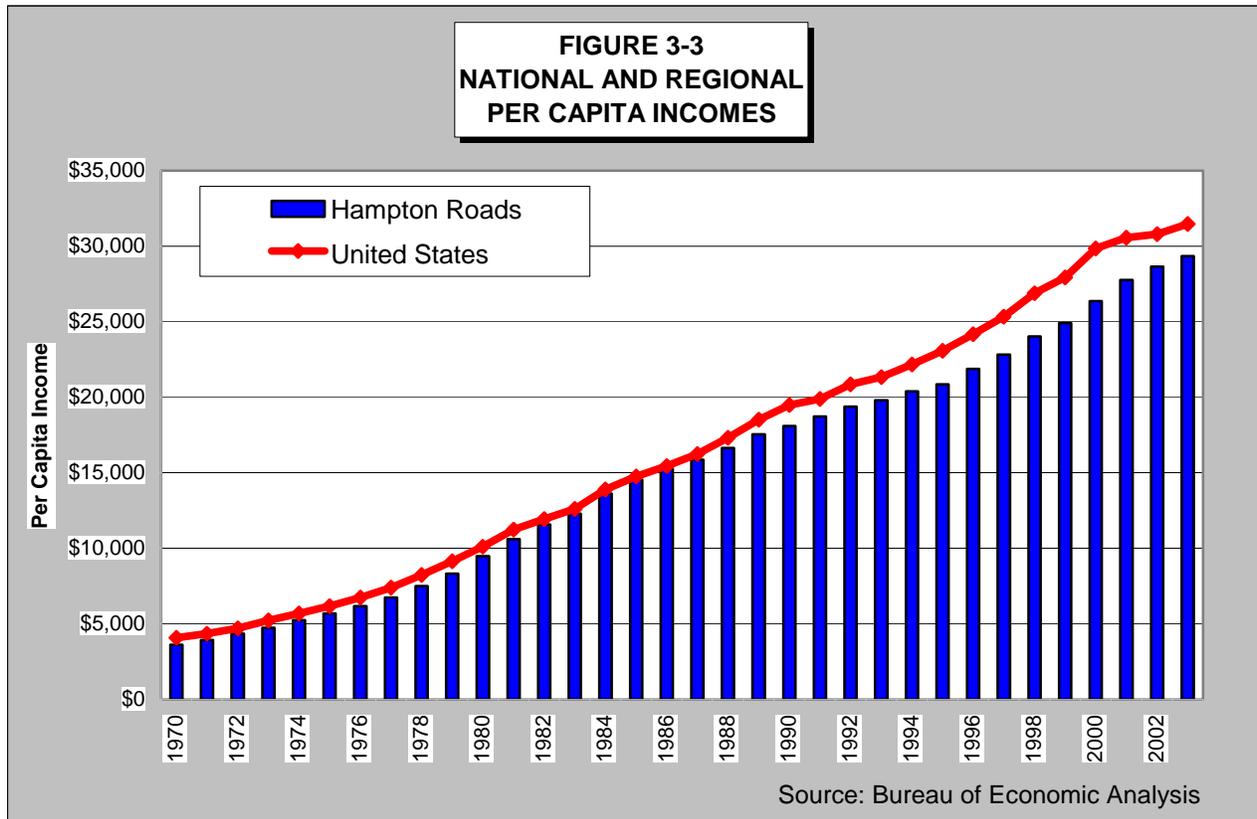


One of the most important employment sectors in the Hampton Roads economy is the military. Hampton Roads boasts the second largest concentration of military personnel in the United States. Department of Defense expenditures generate approximately 30% of gross product in the Tidewater region and are directly responsible for one out of every nine jobs. 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.

Hampton Roads is also home to one of the nation's premier ports. In 2004, over 33 million short tons flowed through the Port of Hampton Roads, making it the third largest port on the east coast. Over the past decade general cargo in Hampton Roads has grown at an average rate of 3.6% per year. The success of the local port has stimulated other industries in the region, such as transportation and warehousing.

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. Since 1970, per capita income has averaged over 7% less than national per capita income, as is shown in Figure 3-3. 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



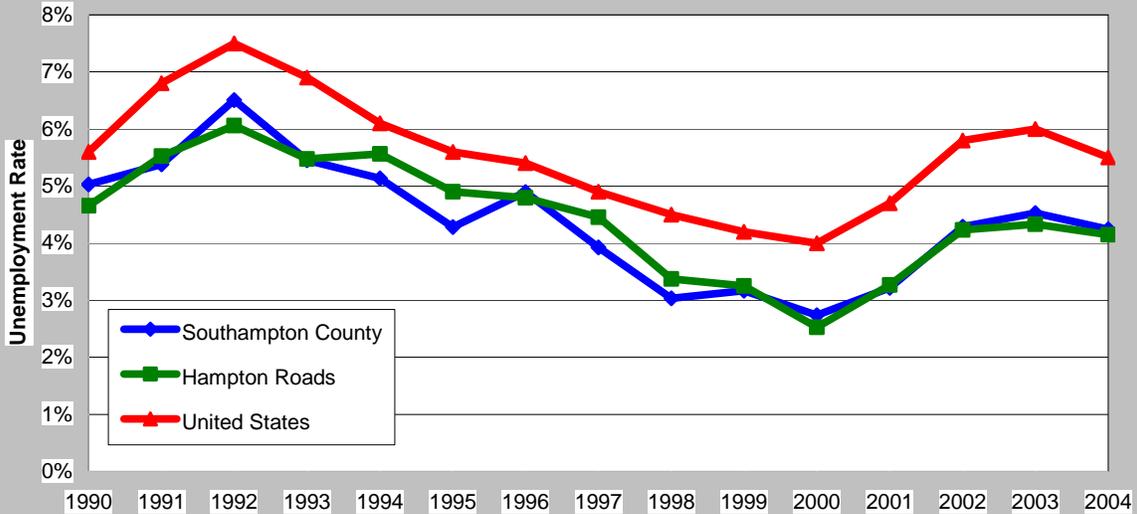
even above the national average.

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 well below the national average. Figure 3-4 illustrates county unemployment rates as they relate to both the region and the nation. According to the Bureau of Labor Statistics, Southampton County had a Civilian Labor Force of 7,610 in 2004. The unemployment rate at that time was 4.24%.

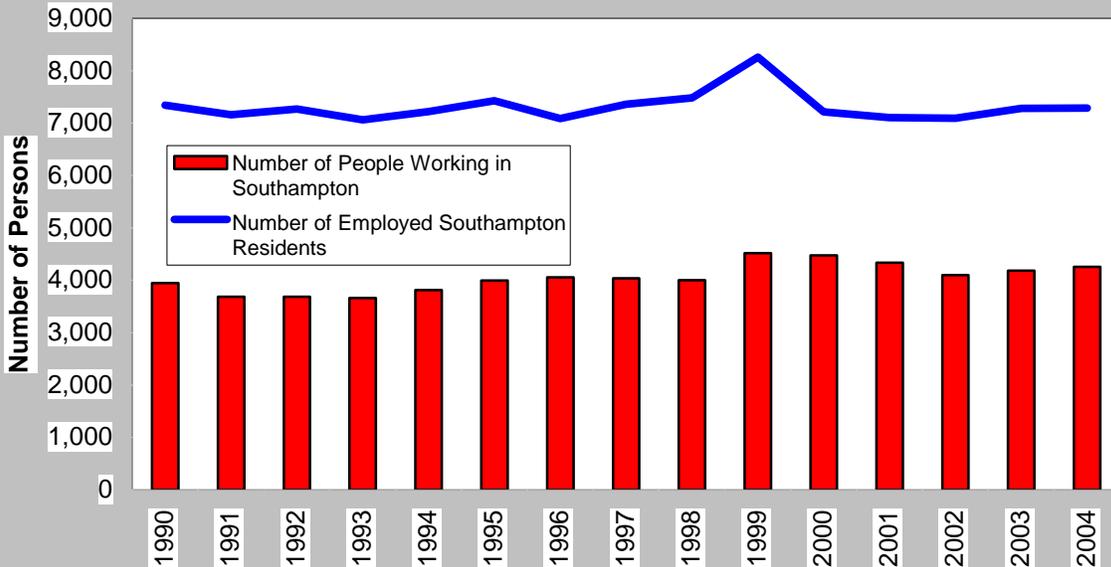
In spite its healthy labor force, Southampton County offers limited employment opportunities. Figure 3-5 illustrates the contrast between the County's labor force and employment. Labor force figures, which are based on residency, are significantly higher than employment figures for the county, suggesting that much of the County's labor force is employed outside of Southampton. According to commuting data in the 2000 Census, almost 60% of the County's labor force commuted to a place of employment outside of the County.

**FIGURE 3-4
LOCAL, REGIONAL, AND NATIONAL
UNEMPLOYMENT RATES**



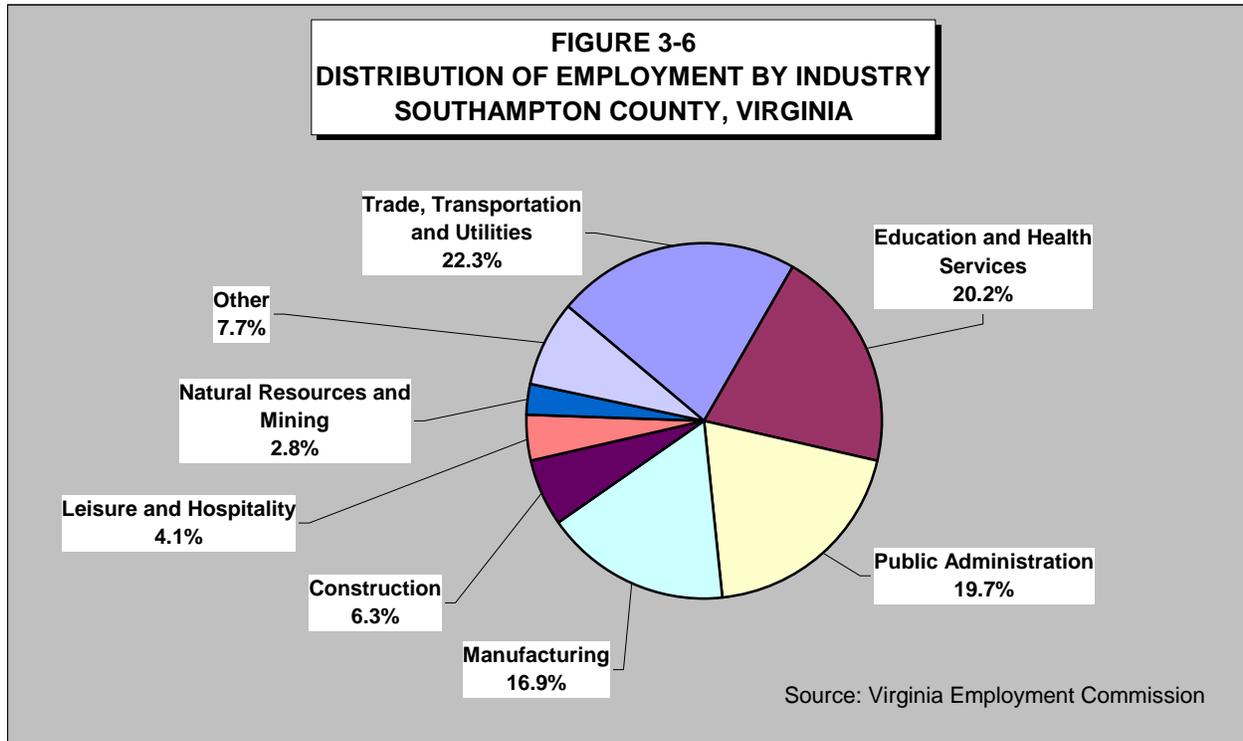
Source: Bureau of Labor Statistics

**FIGURE 3-5
LABOR FORCE AND EMPLOYMENT
SOUTHAMPTON COUNTY, VIRGINIA**



Sources: Bureau of Labor Statistics & the Virginia Employment Commission

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, the recent decline in Southampton County's manufacturing employment was offset by increases in health services & education employment. Four major sectors constitute almost 80% of employment within the county, as is evident in Figure 3-6. The County's largest sector, trade, transportation, and utilities, employed over 900 persons in 2004.



Private Sector Employment

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 private sector employers in Southampton County are listed in Table 3-1.

TABLE 3-1 MAJOR PRIVATE SECTOR EMPLOYERS SOUTHAMPTON COUNTY, VIRGINIA	
Employer	No. of Employees
Narricot Industries, Inc.	298
Hercules, Inc.	100
Chapman Lumber Co., Inc.	88
Valley Proteins, Inc.	60
Peanut Patch	58
Hubbard Peanut Co., Inc	55
Mid Atlantic Cotton Gin	40
Southampton Cutting Industries	36
IP Converting Innovation Ctr.	35
Commonwealth Gin	34
Atlantic Wood Industries	30
Southampton Power Station	30
Thorpe Peanut, Inc.	21
Meherrin Chemical	20
Porter's Wood Products, Inc.	20
R. M. Felts Packing Co.	16

Government Employment

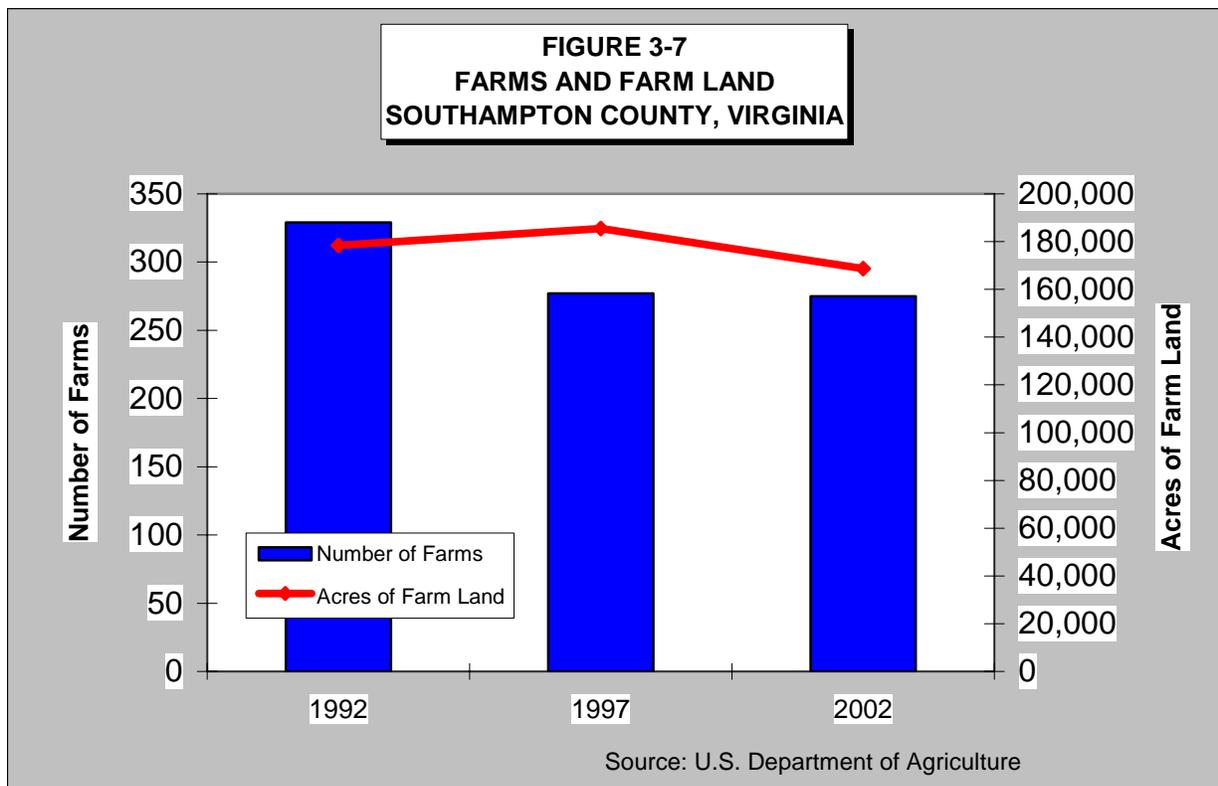
In Southampton County, 28 governmental establishments employed approximately 852 persons in the second quarter of 2005. This is approximately 21% of the County's total employment. The majority of these jobs, 655 or 77%, were provided by the State at 16 locations within the County, including Southampton Correctional Center. Another 181 jobs, or 21% of all government employment, were found at the local level.

Agriculture

Agriculture remains an important part of the economy in Southampton County. However, according to data from the 2002 Census of Agriculture, the number of farms in the County declined by 9% from 303 in 1997 to 275 in 2002. The number of acres devoted to farms also declined, down 10% from 186,746 acres in 1997 to 168,709 acres in 2002. More importantly, the market value of production dropped 37% from 1997 to 2002, down to \$35,002,000 in 2002 from \$55,361,000 in 1997. At the same time, government payments to farms in Southampton County rose 128% to \$2,920,000 in 2002. With the lower number of farms in the County, government payments per farm rose by 209% to \$21,161. Net cash farm income of operation in Southampton County was \$10,247 in 2002. Net cash farm income for the State was \$10,586. Figure 3-7 illustrates the decreasing number of farms and farm acreage in Southampton County.

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.

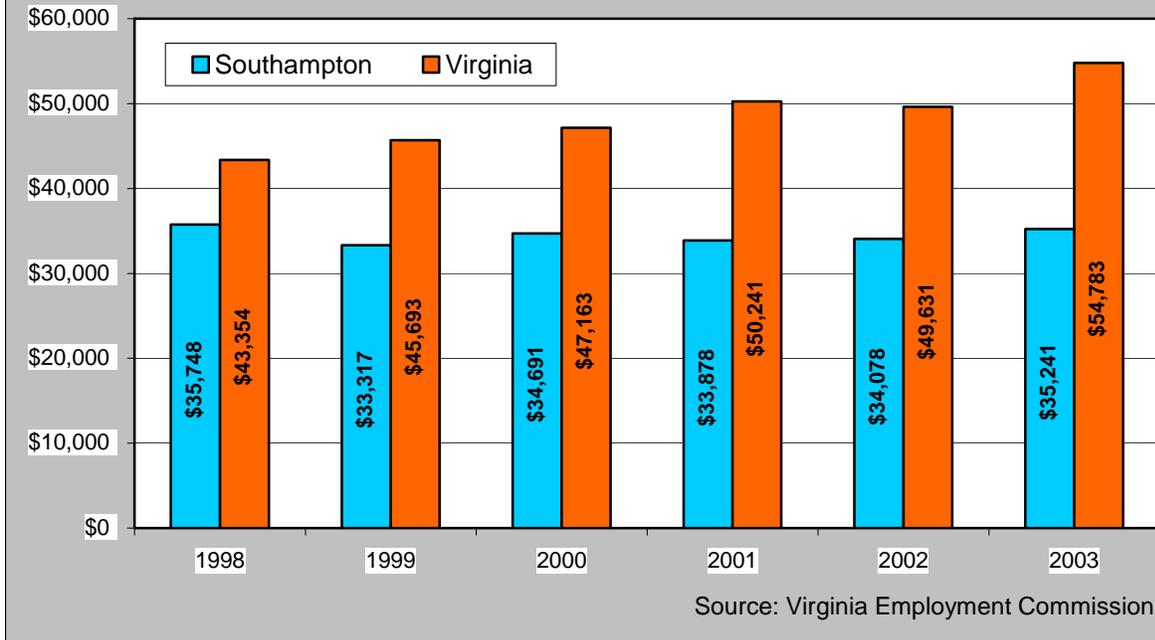


Income and Poverty

According to the Virginia Employment Commission, Southampton County had a median household income of \$35,241 in 2003. Figure 3-8 illustrates the median County income as compared to the median Virginia income from 1998 to 2003. While the median State income has grown over that period, the median Southampton income has been somewhat stagnant. The data indicates that the County's nominal median income has actually declined by almost 1.5% over from 1998 to 2003. After adjusting for inflation, the median income in Southampton County has declined by almost 13% in five years.

In 2000, Southampton County had a per capita personal income of \$16,930. The County's per capita income was approximately 84% of the per capita income in Hampton Roads as a whole (\$20,273), and 71% of the State per capita income of \$23,966.

**FIGURE 3-8
MEDIAN INCOME
SOUTHAMPTON COUNTY, VIRGINIA**



In 1999, there were 2,305 people reported to be living below poverty level in Southampton County. Adults 18 years and over accounted for 66% of those living in poverty, while adults age 65 and over accounted for 15% of the total. Many factors contribute to poverty, including under-employment, limited access to employment, poor wages, and lack of opportunity. In 2003, the Census Bureau estimated that 2,240 Southampton County residents fell below the poverty level, approximately 2.8% less than in 1999. However, the County's poverty rate of 12.6% is higher than the state average of 9.8% and the national average of 12.3%. Approximately 32% of impoverished County residents are 17 or younger.

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 sector and decline in agricultural production and profit. Employment and unemployment rates in the County have remained relatively steady over time despite minor year-to-year fluctuations. Major employers include government, transportation, and manufacturing companies. However, more residents work outside the County now than in the past.

There is a great deal of undeveloped land, 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.

The county's rural setting could soon 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.

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. Both Norfolk Southern and CSX trains regularly carry goods across the County. While freight transportation is served by both road and rail, other forms of personal transportation for the Southampton County residents are limited. The Franklin Municipal Airport, located in neighboring Isle of Wight County, does not offer air travel to the public. The closest commercial airports are located in Newport News, Norfolk, or Richmond.

Existing Roadway System

There are approximately 95 miles of primary roads and 670 miles of secondary roads in Southampton County. All existing primary roads are hard surfaced. About 573 miles of the secondary roadways (85.5%) are hard surfaced, while about 97 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, the majority of U.S. 58 (formerly known as Suicide Strip in Southampton County) is now a four-lane road from Virginia Beach to the west side of South Hill. U.S. 460 also connects the County with the greater Hampton Roads region and Interstates 95 and 85 in the Petersburg area. U.S. 258 connects the area with U.S. 17 to the north and the North Carolina line to the south. State Route 35 is a scenic road connecting U. S. 58 with I-95 south of Petersburg. It passes north to south through Courtland and the central part of the County. State Route 186 serves as a major thoroughfare for the Boykins/Branchville area.

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. The resulting two-day averages provide an illustration of demand on particular stretches of road. Table 4-1 provides a listing of the highest Daily Volumes for streets within the County, along with the length of the segment studied. Included are those with 9,000 or more vehicles per day.

As shown on Map 4-2, eight of the busiest road segments in the County are located on U.S. 58, as are the road segments that show the greatest increases in daily traffic volume. The highest daily traffic volumes are found on U.S. 58 and are clustered primarily around the City of Franklin. While many areas saw increases in traffic

volumes, some saw decreases in volumes between 2003 and 2006, particularly on U.S. 58 and U.S. 460 around the towns of Capron and Ivor.

**Table 4-1
Daily Traffic Volumes, 2000-2006
Southampton County, Virginia**

ROUTE	LOCATION	SEGMENT FROM	SEGMENT TO	2000 DAILY VOLUME	2003 DAILY VOLUME	2006 DAILY VOLUME	PERCENT CHANGE
US 58		Bus US 58 East Of Courtland	Bus US 58 West of Franklin	18,786	19,245	19,953	6.2%
US 58	Southampton Pkwy	US 58 Bus West of Franklin	US 258 South of Franklin	16,796	19,266	18,967	12.9%
US 58		US 258 South of Franklin	WCL Suffolk	16,883	17,429	17,475	3.5%
US 58	Southampton Pkwy	SR 35 & 58 Bus W of Courtland	Bus US 58 East Of Courtland	14,031	16,275	14,794	5.4%
US 58	Southampton Pkwy	87-653 Capron Greenville County Line	ECL Capron		14,403	14,138	-1.8%
US 58	Southampton Pkwy		W 87-615	12,928	14,905	13,048	0.9%
US 58	Southampton Pkwy	87-659	WCL Capron	12,695	14,869	13,040	2.7%
US 58	Southampton Pkwy	W 87-615	87-659	12,268	14,384	12,583	2.6%
US 460		Sussex County Line	WCL Ivor	10,316	10,797	9,855	-4.5%
US 460		87-616	ECL Ivor		10,470	9,538	-8.9%

Source: 2006 VDOT Daily Traffic Volume Counts, June 2006.

There are currently no bicycle or pedestrian facilities located within Southampton County. As a result of the safety concerns arising from the lack of these facilities, it is important to address the needs of both pedestrians and bicyclists as part of Southampton's future transportation goals.

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 Rural Safety Study found that, among Hampton Roads' rural jurisdictions, Southampton County experienced the second highest number of annual traffic crashes in 2004 with just over 400. The study also found that the County was the only rural jurisdiction to experience an increase in the number of crashes between 1999 and 2004, up 23.1%. By comparison, the Hampton Roads region saw an 8.7% increase

in the number of traffic crashes in the same period. However, the study also noted that the annual number of vehicle miles traveled was higher in Southampton County than in the other rural areas, therefore increasing the exposure to crashes. Among the rural jurisdictions studied, Southampton County had the lowest traffic crash rate in 2004 at 1.04 crashes per million vehicle-miles of travel (VMT).

**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 data contained in the HRPDC study includes information on alcohol related crashes, crash injuries, and fatalities. The data shows that the number of alcohol related crashes in Southampton County decreased by 25.5% from 1999 to 2004. The County also showed a modest decrease in the number of crash injuries in that period. However, Southampton had the highest number of traffic fatalities among rural jurisdictions in Hampton Roads. Although Surry County had the highest fatality rate, Southampton County had a fatality rate higher than both the Hampton Roads region and the statewide rate of 1.17 fatalities per 100 million VMT. Of the 38 traffic deaths that occurred in Southampton between 1999 and 2004, 47% involved alcohol and 47% involved fixed objects off the roadway.

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.

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. Rail service also supplies coal to the 60-megawatt cogeneration facility on State Route 671. To improve safety as traffic increases, VDOT's

Six-Year Improvement Programs for FY 06-11 and FY 07-12 call for the addition of gates and the upgrade of flashing lights at a number of railroad crossings in the 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 three 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.

Bus Service

There is no commercial bus service in Southampton County, although Greyhound Bus Lines does provide service in the nearby City of Emporia. No public bus system currently exists in the County.

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. Planned expansions at the Port will have a long-term effect on traffic on U.S. 58 and U.S. 460 in Southampton.

Planned and Recommended Improvements to the Transportation System

Recent improvements to the County transportation system focused on the U.S. 58 corridor, with the goal of widening the road to four lanes across the entire County. That goal was achieved in November 1993 with the completion of the four lane Courtland and Franklin bypasses. In addition, a new interchange overpass at the intersection of U.S. 58 and State Route 35 was opened in 1997. This overpass eliminates the high-speed intersection formerly located just east of the Southampton Middle/High School complex and provides a safer passage for the many students and citizens who travel this route.

Most of the recommended improvements to the transportation system in the County consist of improvements to the roadway system. These and others are described below.

Roadways

The Virginia Department of Transportation Six-Year Improvement Programs for FY 2006-2011 and FY 2007-2012 include funding for a number of projects in Southampton County. The FY 2006 program includes funding to add gates and upgrade warning lights at railroad crossings on State Routes 611, 673, and 730. The working draft for the FY 2007 program includes funding for bridge replacements on State Routes 35 and 308, as well for the addition of cantilever flashing lights at the railroad crossing on Main Street (State Route 35) in Courtland. In addition, planning continues for upgrades to the East Courtland interchange located at the intersection of U.S. 58 Business and the U.S. 58 Bypass. Both the 2006 and 2007 plans include funding for preliminary engineering of this project.

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 examines 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). The preferred alternative consists of a four-lane divided highway located 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 would provide access to the new roadway in Southampton County.¹

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

¹ Virginia Department of Transportation, Route 460 Location Study, <http://www.virginiadot.org/projects/460-alternatives.asp>, Accessed 05/09/2006.

unpaved road improvements. Currently, there are eight roads selected for improvements (Table 4-3).

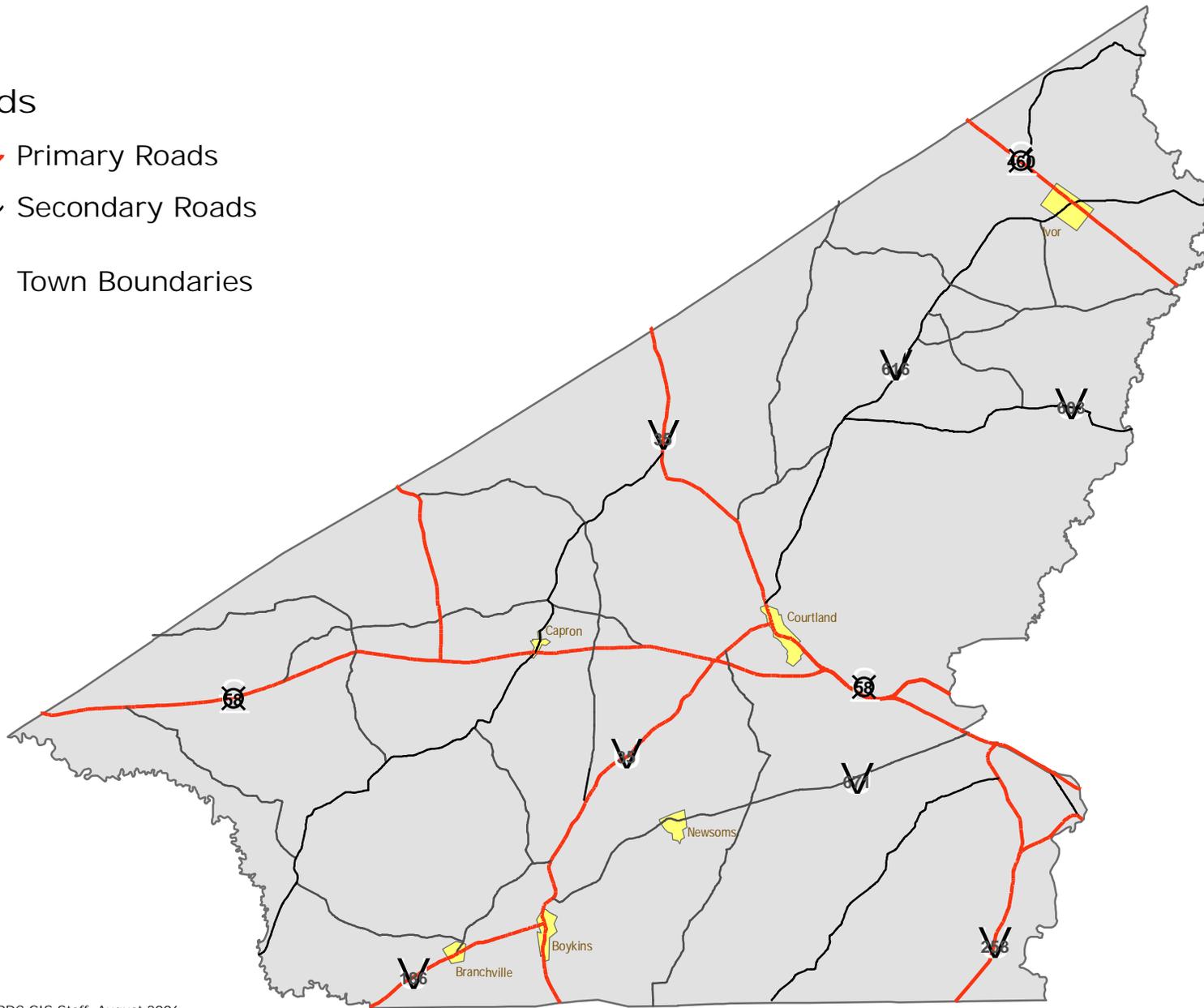
Table 4-3 Secondary Road System Priorities Southampton County, Virginia						
Road Name	Scope of Work	Estimated Cost	Previous Funding	Projected Allocations FY2006 - FY 2009	Projected Allocations FY2009 - FY 2012	Additional Funding Required
General Thomas Highway	5 lane with Turn Lane	\$4,867,800	\$2,522,999	\$2,344,801	\$0	\$0
Fullers Mill Road	Reconstruction	\$2,514,300	\$0	\$353,107	\$2,161,193	\$0
Governor Darden Road	Reconstruction	\$3,370,000	\$75,000	\$75,000	\$639,894	\$2,580,106
Proctors Bridge Road	Reconstruction	\$585,000	\$0	\$0	\$50,000	\$535,000
Whitehouse Road	Grade, Drain, and Surface Treat	\$362,727	\$362,727	\$0	\$0	\$0
Old Place Road	Grade, Drain, and Surface Treat	\$856,138	\$233,095	\$623,043	\$0	\$0
Rawlings Road	Grade, Drain, and Surface Treat	\$247,917	\$0	\$29,446	\$218,471	\$0
Indian Town Road	Grade, Drain, and Surface Treat	\$315,000	\$0	\$10,000	\$305,000	\$0

Source: Southampton County

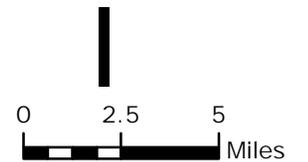
Southampton County relies primarily on its highways and roads for transportation and connections to Hampton Roads in the east and major interstate highways to the west. While the County has extensive freight service via both road and rail, transportation options for the County's residents are limited.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

Roads

-  Primary Roads
-  Secondary Roads
-  Town Boundaries



Map Created by HRPDC GIS Staff, August 2006
Data Source: VDOT

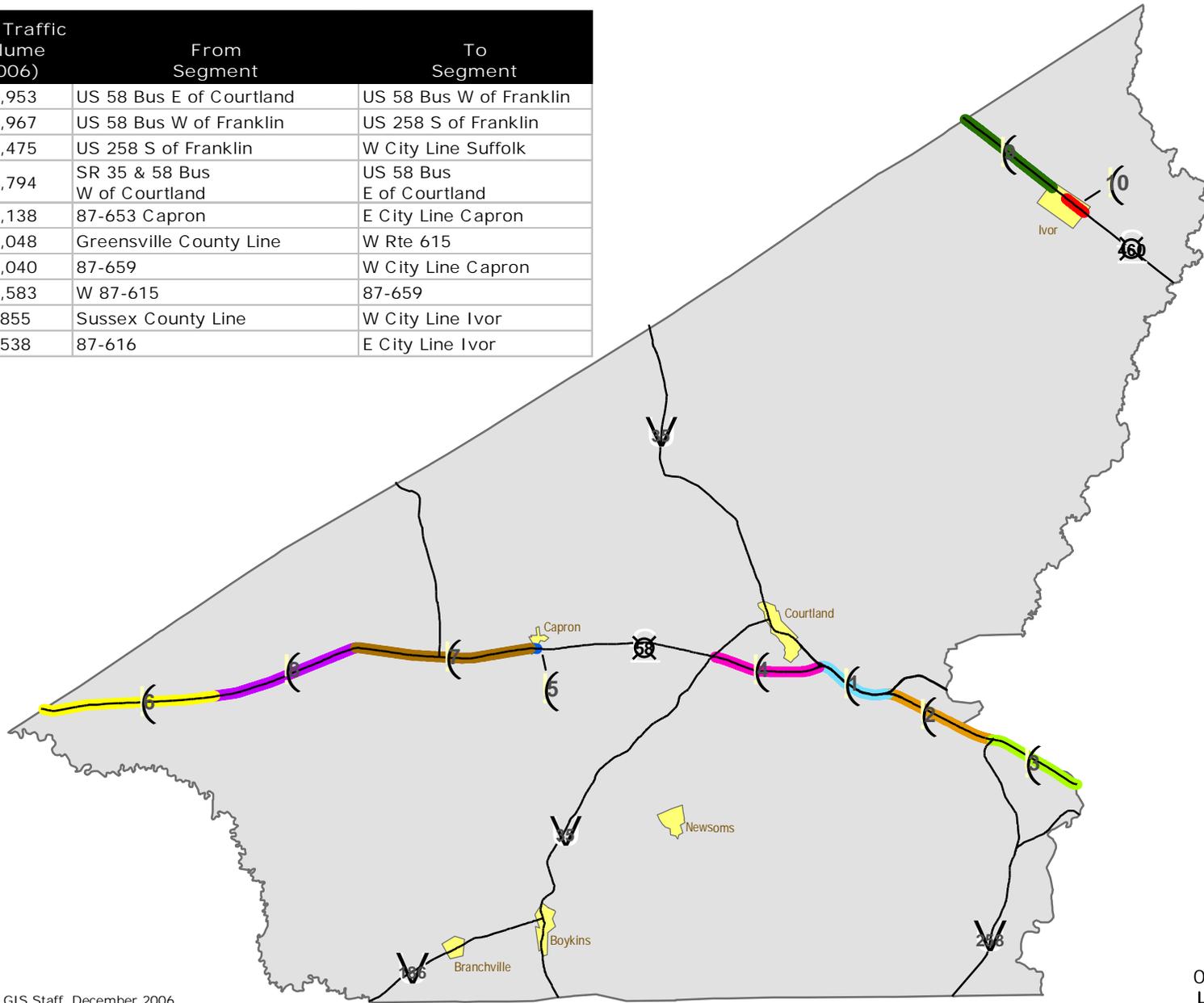


Map 4-1

Secondary Road Network



Map Number	Daily Traffic Volume (2006)	From Segment	To Segment
1	19,953	US 58 Bus E of Courtland	US 58 Bus W of Franklin
2	18,967	US 58 Bus W of Franklin	US 258 S of Franklin
3	17,475	US 258 S of Franklin	W City Line Suffolk
4	14,794	SR 35 & 58 Bus W of Courtland	US 58 Bus E of Courtland
5	14,138	87-653 Capron	E City Line Capron
6	13,048	Greenville County Line	W Rte 615
7	13,040	87-659	W City Line Capron
8	12,583	W 87-615	87-659
9	9,855	Sussex County Line	W City Line Ivor
10	9,538	87-616	E City Line Ivor



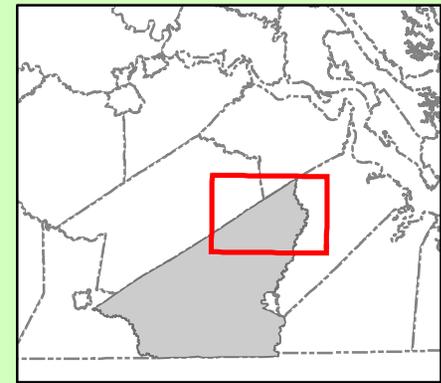
Map Created by HRPDC GIS Staff, December 2006
 Data Source: 2006 VDOT Daily Traffic Volume Counts, February 2006.



Map 4-2
Primary Road Network
Daily Traffic Volumes > 9,000



-  Towns
-  Route 460 (proposed alignment)
-  US Highway
-  Secondary Roads
-  Local roads
-  Railroads



Map Created by HRPDC GIS Staff, August 2006
 Data Source: VDOT



Map 4-3

Proposed Route 460 Alignment



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. While all County schools met or exceeded state achievement objectives in four core academic areas, 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. The school is located on U.S. 58 to the east of the Town of Capron. It reported an enrollment of 196 students for the 2005-2006 school year. Hunterdale Elementary School, located near the city of Franklin, was built in 1965 and enrolled 372 students in 2005-2006. Two new 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. Fall 2005 enrollment figures provided by the Virginia Department of Education indicate that the new schools enrolled 268 and 362 students, or 54% and 66% of design capacity, respectively.

A 2004 study conducted by Moseley Architects found that both Meherrin and Nottoway Elementary Schools have adequate site, building, and program facilities, although music programs were found to be only marginally acceptable at both locations. The remaining elementary schools were found to have a number of inadequacies, particularly in available building space. Capron was rated as average overall; Hunterdale was rated as

below average overall. The Southampton County School Board addressed these issues in its *Strategic Plan for Facilities Improvement*, published in October 2004. (See **Future Capital Needs** below.)

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 2005-2006 school year was 752, up 4% from 2001. 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 932 students for the 2005-2006 school year. Enrollment at the school has increased steadily over the past five years, and is up a total of 12.5% since 2001. The *Strategic Plan for Facilities Improvement* indicated that the high school would be over capacity by 2006 and recommended that mobile classrooms be installed. A permanent addition is expected to be complete in 2011.

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 has a total enrollment of approximately 470.

Enrollment

According to the Virginia Department of Education, total student enrollment in Southampton County Public Schools was 2,852 for the 2005-2006 school year, up 1.7% from the 2004-2005 school year. Total enrollment in Southampton Public Schools declined by approximately 2.1% from 2001 to 2003, but rose by about 2.4% from 2003 to 2005. School membership is expected to remain relatively constant through the 2010-2011 school year according to the Virginia Department of Education.

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. Southampton County students scored consistently well on the End of Course tests in Algebra I, Algebra II, World History, and Chemistry during school years 2003-2005. In addition, Southampton students showed significant improvement in many other areas in 2005, particularly Geometry, Grade 8 English and Math, and all Grade 3 SOL tests. Table 5-1 summarizes all SOL scores for Southampton County students for school years 2003-2005.

The Virginia Department of Education reported that the Southampton County School System promoted 90.8% of its students in the 2004-2005 school year, which was 5% less than the 95.9% state average. However, Southampton County's dropout rate of 1.46% compared favorably with the 1.87% average for the state.

**TABLE 5-1
STANDARDS OF LEARNING PASS RATES, 2003-2005
SOUTHAMPTON COUNTY, VIRGINIA**

Grade 3	English	Math	History	Science								
2003	50.3	55.2	56.5	63.2								
2004	55.6	83.2	82.9	83.9								
2005	75.7	84.9	87.2	92.2								
Grade 5	English	Writing	Math	History	Science							
2003	79.8	84.7	65.4	75.9	72.4							
2004	78.1	89.3	76.7	81.8	82.5							
2005	80.1	93.4	71.1	78.0	75.9							
Grade 8	English	Writing	Math	History	Science							
2003	52.3	68.6	43.1	76.1	73.9							
2004	54.6	70.8	62.0	N/A	78.5							
2005	68.1	68.6	68.9	N/A	79.8							
End of Course	English	Writing	Algebra I	Geom.	Algebra II	World History I	World History II	U.S. History I	U.S. History II	Earth Science	Biology	Chemistry
2003	78.1	87.2	88.6	40.2	88.4	92.9	100.0	N/A	N/A	66.2	58.5	94.2
2004	75.3	79.8	90.3	86.2	97.1	96.2	N/A	54.6	71.9	41.6	66.7	89.8
2005	89.6	85.5	89.1	71.9	98.7	93.0	100.0	50.2	83.4	61.8	69.4	91.7

Source: Virginia Department of Education

Higher Education

According to the Virginia Department of Education, 81% of 2005 Southampton High School graduates planned to continue their educations in two or four-year institutions or other post-secondary programs. 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 64% of the revenues received by the Southampton County Public School System in 2004-2005. Local funding provided another 32% of school revenue, while the remainder came from other sources including loans and bonds. Table 5-2 indicates the sources of public school system revenue from local, state, and federal governments for the 2004-2005 school year.

TABLE 5-2 PUBLIC SCHOOL REVENUES, 2004-2005 SOUTHAMPTON COUNTY, VIRGINIA		
<i>Source</i>	<i>Amount</i>	<i>Percent of Total</i>
From State Sales and Use Tax	2,747,044	10.27%
From State Funds	12,219,236	45.50%
From Federal Funds	2,198,521	8.19%
From Local Funds	8,514,027	31.71%
From Other Funds	1,073,741	4.00%
From Loans, Bonds, Etc.	1,641	0.01%
Total Receipts	26,754,210	99.63%
Balances at the Beginning of the Year	494,485	1.81%
Total Receipts and Balances	27,248,695	100.00%

Source: Virginia Department of Education

Table 5-3 depicts the distribution of all public school expenditures in the County for the 2004-2005 school year. The majority of expenditures, nearly 64%, were for teachers

TABLE 5-3 PUBLIC SCHOOL EXPENDITURES, 2004-2005 SOUTHAMPTON COUNTY, VIRGINIA		
<i>Expenditure</i>	<i>Amount</i>	<i>Percent of Total</i>
Administration	868,974	3.2%
Instruction	17,071,518	63.6%
Attendance and Health Services	560,770	2.1%
Pupil Transportation Services	2,227,104	8.3%
Operations and Maintenance	2,673,371	10.0%
Food Services	1,093,918	4.1%
Summer School	139,845	0.5%
Adult Education	56,423	0.2%
Facilities	102,112	0.4%
Debt Service and Transfers	2,059,782	7.7%
Total Disbursements	26,853,817	100.0%

Source: Virginia Department of Education

and other instructional staff. The data indicates that the total cost to educate a student in the Southampton County Public Schools was \$8,661 in Fiscal Year 2005, which ranked 56th among the 136 school systems in Virginia. The state average for cost per pupil was \$9,202.

Future Capital Needs

The Southampton County Public School Board produced its *Strategic Plan for School Facilities Improvement* in October 2004. The study covers school years 2004-2005 through 2008-2009 and assumes 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.
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.

Two of the three items directly address the School Board’s primary objective to eliminate temporary classroom space at the County’s elementary schools. Based on the recommendations in the plan, construction of the new Riverdale Elementary School, which will replace Hunterdale Elementary School, is expected to begin in June 2007. Construction is projected to be complete by September 2008. Similarly, 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. All 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 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 County and 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 69 sworn officers 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 two correctional centers in Southampton County and also has a security ward at Southampton Memorial Hospital. Southampton Correctional Center opened in 1938 and had an average daily population of 650 in 2004. Also located on the property are the Southampton Work Center for Men, the Southampton Pre-Release and Work Center for Women, and the Southampton Men's Detention Center. Deerfield Correctional Center opened in 1994 and reported an average daily population of 467 in 1999. Both facilities are located near Capron.

Fire and rescue service in Southampton County is provided by nine volunteer fire departments and four volunteer rescue squads. Fire departments are located

throughout the County in Boykins, Branchville, Capron, Courtland, Drewryville, Ivor, Hunterdale, Newsoms, and Sedley. Rescue squads are located in Boykins, Capron, Courtland, and Ivor. Map 6-1 shows the locations of these facilities.

Health Care

Southampton Memorial Hospital, a 221-bed facility established in 1963, is located on North High Street 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 long-term care and a cardiac rehabilitation center. In addition, the hospital contains a Virginia Department of Corrections Security Ward. Southampton Memorial just completed a 60,000 square foot addition and renovation, expanding the emergency care, outpatient, and secure facilities.

Other health care facilities 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.

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 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

Southampton County does not have a parks and recreation department, but there are many recreational opportunities available to residents. Hunting, fishing, and boating are the most popular recreational activities in the County. Other recreational opportunities include horseback riding, water sports and golf. There is also an annual fair held in conjunction with the City of Franklin.

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

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 its natural and recreational value, a portion of the Nottoway River from the Sussex County Line to Cary’s Bridge has been designated as a Virginia Scenic River. This designation will help to protect the river for public use and enjoyment. The 2002 Virginia Outdoors Plan recommends that the County’s Blackwater River also be evaluated for designation. The Outdoors Plan contains some additional observations and recommendations regarding recreational opportunities in the County, including the following:

- 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.

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 five-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.

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 has 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 resulted in significantly lower solid waste volumes. The County also provides monitors at the Boykins and Ivor transfer stations, while SPSA staffs the Franklin site.

Southampton 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. 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 town in which it is located. It currently has adequate capacity to accommodate growth in its service area. However, the Courtland Wastewater Treatment Plant is expected to soon reach capacity and will require expansion to accommodate future growth. In January 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 will become 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

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

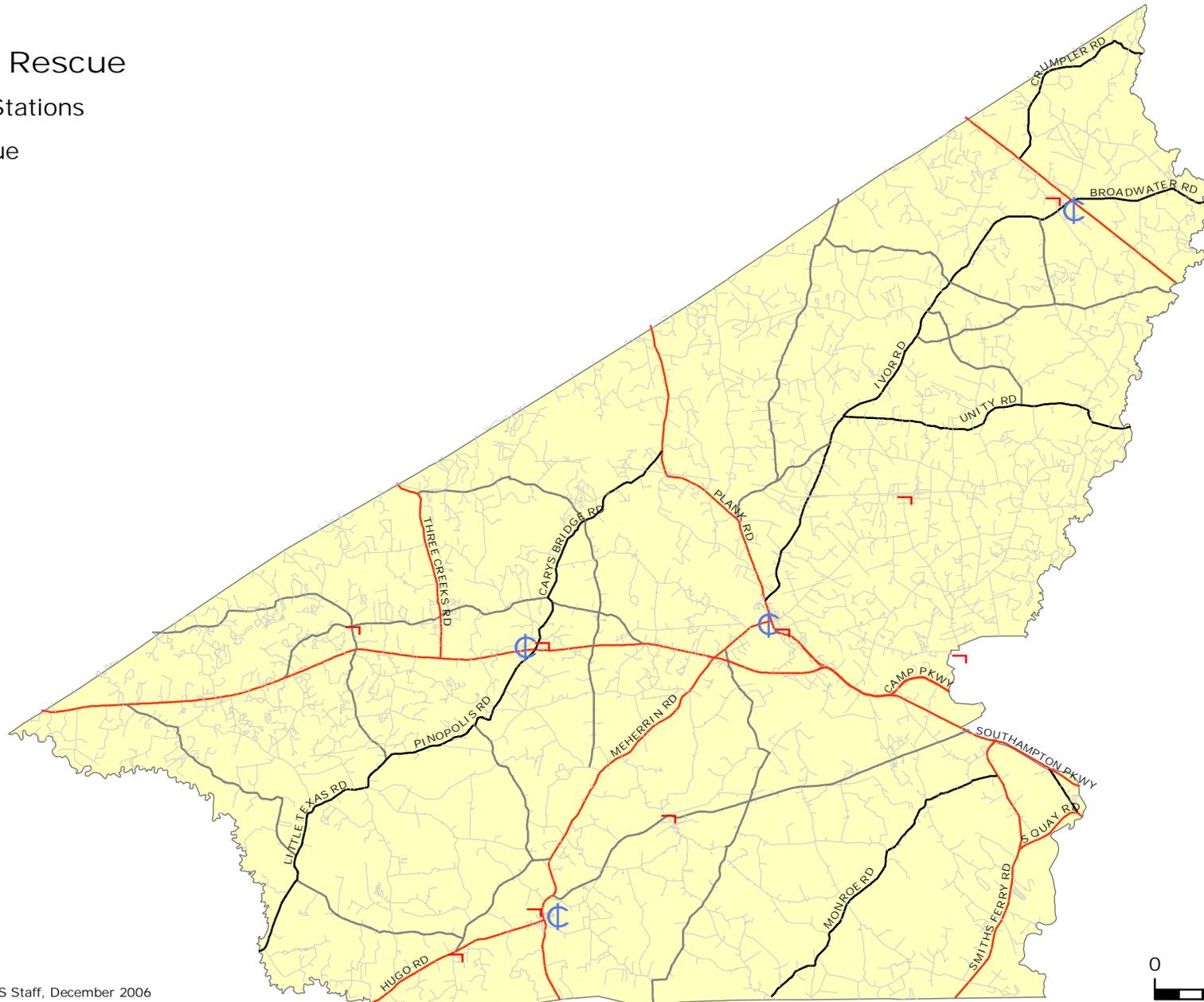
Treatment Plant. Upon completion of the Courtland WWTP project, Edgehill wastewater may be redirected to the new facility. All other areas of the County are served by private on site systems.

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.

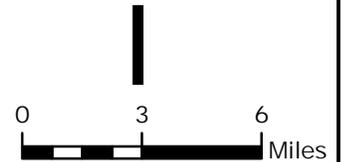
Fire and Rescue

└ Fire Stations

⊕ Rescue



Map Created by HRPDC GIS Staff, December 2006
Data Source: VEDP

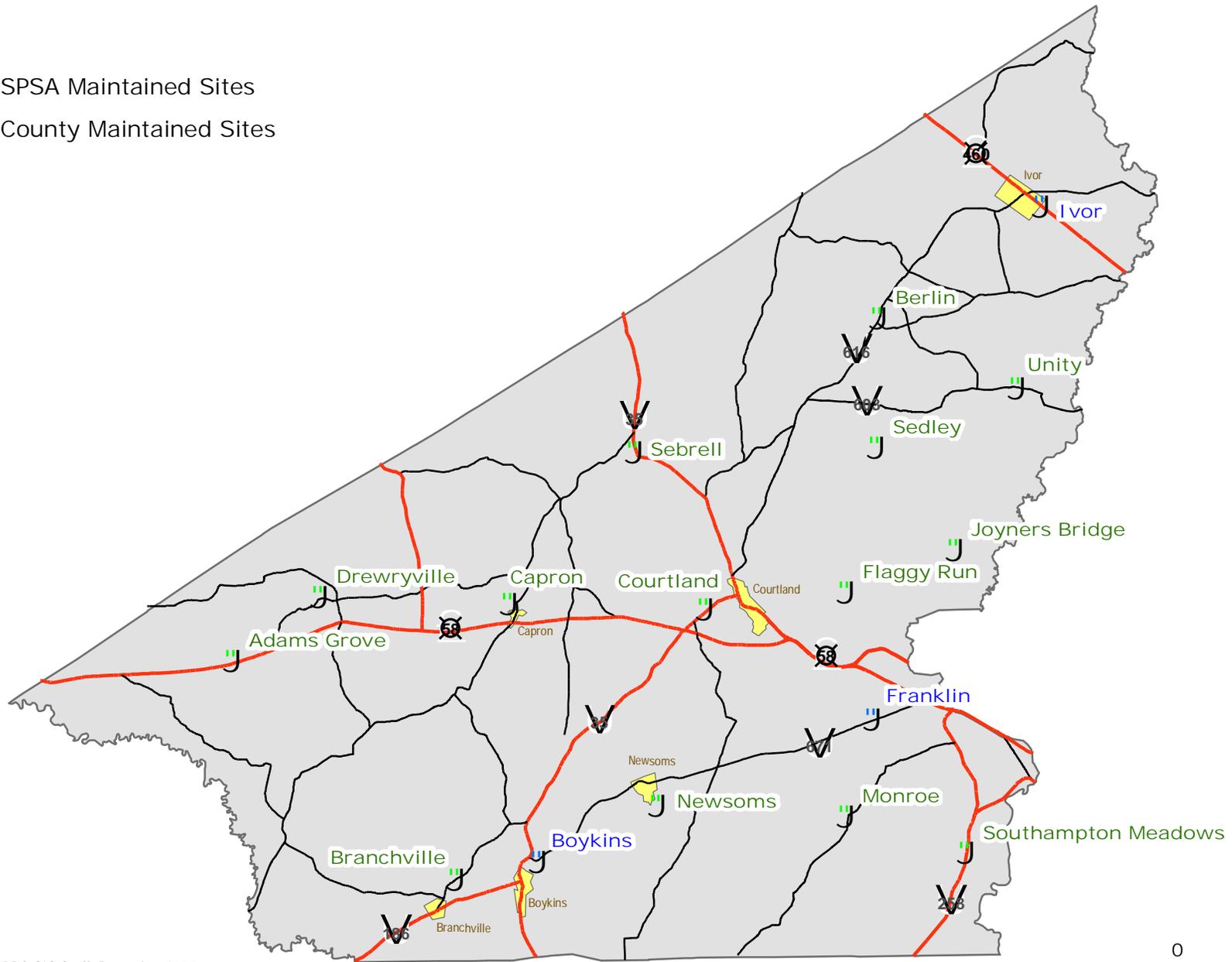


Map 6-1

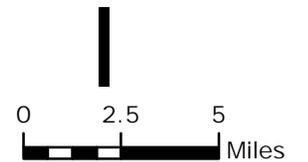
Fire and Rescue Stations



-  SPSA Maintained Sites
-  County Maintained Sites



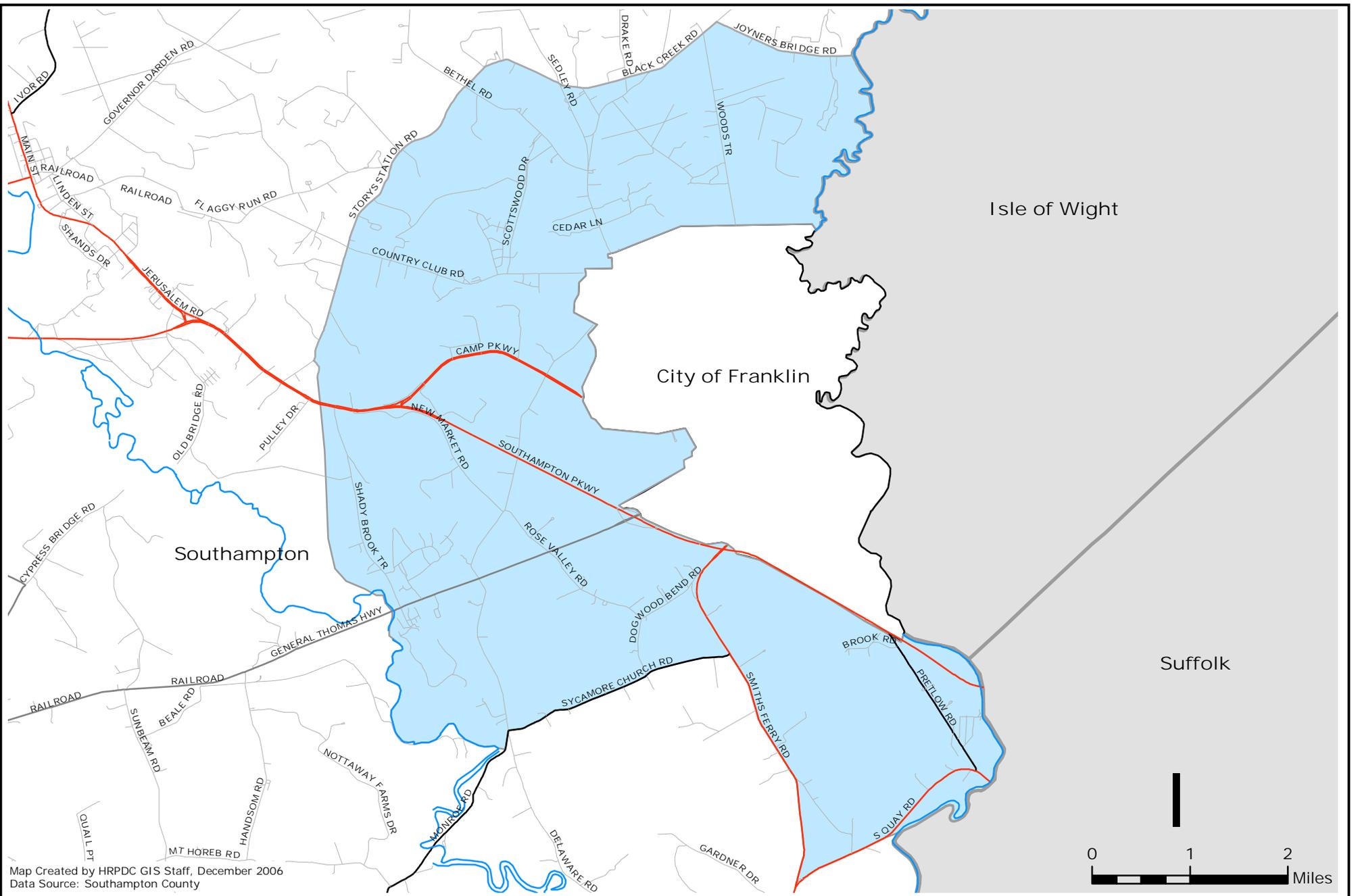
Map Created by HRPDC GIS Staff, December 2006
 Data Source: Southampton County, SPSA



Map 6-2

Soild Waste Collection & Transfer Stations





Map Created by HRPDC GIS Staff, December 2006
 Data Source: Southampton County



Map 6-3
Revenue Sharing Area



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 57.8 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 49.07 inches and an average annual snowfall of 7.2 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.

Air Quality

According to the Virginia Department of Environmental Quality (DEQ), there are no known air quality problems in Southampton County. 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 2004 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 ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and particulate matter.

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. The request is under review.

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.

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. 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 not been an important activity 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.

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. Permits from the U.S. Army Corps of Engineers and State of Virginia are required for development in non-tidal wetlands.

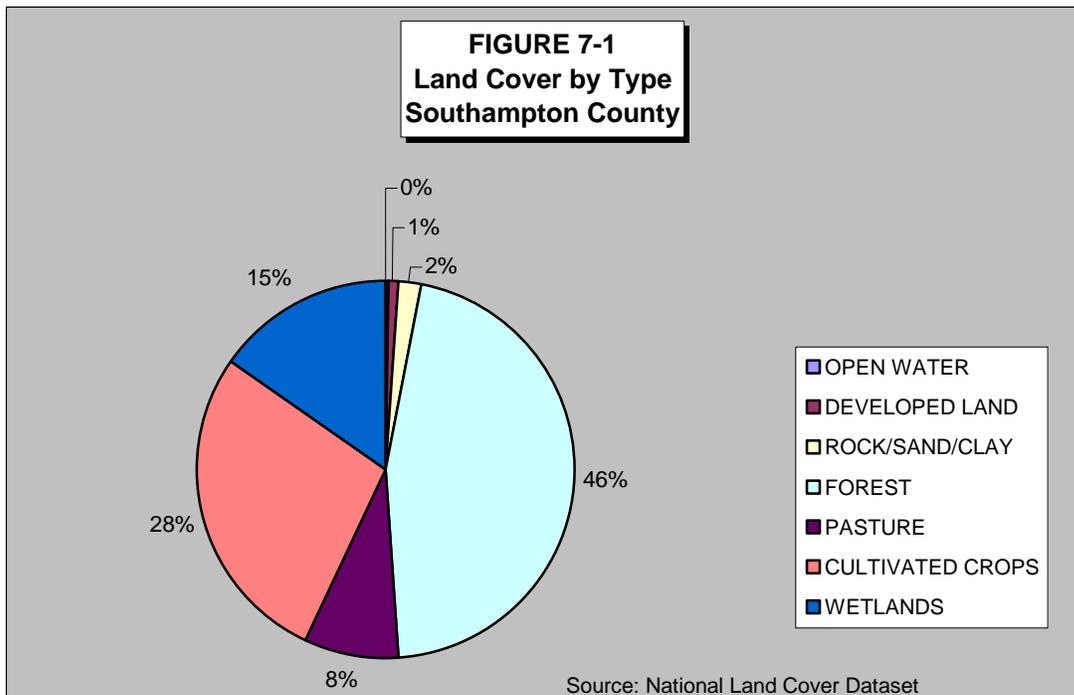
Floodplains are defined as land that has been or may be covered by floodwater during a regional flood. A floodplain includes the floodway (the river or moving water) and the flood fringe, or the area that is covered with standing water during a flood. All of the County's main streams flow slowly toward 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. The flood was a result of the excessive rain from Hurricane Dennis and Hurricane Floyd, which overwhelmed drainage basins and rivers, particularly the Nottoway and Blackwater Rivers and Tarrara Creek in Boykins. Approximately 180 housing units were damaged or destroyed, and seventy-five percent of the secondary routes in the County were under water or washed out in sections. 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 Federal Emergency Management Agency (FEMA) in Washington, D.C. has mapped the stream and river flood plains in Southampton County. The County and the City of Franklin qualify for the National Flood Insurance Program, which provides those structures within the mapped flood hazard areas with flood insurance coverage at moderate premium rates.

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 386,000 acres that make up the County, 176,414 acres or 45.7% 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 138,223 acres or 35.8% of land in the County. Peanuts, cotton, corn for grain or seed, and soybeans are the primary crops. Figure 7-1 illustrates the land cover types in Southampton County.



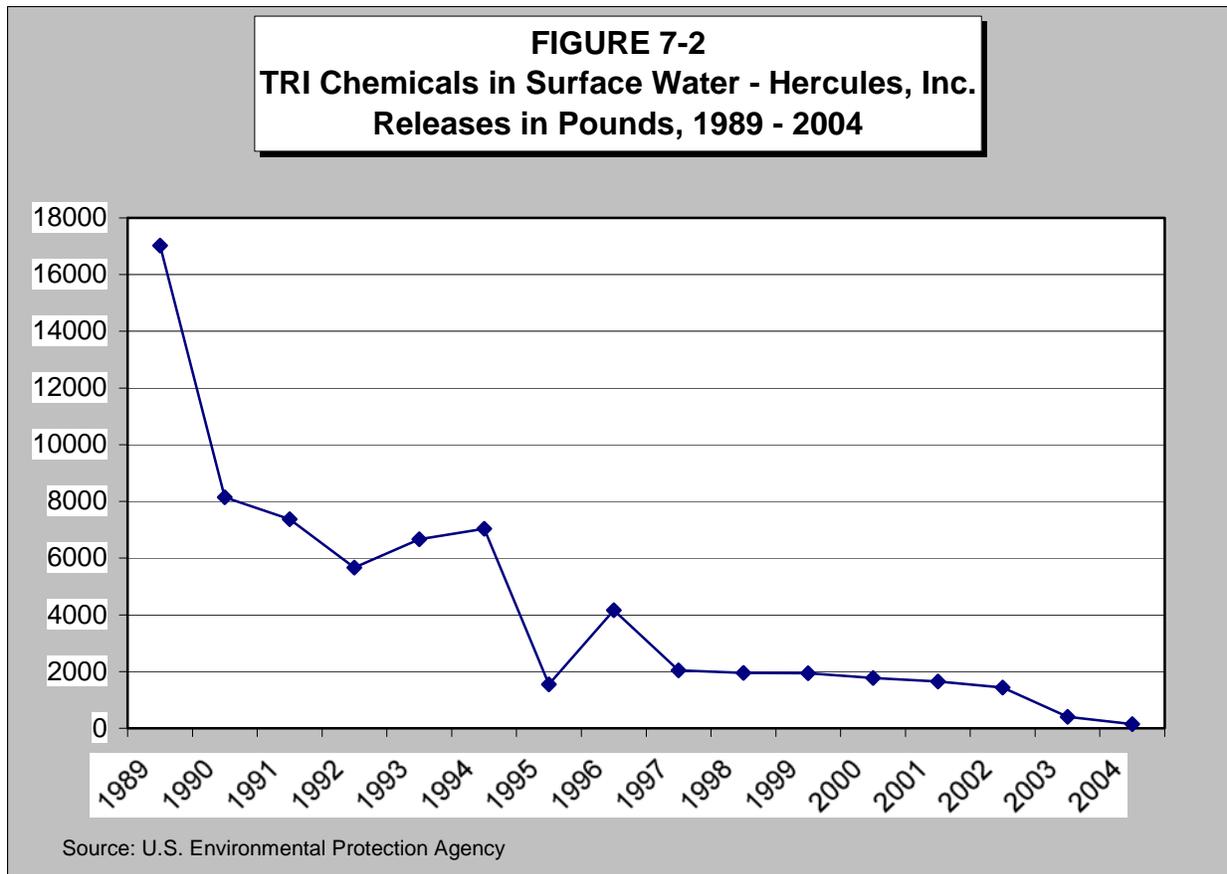
Surface Water Resources

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. 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 eight sources: Atlantic Wood Industries, Boykins Wastewater Treatment Plant, Capron Elementary School, Courtland Wastewater Treatment Plant, Franklin Sewage Treatment Plant, Hercules Incorporated, Southampton Correctional Complex, and the Southampton Power Station. Of these, only the Franklin Sewage Treatment Plant is considered a major discharger. EPA Water Discharge Reports noted numeric violations for total recoverable copper at the plant on three occasions, in September 2005, December 2005, and March 2006. Numeric violations were also noted at the plant for total suspended solids in September 2005, for nitrogen/ammonia in June 2005, and for fecal coliform in May and June 2005.

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. Four facilities in the County are EPA-regulated for TRI, including Atlantic Wood Industries, Hercules Incorporated, Valley Proteins Incorporated, and the Southampton Power Station. Of these, only Hercules Incorporated has reported surface water discharges since 1996. Figure 7-2 shows a generally steady downward trend in the amount of chemicals released to surface waters by the plant, from a high of approximately 17,000 pounds in 1989 to a reported 146 pounds in 2004.

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. For example, TRI data indicates that the International Paper Franklin Mill released a total of 288,713 pounds of chemicals to the Blackwater River in 2004. The mill discharges at a point in the Blackwater River just above the North Carolina border, and may contribute to water quality problems in the Chowan River. 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 October 2003, a Virginia Department of Health (VDH) fish consumption advisory for 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 redear sunfish. This advisory was modified in July 2005 to include the bowfin, white catfish, 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.

In 2004, DEQ identified eighteen water body segments within Southampton County as impaired waters (Table 7-1). 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: 303(d) Impaired Waters, Southampton County

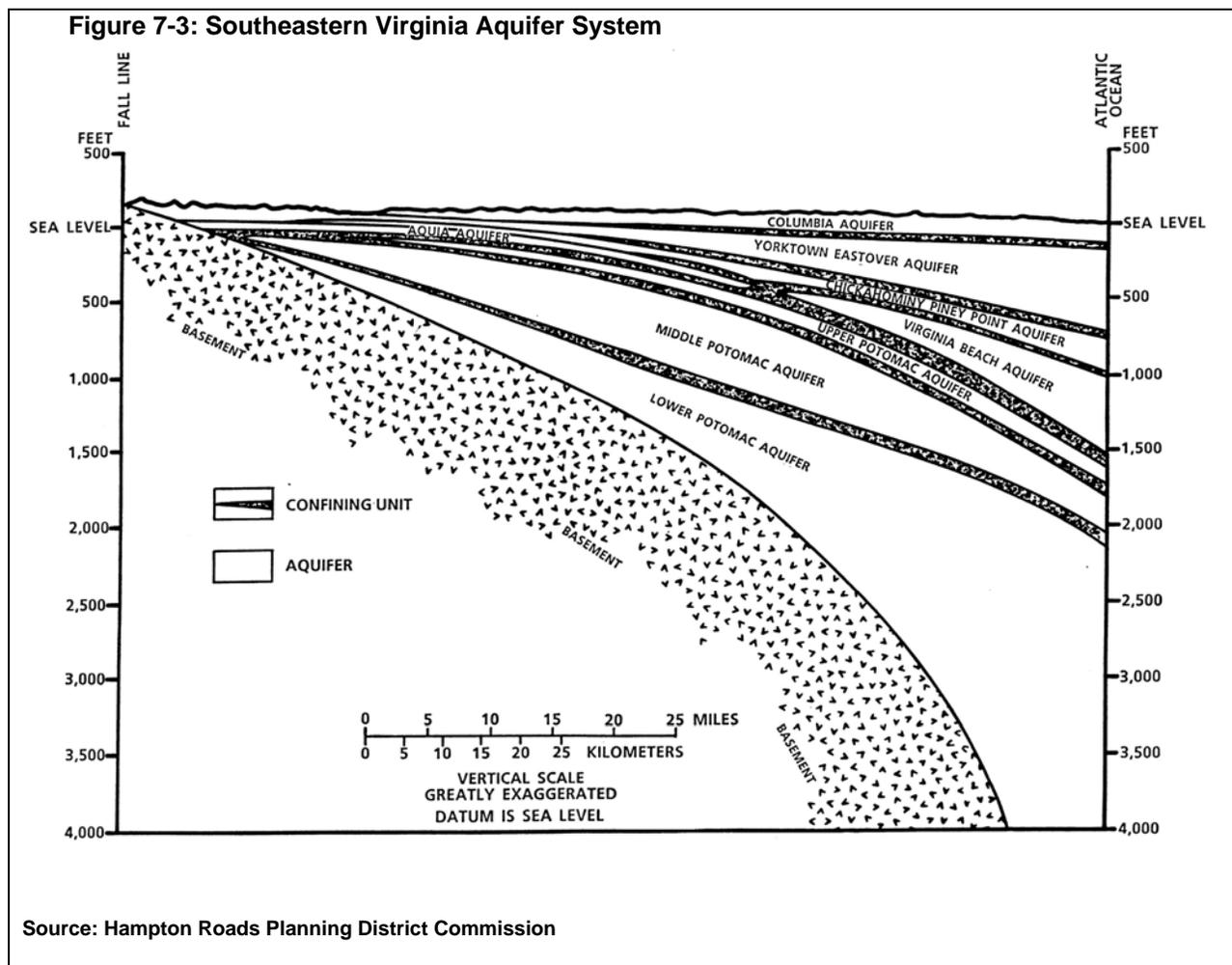
Waterbody Name	Size	Impairment	Source	Date First Listed	TMDL Development Date
Meherrin River	5.72 mi	Dissolved Oxygen, Fish Tissue-PCBs & Benzo flourathene	Hypolimnetic release, Unknown	2002	2014
Nottoway River	18.53 mi	Fecal coliform	Unknown	2004	2016
Raccoon Creek, Spring Creek	35.54 mi	Dissolved Oxygen, pH	Natural Conditions	1998	2010
Raccoon Creek	19.3 mi	Fecal coliform	Unknown	2002	2010
Otterdam Swamp, Three Creek	19.16 mi	Dissolved Oxygen, pH	Hypolimnetic Waters, Natural Conditions	1998	2010
Assamoosick, Seacorrie, German, Pigeon Swamps	37.72 mi	Dissolved Oxygen, pH, Fecal Coliform, Ammonia	Natural Conditions, Phosphorus, Ammonia, Unknown, NPS-Agriculture, Unknown, NPS-Agriculture	1998	2010
Tarrara Creek	12.8 mi	Dissolved Oxygen, Fecal Coliform	Natural Conditions, Unknown	1996	2010
Flat Swamp (lower)	5 mi	Dissolved Oxygen, pH, Fecal Coliform	Natural Conditions, Natural Conditions, Unknown	2004	2016
Three Creek (Upper portion)	10.91 mi	Dissolved Oxygen	Natural Conditions	1996	2010
Three Creek (Lower portion)	10.04 mi	Dissolved Oxygen, pH, Fecal Coliform	Natural Conditions, Natural Conditions, Unknown	1996	2010
Applewhite Swamp	6.24 mi	pH	Natural Conditions	2004	2016
Darden Mill Run	9.59 mi	Dissolved Oxygen, pH, Fecal Coliform	Natural Conditions, Natural Conditions, Unknown	2002	2014
Blackwater River (Downstream from Zuni)	40.22 mi	Fish Tissue - Hg	Unknown	2004	2016
Blackwater River (Upper)	21.98 mi	Dissolved Oxygen, Fecal Coliform	Natural Conditions, Unknown	1996	2010
Seacock Swamp (Lower)	2.47 mi	Fecal Coliform	Unknown	1998	2010
Brantley Swamp	7.04 mi	Dissolved Oxygen, pH	Natural Conditions, Natural Conditions	2004	2016
Blackwater River (Lower)	19.87 mi	Dissolved Oxygen	Natural Conditions	1996	2010
Buckhorn Creek unnamed tributary	2 mi	Dissolved Oxygen, pH	Natural Conditions, Natural Conditions	1998	2010

Source: Virginia DEQ, List of Impaired (Category 5) Waters in 2004

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 7.8 million gallons per day (MGD) in 2000. The majority of the water withdrawals were from ground water sources (6.14 MGD) while the remainder came from surface water withdrawals (1.66 MGD). Most of the ground water withdrawals support industrial uses (5.03 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.

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 is International Paper's Franklin Mill. The U.S. Environmental Protection Agency's 2004 Performance Track Annual Performance Report reported that water usage totaled approximately 29 MGD at the Franklin Mill in 2004 and had declined slightly since 2002. However, data from DEQ indicates that the mill used approximately 32 MGD in 2005, a 10% increase over 2004. USGS reports also show that large ground water withdrawals from this mill, combined with those from another paper mill located to the north in King William County and other industrial and municipal withdrawals throughout Southeastern Virginia, caused the formation of a cone of depression more than 100 feet below sea level around Franklin, and more than 50 feet below sea level in much of southern Virginia extending into North Carolina.

The USGS is developing an updated ground water model for the Virginia Coastal Plain. It will be completed during 2007. DEQ is planning to use the new model to evaluate ground water withdrawals. The model will be a better tool for evaluating and managing the ground water resources. It will include an updated representation of the hydrogeologic framework based on a recent USGS study. The model will also incorporate improved simulation techniques to represent rivers, the saltwater boundary, and vertical leakage of ground water through the confining units.

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.

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.

Currently, Southampton has no public parks or recreational facilities with the exception of the athletic fields located at the middle and high 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.

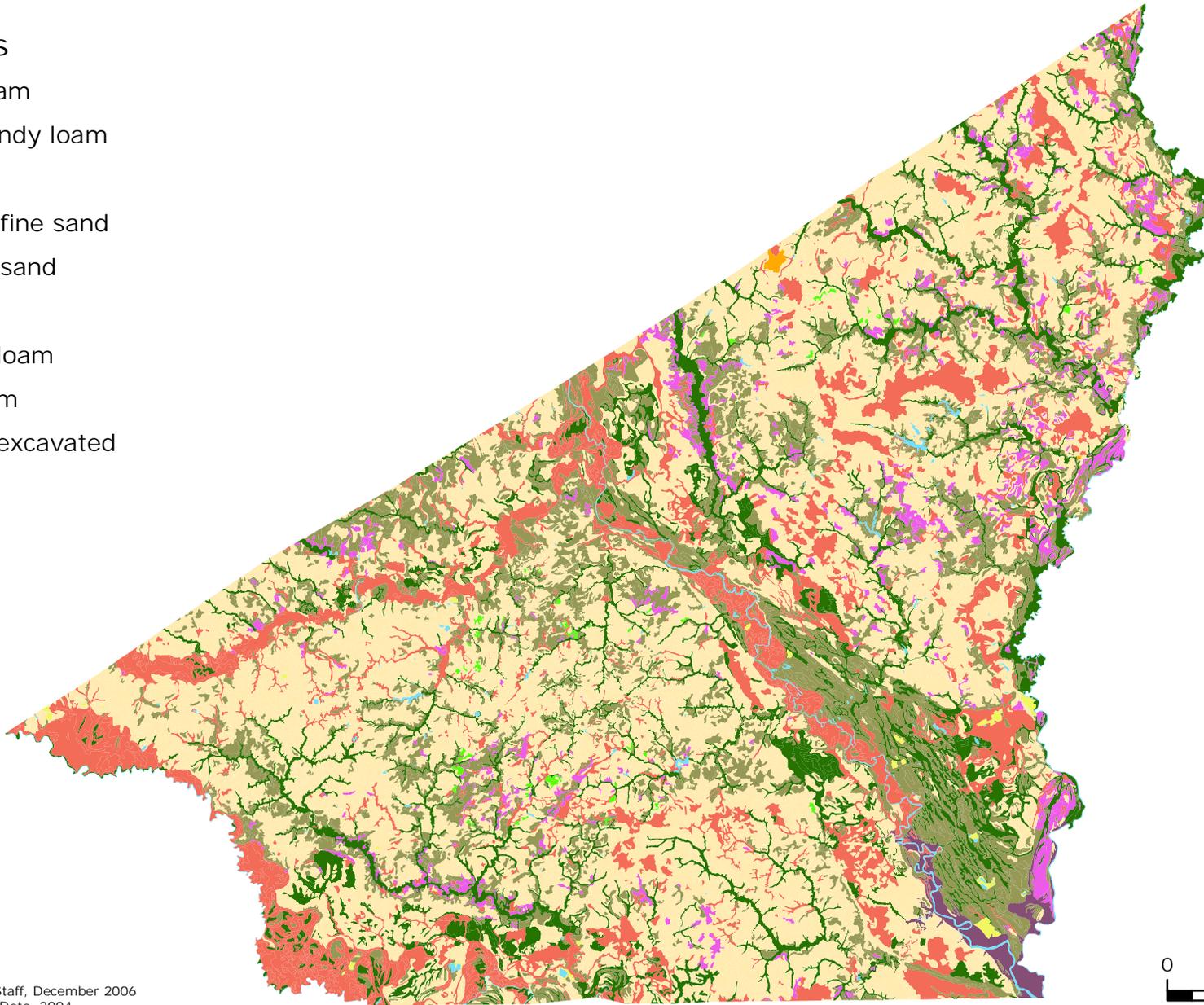
Strategic Planning for the Preservation of Natural Systems and Rural Character

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.

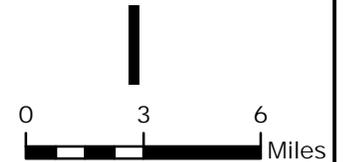
The recently completed Hampton Roads Conservation Corridor Study (HRCCS) presents a green infrastructure based approach to conservation planning in Hampton Roads. The summary map for the study identifies high priority areas for water quality and habitat protection and opportunities for connectivity between 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.

Soil Types

- Clay loam
- Fine sandy loam
- Loam
- Loamy fine sand
- Loamy sand
- Muck
- Sandy loam
- Silt loam
- Urban\excavated
- Water



Map Created by HRPDC GIS Staff, December 2006
Data Source: NRCS SSURGO Data, 2004

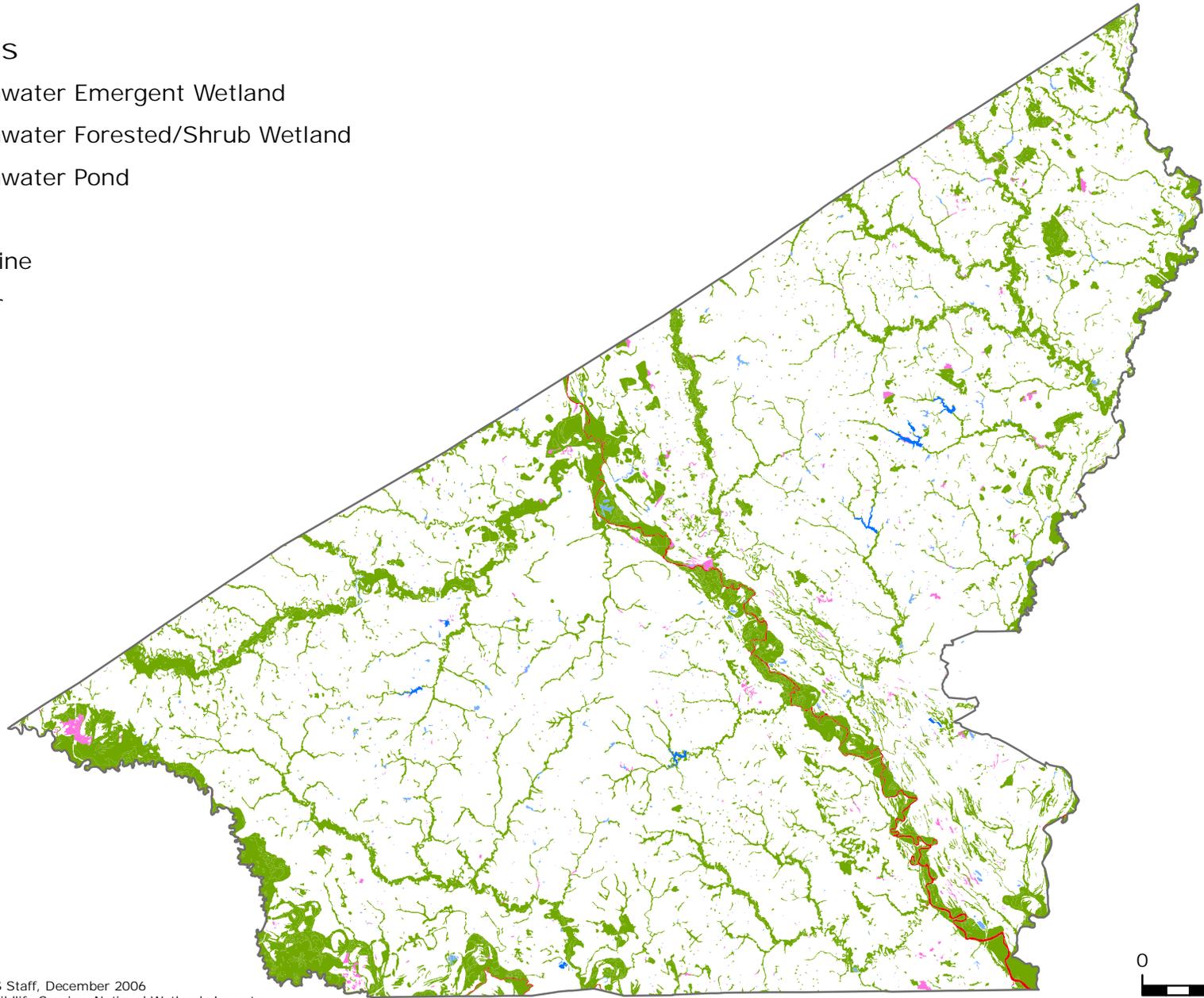


Map 7-1
Soil Types

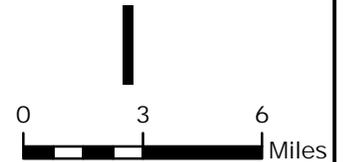


Wetlands

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



Map Created by HRPDC GIS Staff, December 2006
Data Source: U.S. Fish & Wildlife Service, National Wetlands Inventory



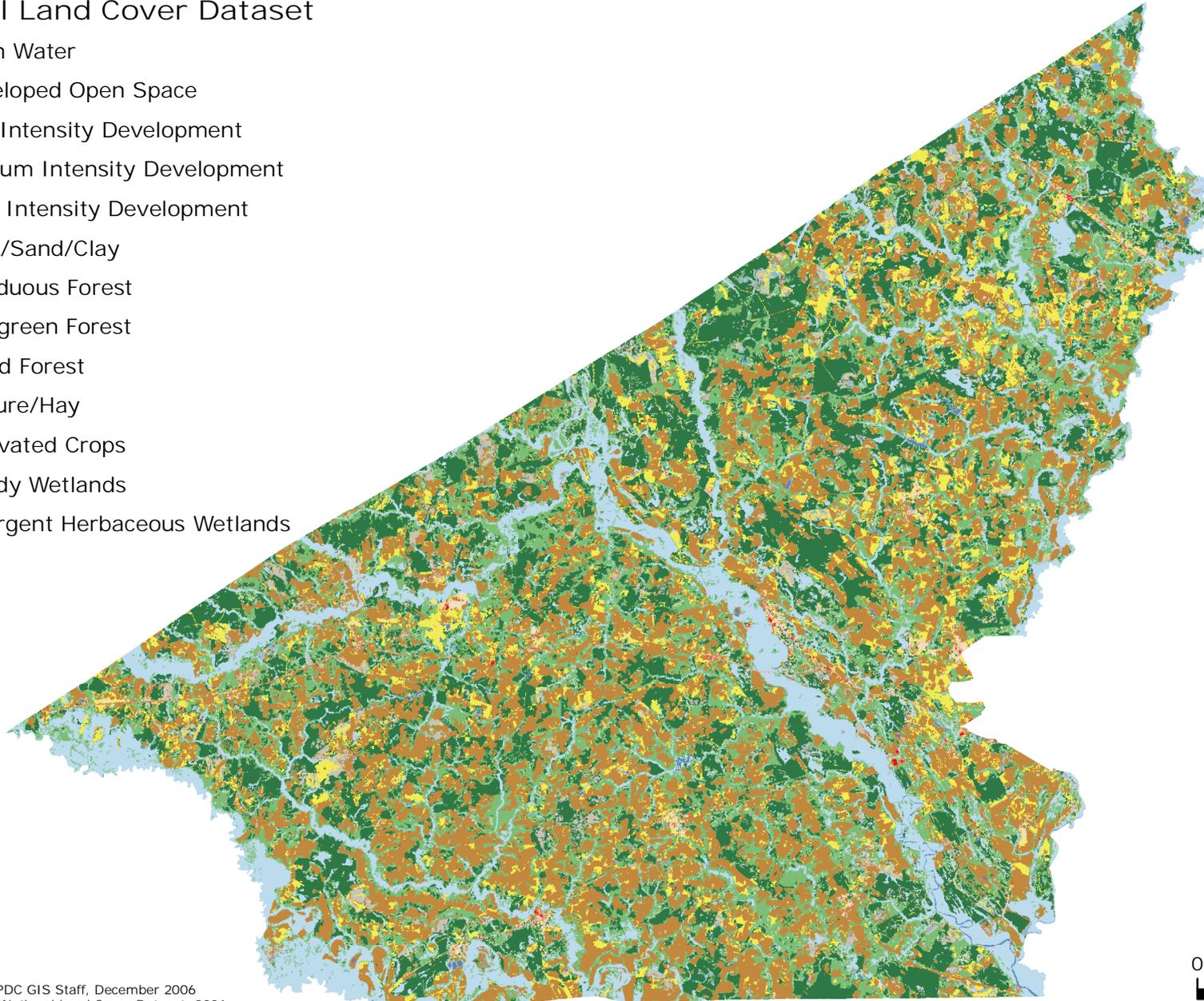
Map 7-2

National Wetlands Inventory

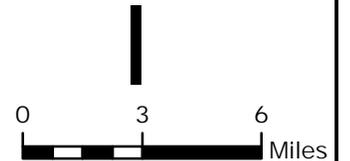


National Land Cover Dataset

- Open Water
- Developed Open Space
- Low Intensity Development
- Medium Intensity Development
- High Intensity Development
- Rock/Sand/Clay
- Deciduous Forest
- Evergreen Forest
- Mixed Forest
- Pasture/Hay
- Cultivated Crops
- Woody Wetlands
- Emergent Herbaceous Wetlands



Map Created by HRPDC GIS Staff, December 2006
Data Source: USGS National Land Cover Dataset, 2001



Map 7-3
Land Cover



Legend

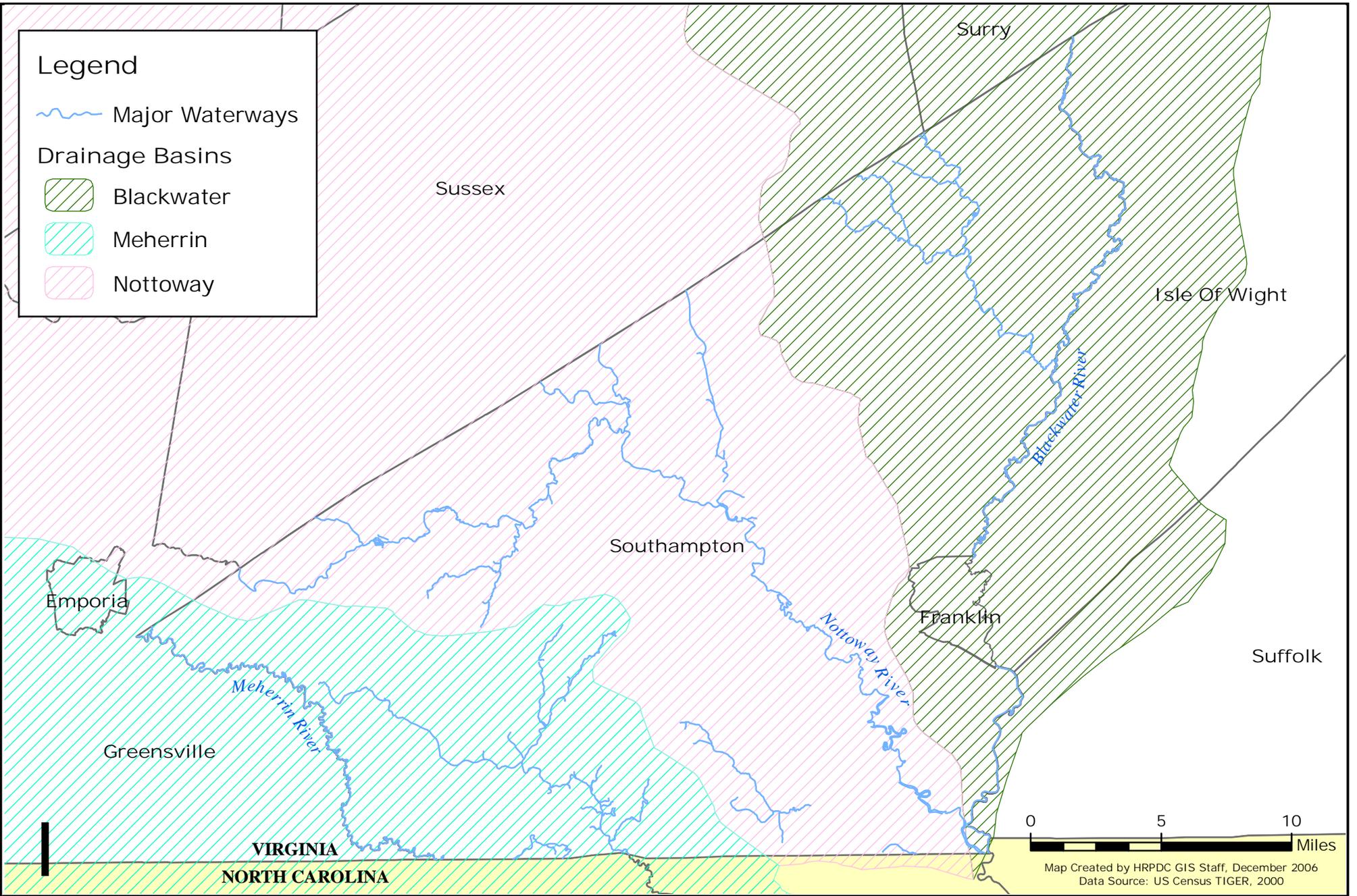
Major Waterways

Drainage Basins

Blackwater

Meherrin

Nottoway



Map Created by HRPDC GIS Staff, December 2006
Data Source: US Census TIGER, 2000



Map 7-4

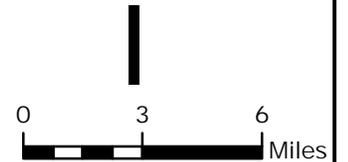
Major Drainage Basins



2004 Impaired Waters



Map Created by HRPDC GIS Staff, December 2006
Data Source: Virginia DEQ, 2004



Map 7-5

Impaired Waters

2004 Virginia 305b/303d Water Quality Assessment



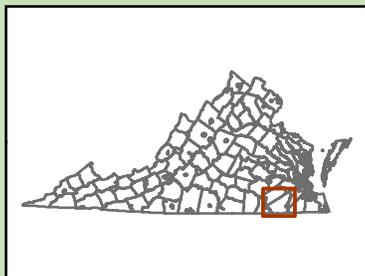
Map 7-6

The Hampton Roads Conservation Corridor Study

Southampton County

Legend

-  Opportunities for Connectivity
-  Protected Lands - Inside of Corridor
-  Protected Lands - Outside of Corridor
- Suitability for Conservation**
-  Low suitability
-  High suitability - WATER QUALITY
-  High suitability - HABITAT
-  High suitability - BOTH

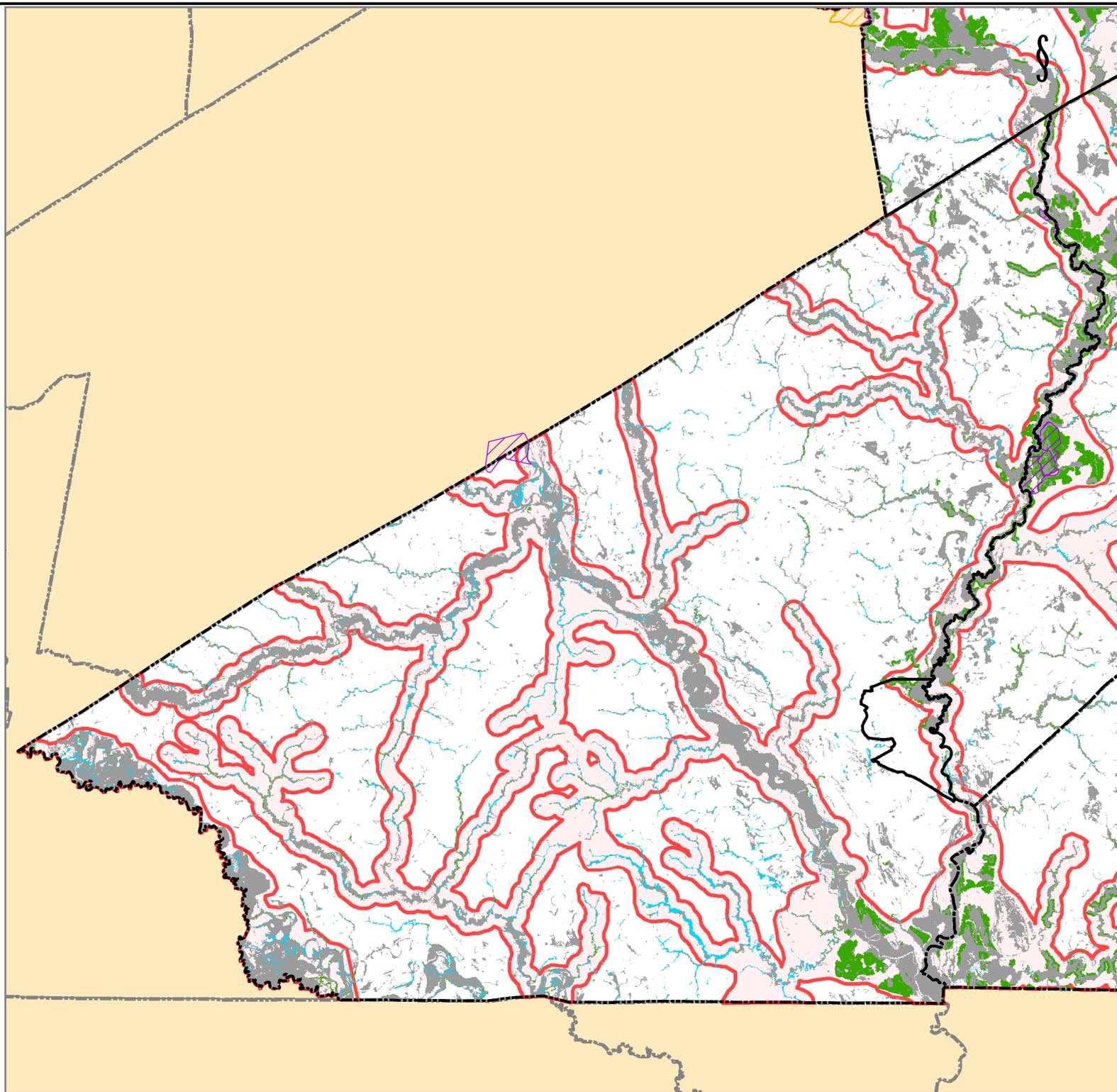


Notes:

The Suitability for Conservation information identifies areas that are potentially most suitable for protection based on a wildlife habitat or water quality protection perspective. The suitability information was derived through weighted overlay analysis in GIS using the following data sources: National Land Cover Dataset, National Wetlands Inventory, riparian corridors, and the Virginia Land Conservation Needs Assessment habitat cores. The map was refined based on the input from natural resource experts in the Hampton Roads region.

The Opportunities for Connectivity information highlights areas where there are opportunities to create a linked network of green infrastructure in Hampton Roads. Protected and unprotected greenspaces can be linked to each other, as well as to existing recreational areas.

This map is intended as a tool to aid the regional planning process and does not necessarily reflect the actual future land use plans of individual Hampton Roads localities.



May 2006

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. However, while the population growth has remained relatively minimal over the past 20 years, the next two decades will bring significant growth to the county. This anticipated growth will present challenges and opportunities. Yet 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 recently reached a population milestone of 300 million people. Each year, the country grows by an additional 3 million people. This is equivalent of the populations of Philadelphia, Washington D.C., Richmond, Charlotte and Atlanta combined. 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.

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. Overall, the Commonwealth of Virginia increased its population by 14% from 1990 to 2000 and has continued to grow. In part to accommodate this growth, over 63,000 new residential units were constructed in Virginia in 2004. 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. In the year 2004, the number of new permits issued in Southampton County was 114. All of the localities surrounding Southampton County also saw increases in development activity during this first part of the 21st century.

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. 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 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 begun to develop. Additionally, new industrial ventures have been established and more are being planned.

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 undeveloped. Approximately 6% 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. The desire to engage the public in open discussions about how to best manage future land development has resulted in the development of a proactive approach that is uniquely tailored to the goals and objectives of Southampton County.

Land uses are classified as one of the following designations. 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. Careful deliberation must be undertaken when reviewing projected changes to specific land uses. 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. 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 of all the County's natural resources. The main purpose of this land use classification is to facilitate existing and future farming operations and to preserve the natural environment. Uses are restricted to agriculture and others that are compatible with the existing land use pattern, such as forestry, passive recreation and other conservation uses. Limited, low-density residential development may be permitted subject to the current options outlined in the Rural Residential ordinance.

Residential

This use comprises higher density development in defined planning and community areas. This category encompasses single-family detached structures, and is the predominant residential use pattern found in the more urbanized parts of the county, including the incorporated towns. Residential development can present many challenges, including the provision of adequate roads and transportation, preservation of the natural environment, utility service provisions, and the interaction between new development and existing development.

Multi-Family Residential

This use is comprised of higher density development and includes apartment buildings, duplexes, triplexes, quadplexes, townhomes, and condominiums. With a changing demographic base and the increased cost of new housing, the need to explore alternatives to single family detached structures remains a vital concern.

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.

Commercial

This classification represents existing business and projected future locations that may be suitable for future development. Both U.S. Route 58 and U.S. Route 460 provide major transportation networks that help facilitate the development of business. Future considerations for commercial development should recognize

the need for controlled access, proximity to residential centers, and should be clustered at intersections to avoid commercial strip development.

Industrial

These uses provide significant employment opportunities for people in the county. 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 must be considered when projecting future industrial locations. 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.

Public Facilities

This classification includes government owned buildings, utility systems, schools, churches, parks, refuse collection sites, public safety institutions and other uses that serve the public. 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. Future investments in these facilities is an important component of the Capital Improvement Plan and should be a high priority for the public sector in addressing the future needs of Southampton County.

Conservation

These areas include properties where development should not occur due to factors such as flood zones, sensitive wetlands, and soil types that cannot support development. Areas adjacent to these features should be given special consideration to ensure that proposed development does not adversely impact the landscape. 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 is one of the strategies identified to reduce the fragmentation of these features. Establishing and developing partnerships with other governmental agencies, the private sector, and civic organizations is also a key element for the future preservation of these areas and the benefits they provide.

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 4,600 people may call the County home in the next 20 years. This projection requires an additional 1,818 homes to be built. The need to manage this growth is increasingly important in terms of the financial costs associated with providing services to the new development. 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, public, commercial, 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 if 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 need to be revised. Any amendments to the future land use

map are subject to a public hearing 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. A new transportation corridor, the proposed realignment of Route 460, is shown along with areas for economic development. Additionally, 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 occur in 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. This requires a formal application and public hearing 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.

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. Expansion of water service beyond the corporate limits will require cooperation among Southampton County, perspective 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.

Additionally, a new transportation corridor (New Route 460) is being planned by the Virginia Department in close proximity to this planning area 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 being planned along Southampton Parkway, running east from Courtland towards the boundary with the City of Franklin.

Substantial investments in public facilities including a new 750-student elementary school, a new wastewater treatment facility, and development of a new 400-acre industrial park are being planned in this area. 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 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 during the past decade to upgrade and expand the public water and sewer systems. 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. 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 Area is shown on Map 8-2c.

Community Areas

Community Areas are places clustered near and around existing commercial centers and include volunteer fire departments, civic organizations, religious establishments, 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.

Water utility systems of differing capacity exist in these areas and may offer potential opportunities for limited expansion, although various constraints do currently exist. 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 that is relatively limited and of an infill nature. Three community areas are identified: Sedley, Capron and Drewryville.

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. A convenience store, volunteer fire department, several small service oriented businesses, and recreational fields are located in Sedley. 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.

Drewryville Community Area

This small community is located just east of the City of Emporia. 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. 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, 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. 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.

 Towns

Current Land Use

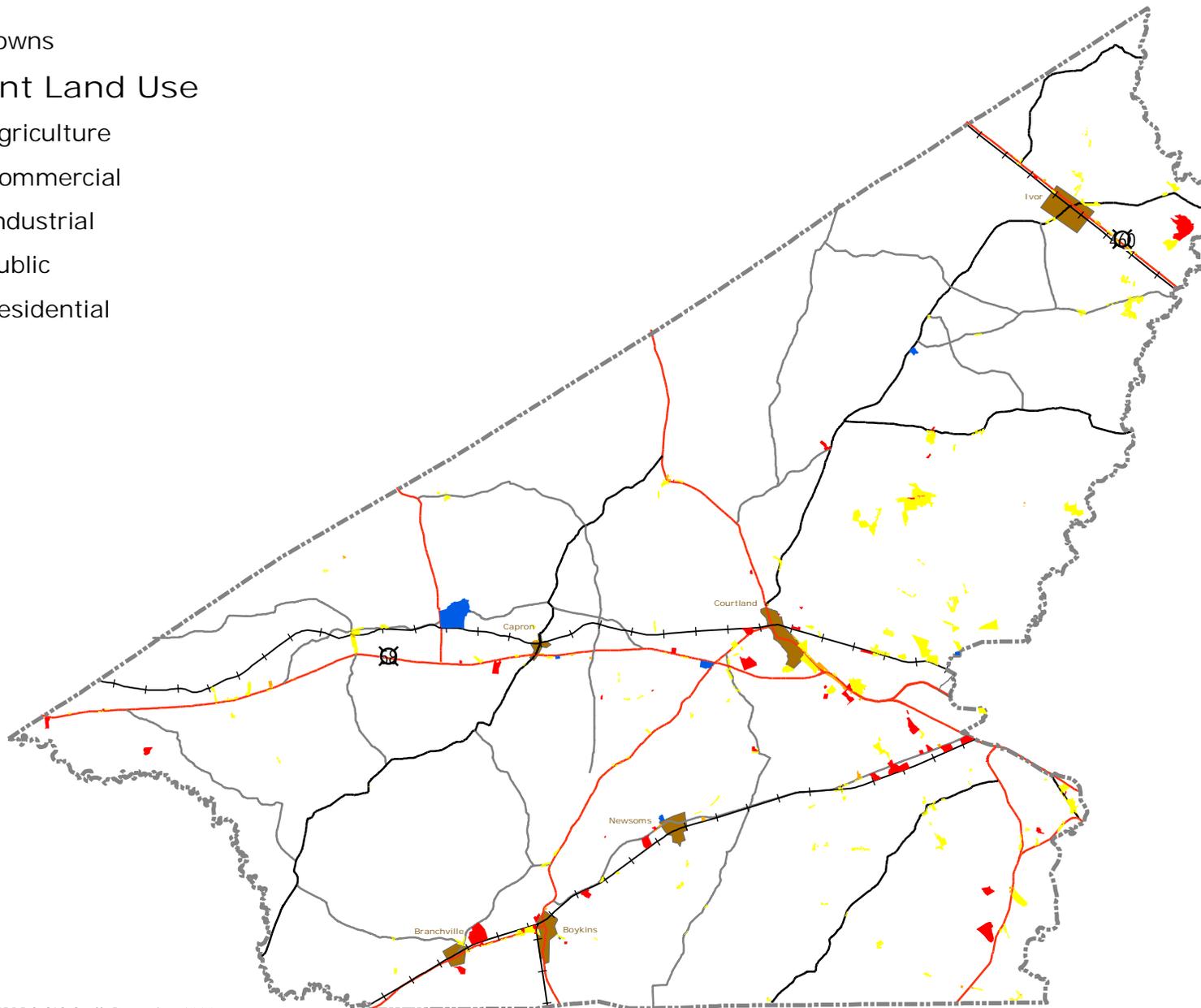
 Agriculture

 Commercial

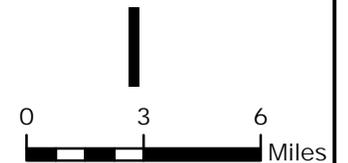
 Industrial

 Public

 Residential



Map Created by HRPDC GIS Staff, December 2006
Data Source: Southampton County, VA



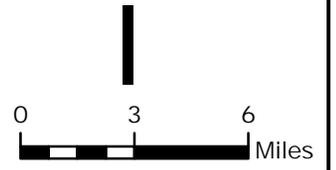
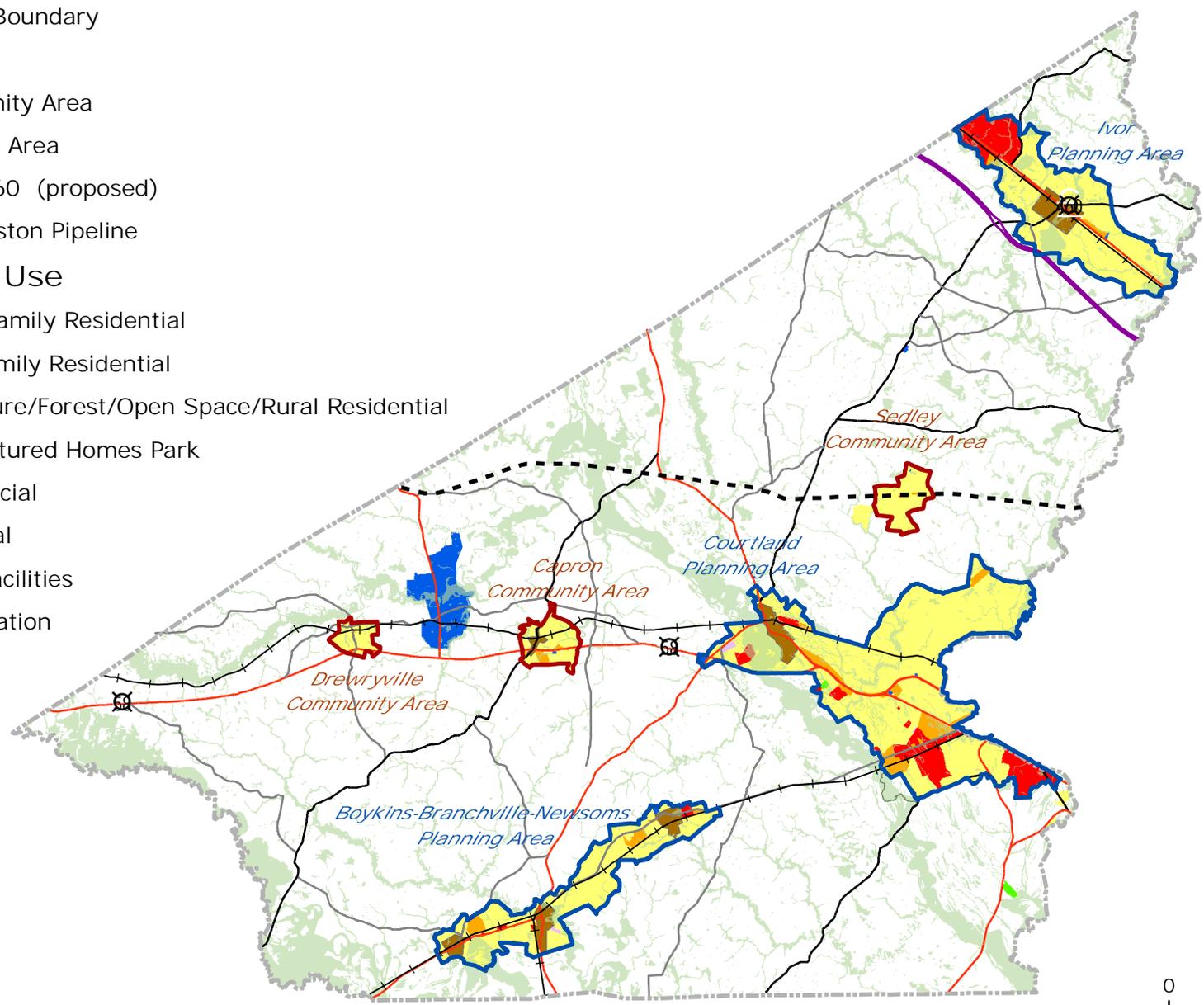
Map 8-1
Current Land Use



-  County Boundary
-  Towns
-  Community Area
-  Planning Area
-  Route 460 (proposed)
-  Lake Gaston Pipeline

Future Land Use

-  Single-Family Residential
-  Multi-Family Residential
-  Agriculture/Forest/Open Space/Rural Residential
-  Manufactured Homes Park
-  Commercial
-  Industrial
-  Public Facilities
-  Conservation

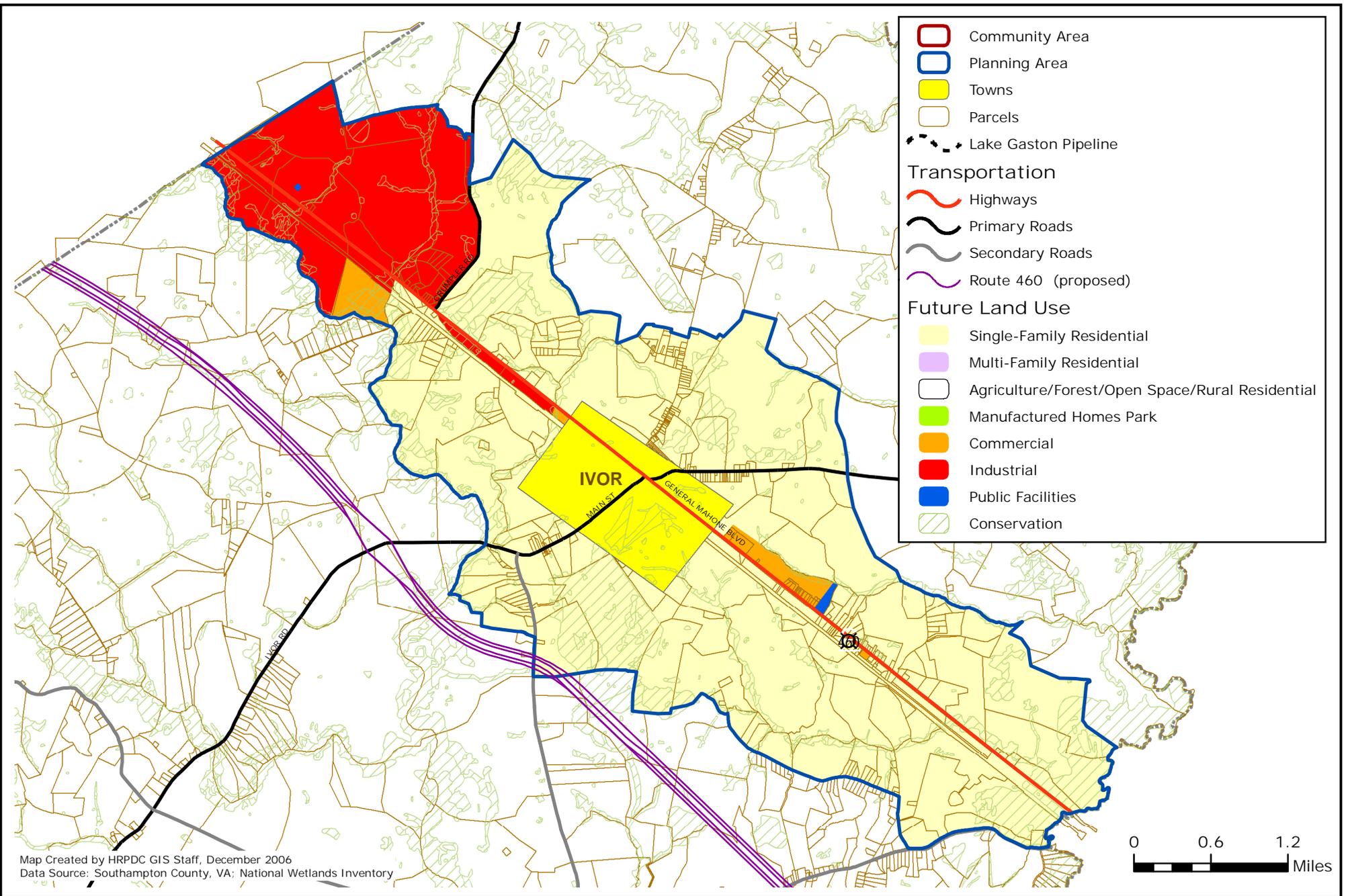


Map Created by HRPDC GIS Staff, December 2006
 Data Source: Southampton County, VA; National Wetlands Inventory



Map 8-2
Future Land Use



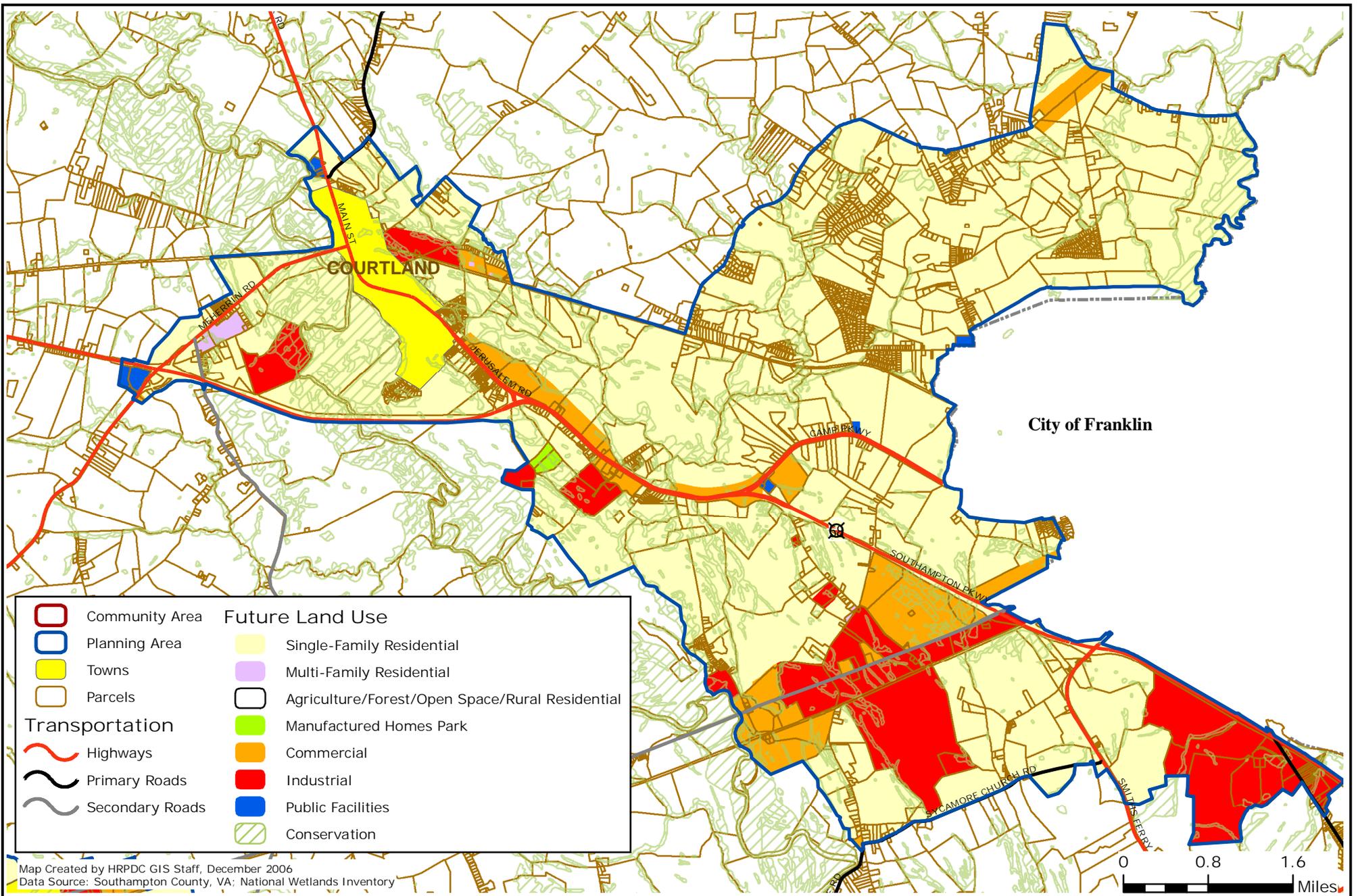


- Community Area
- Planning Area
- Towns
- Parcels
- Lake Gaston Pipeline
- Transportation**
- Highways
- Primary Roads
- Secondary Roads
- Route 460 (proposed)
- Future Land Use**
- Single-Family Residential
- Multi-Family Residential
- Agriculture/Forest/Open Space/Rural Residential
- Manufactured Homes Park
- Commercial
- Industrial
- Public Facilities
- Conservation



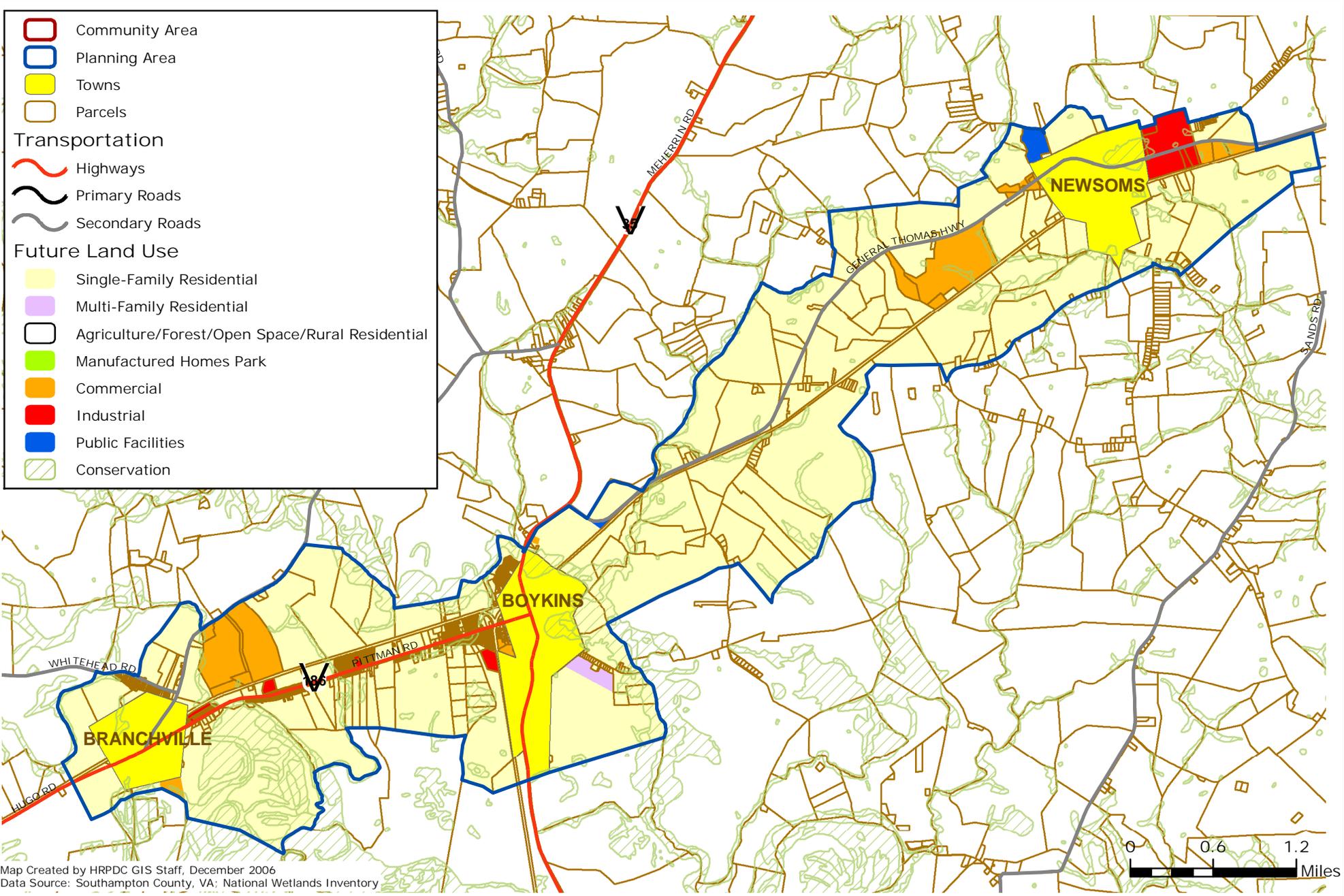
Map 8-2a
Future Land Use
 Ivor Planning Area





Map 8-2b
Future Land Use
 Courtland Planning Area





Map Created by HRPDC GIS Staff, December 2006
 Data Source: Southampton County, VA; National Wetlands Inventory

Map 8-2c

Future Land Use

Boykins-Branchville-Newsoms Planning Area



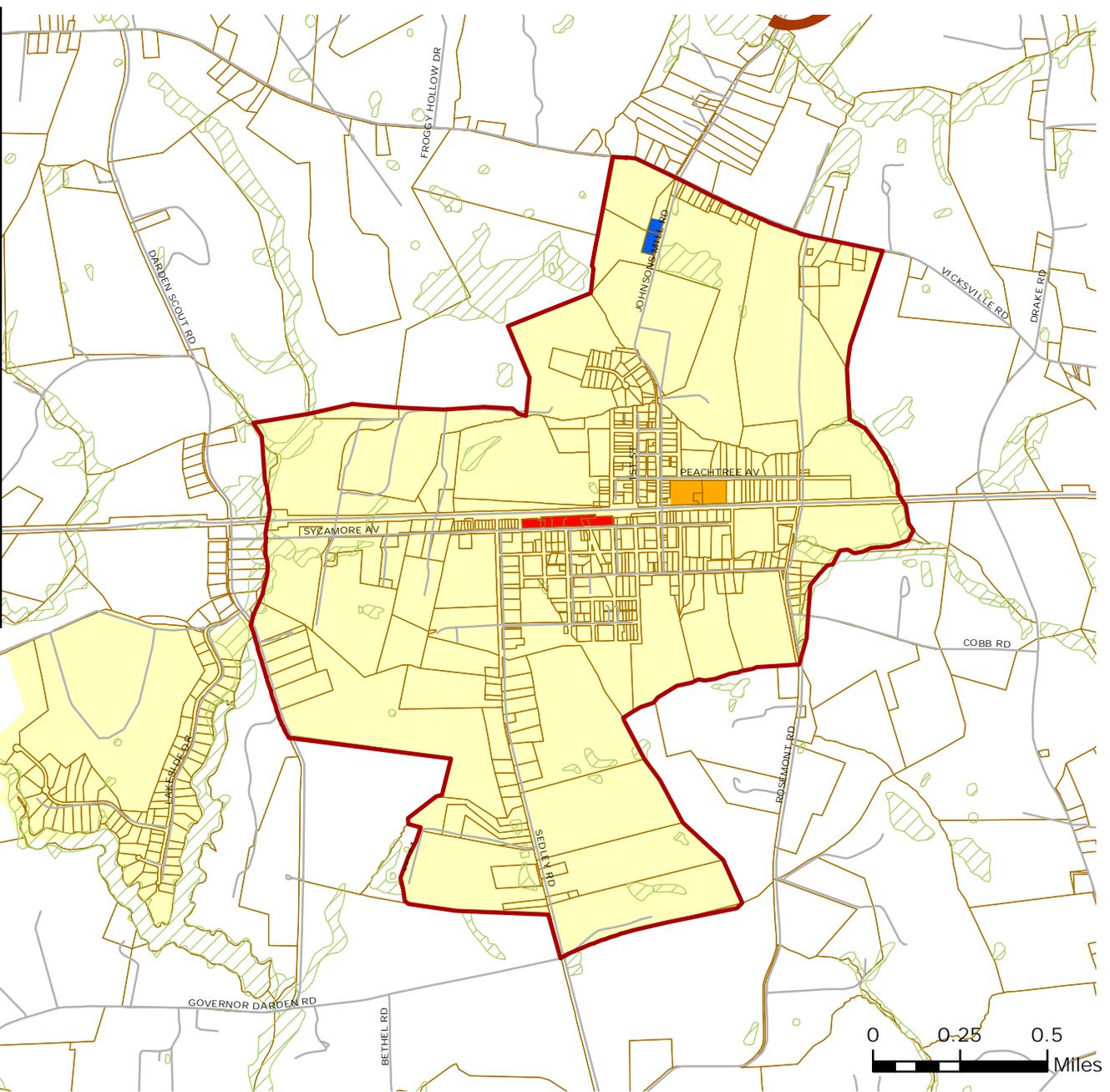
-  Community Area
-  Planning Area
-  Towns
-  Parcels

Transportation

-  Highways
-  Primary Roads
-  Secondary Roads
-  Local Roads

Future Land Use

-  Single-Family Residential
-  Multi-Family Residential
-  Agriculture/Forest/Open Space/Rural Residential
-  Manufactured Homes Park
-  Commercial
-  Industrial
-  Public Facilities
-  Conservation

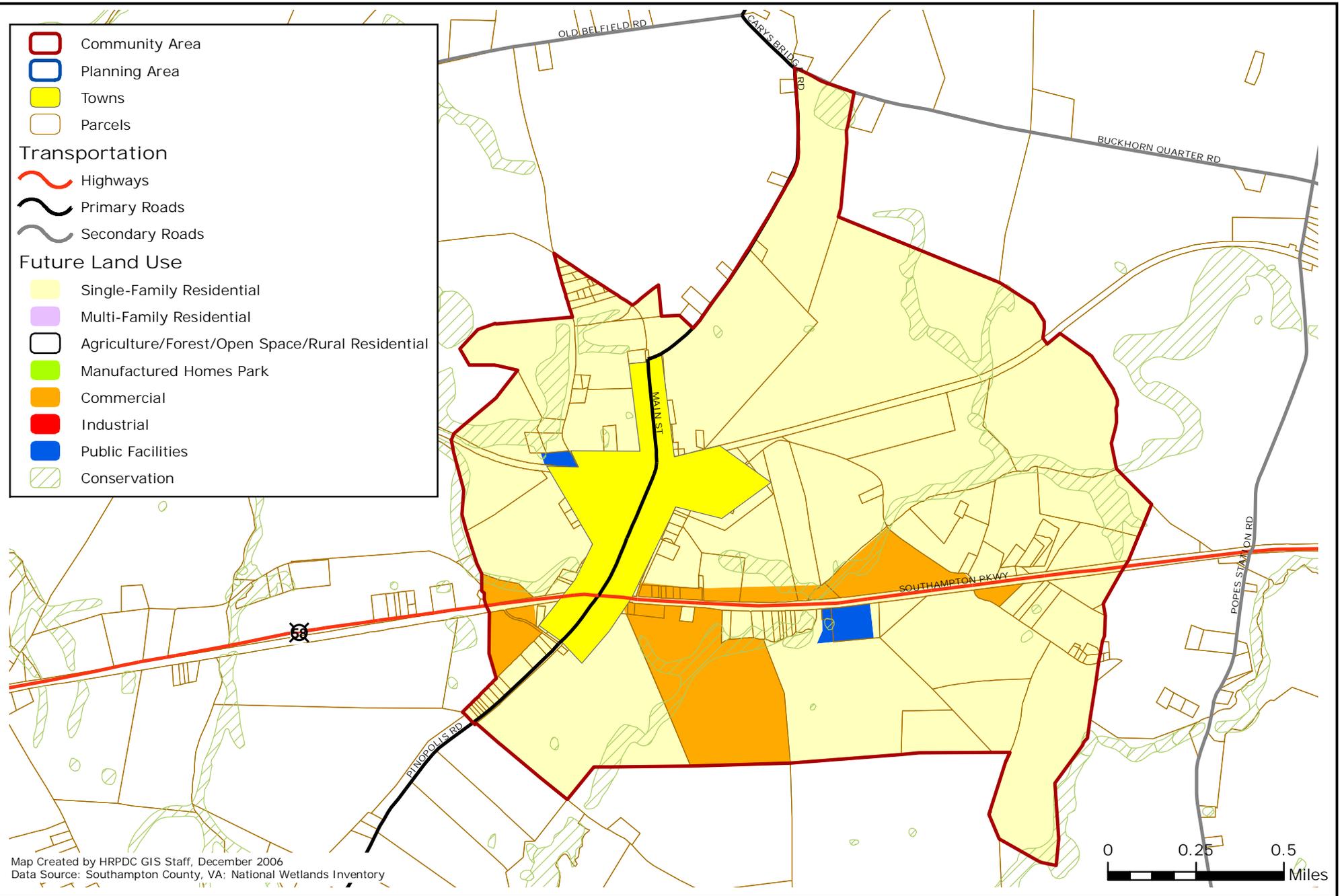


Map Created by HRPDC GIS Staff, December 2006
 Data Source: Southampton County, VA; National Wetlands Inventory



Map 8-2d
Future Land Use
 Sedley Community Area

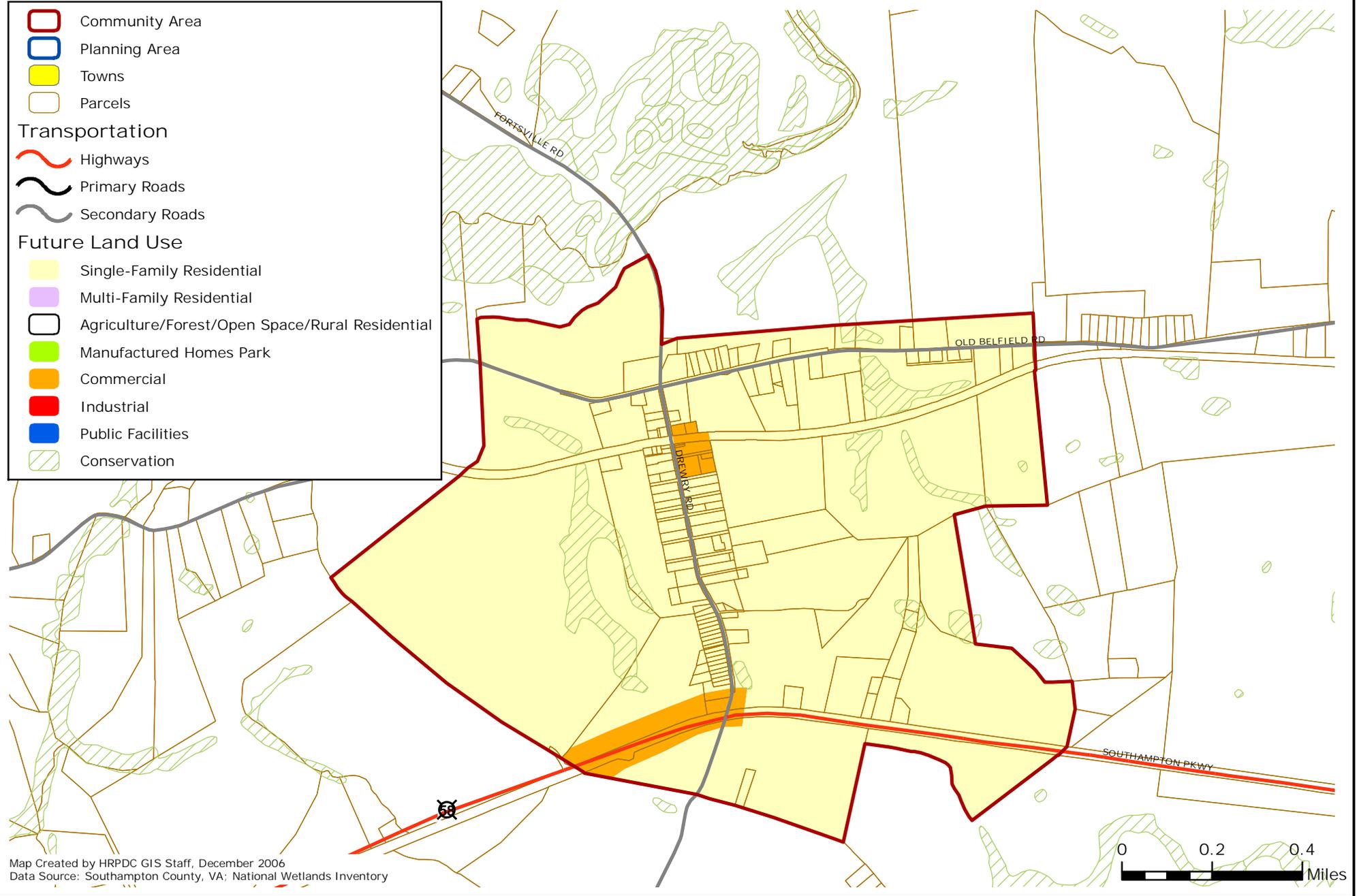




Map 8-2e
Future Land Use
 Capron Community Area



-  Community Area
-  Planning Area
-  Towns
-  Parcels
- Transportation**
-  Highways
-  Primary Roads
-  Secondary Roads
- Future Land Use**
-  Single-Family Residential
-  Multi-Family Residential
-  Agriculture/Forest/Open Space/Rural Residential
-  Manufactured Homes Park
-  Commercial
-  Industrial
-  Public Facilities
-  Conservation



Map Created by HRPDC GIS Staff, December 2006
 Data Source: Southampton County, VA; National Wetlands Inventory



Map 8-2f
Future Land Use
 Drewryville Community Area



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 as a guide in making 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. And finally, it may guide the development of plans for projects that support implementation of the plan.

The comprehensive plan's function with respect to zoning is of prime importance to Southampton County since two of the main action items the County will undertake are the review and amendment of its subdivision and zoning ordinances. Once reviewed and amended, proper administration of the County's subdivision and zoning ordinances 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;
- 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.
- b. Identify productive land that could be classified as economically productive.
- c. Support and encourage the use of best management practices to protect productive agricultural lands.
- d. Support the reforestation of clear-cut timberlands and rely on the Virginia Department of Forestry to give guidance and advice.
- e. 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.
- f. Support programs and initiatives to protect prime agricultural land and 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.

- g. Consider definitions of agricultural production that allow farmers and entrepreneurs flexibility in exploring farm-based income opportunities.
- h. 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.
- i. Support efforts to develop alternative uses for farm buildings and equipment.
- j. Support programs and initiatives designed to foster and promote existing agricultural businesses.
- k. Support programs and initiatives designed to provide a positive environment for the continuation of the family farm institution.
- l. Coordinate efforts of local economic development and agriculture agencies to provide solutions and encourage the agriculture economy.
- m. Study mechanisms whereby voluntary agricultural and forestal districts may be assembled.
- n. Encourage the donation of conservation easements and communicate the benefits of the programs to landowners.
- o. Consider support of programs and initiatives by private and public organizations to purchase development rights.
- p. 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 inconveniences of living in rural Southampton County.

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. Support the development of programs designed to enhance the quality of educational services available for all residents of the County.
- b. Support the establishment of community-oriented programs that are focused on more complete use of school facilities.
- c. Support programs and initiatives to provide adequate education and school facilities.
- d. Support expanded vocational training with the school system.
- e. Support programs and initiatives to expand and enhance local, post-secondary education opportunities.

- f. Support programs and initiatives to increase opportunities for continuing education and vocational education.
- g. 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.
- h. 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, while emphasizing the value of local agricultural and forest products.
- 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 local educational facilities.
- 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.
- 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. Encourage and guide industrial growth to the County's industrial parks.
- g. Continue efforts to attract additional industry, while placing emphasis upon retaining the industrial firms that are located in Southampton County.
- h. Encourage functional, safe, convenient, and attractively designed commercial areas.
- i. 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, and the collection and disposal of solid waste.
- j. Encourage existing highway commercial areas to expand parking and loading facilities and improve attractiveness and traffic flow.
- k. Recommend areas to be used for commercial purposes to provide for orderly development of commercial activities and to increase the value of the retail sector.

- l. Support the provision of adequate housing to meet the needs of employees of businesses and industry.
- m. Support educational programs to aid in developing skills for the unemployed and underemployed citizens of the County.
- n. Support agencies and programs that provide mechanisms for attracting economic development.
- o. Examine the vocational-educational facilities and encourage availability of career planning programs in order to upgrade the quality of the labor force.
- p. Utilize capital improvement planning to locate utilities and community facilities so they are attractive to industry.
- q. 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.
- r. Identify additional methods such as grants and incentives for encouraging economic and industrial development.
- s. 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.

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, 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.

- 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.
- h. Enforce zoning and subdivision regulations and support state and federal programs and regulations intended to protect water quality.
- i. Continue participation in regional programs to protect environmental resources and manage impacts on water resources.

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. Encourage efficient and imaginative use of recreational resources and facilities available to the County in conjunction with other jurisdictions, governmental agencies, and organizations.
- b. Encourage the development of sound, planned, and desirable commercial recreation sites in the County.
- c. Conserve unique natural features, scenic areas, and appropriate historic sites for the benefit and enjoyment of the public.
- d. Evaluate and enforce existing local hunting laws and regulations.
- e. Encourage the private development of entertainment facilities such as public golf courses, movie theaters, arcades, bowling alleys, and skating rinks.
- f. Seek State and Federal grants to plan for and provide recreational facilities to County residents.
- g. Appoint a parks and recreation task force to study and report on recreational opportunities and needs of all segments of the County's population and develop a parks and recreation master plan.
- h. Support efforts to preserve lands along rivers and waterways for passive recreational uses.

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.
- c. Recognize and promote the value of rail and water transportation and encourage improvement of such facilities.
- d. 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.
- e. Discourage unnecessary traffic in residential areas in order to reduce noise, litter, and safety hazards.
- f. Develop land use controls that promote sound land use without jeopardizing the function of high-speed thoroughfares.
- g. Integrate the County's transportation recommendations with the Six-Year Secondary Maintenance and Construction Fund Program administered by the Virginia Department of Transportation (VDOT).
- h. Integrate the County's transportation recommendations with the Ten-Year Primary Projects Listing Report administered by the VDOT.
- i. Support special transportation services for citizens of the County (elderly and handicapped) who are in need of such programs.
- j. Locate land uses generating high volumes of vehicular traffic near roads capable of handling additional traffic volume.
- k. Involve the Planning Commission in review of the six-year VDOT plan.
- l. Participate in the annual VDOT primary road allocation hearings.
- m. Apply for Transportation Enhancement Act (TEA-21) grants as may be necessary.
- n. Work with the VDOT to upgrade and improve the transportation system throughout the County.
- o. Continue participation, as economically feasible, in the VDOT revenue sharing program to accelerate the completion of secondary road projects.
- p. Support programs and initiatives to pave unpaved roads in the County.
- q. Participate in the Rural Technical Committee process to develop a Long Range Transportation Plan for non-metropolitan Hampton Roads.

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, and scenic assets of the County.
- b. Support programs and initiatives that guide development so as to protect historic and potentially historic properties and perpetuate cultural heritage.
- c. Support historic preservation committees or societies.
- d. Pursue additional grant funding to complete a survey of architecturally and historically significant structures and sites.
- e. Participate in regional effort to map historic and archeological resources.
- f. Coordinate housing code enforcement/redevelopment projects with the State to ensure that any significant architectural details or buildings are identifies and preserved.
- g. Coordinate public works projects with the State to ensure the identification and preservation of significant archaeological sites.
- h. 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.
- i. Encourage efforts to maintain and repair historic structures in the County.
- j. Study regulations to require that redevelopment efforts be consistent with the historic preservation strategies contained in this plan.
- k. 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.

Ensure that citizens of Southampton County have confidence in a County government committed to continued efficient management.

Ensure that the citizens of Southampton County see area local governments working together to achieve common goals.

Citizen Participation

Ensure that Southampton County citizens have the opportunity to be informed and involved in the governing of their County.

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.
- 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.
- 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.

- j. Support the establishment of community-oriented programs which are focused on more complete use of school facilities.
- k. Develop a program to inform the needy of the availability of social services.
- 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.
- n. Support efforts to improve the state of health of all citizens.
- 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.
- 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.

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.
- d. Continue a drug officer position to intensify the campaign against drug use and drug sources.
- e. Designate neighborhoods for active community policing.
- 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. Incorporate 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.
- 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.
- m. Continually review the efficiency and effectiveness of County operations.
- 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.
- q. Coordinate and prioritize capital needs in a capital improvements plan..
- 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.
- 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.

Citizen Participation

- a. Develop an ongoing public information program to communicate County news to citizens on a regular basis.
- 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.
- 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.

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.

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 construction of nursing homes and housing for the elderly and handicapped.
- c. Encourage the rehabilitation of rural housing in poor condition and offer assistance to the towns for in-town rehabilitation programs.
- 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, and sanitary units.
- f. Encourage the use of Federal and State housing assistance for new construction and rehabilitation projects.

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.
- 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.
- 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.
- e. Improve the quality of development and redevelopment through improved site planning and design standards.
- f. Encourage development that is compatible with the population densities and reasonable rates of growth and available resources.
- g. Emphasize community planning and industrial development that is designed to economize the costs of roads, utilities, and land use.
- h. Recognize and evaluate the importance of and impact on utilities, schools, and other community facilities when reviewing future development proposals.
- i. Make planning and development decisions that account for the special characteristics and identity of each community.
- j. Encourage innovative design proposals that complement natural and man-made features.
- k. Encourage the preservation and protection of lands needed in the future for roads, parks, schools, and other public facilities in private development plans.
- l. 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 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.

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 Southampton County Community Development Department.

1. Zoning Ordinance

Managing department/agency: 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.

2. Subdivision Ordinance

Managing department/agency: 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 major revisions to focus on issues such as the extension of utilities by developers to serve development. In addition, the County should study amendments to the 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.

3. Erosion and Sedimentation Control Ordinance

Managing department/agency: 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 ordinance was updated and amended in 2005 and no adjustments or amendments to the ordinance are anticipated during the planning period.

4. Flood Plain Ordinance

Managing department/agency: 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: No amendments or adjustments to the ordinance are anticipated during the planning period. However, 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.

5. Other Regulatory Mechanisms

Building Inspection

Managing department/agency: Building and Zoning.

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: No adjustments are envisioned during the planning period.

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: Building and Zoning.

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.

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. 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.

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.

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, with particular emphasis on various corridors such as U.S. 460, 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. 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.

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 will develop a capital improvements plan. 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 should next review and update/amend its comprehensive plan in 2011. 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 Board of Supervisors and Planning Commission 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 continue or promote "smart growth" principles such as development clustering, buffers and landscaping, timed approach development alternatives, sliding scale development options, to incorporate design guidelines and standards for residential, commercial, and industrial developments, and to establish highway corridor overlays as needed.	X	X			
Study amendments to the 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			
Continue developing a County-wide mapping and geographic information system.		X			
Work with neighboring localities, the State, and regional entities to assess needs and capabilities and develop an information technologies infrastructure plan.			X		

TABLE 9 - 1 (continued)
ACTION PLAN AND SCHEDULE
SOUTHAMPTON COUNTY, VIRGINIA

IMPLEMENTATION ACTION	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Continue economic and industrial development planning.	X	X	X	X	X
Consider developing a parks and recreation plan, including 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.		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.				X	X
Consider developing small area plans for community areas.				X	X
Consider developing a Countywide transportation plan including multi-modal opportunities.				X	X

APPENDIX A

VISION 2020: Southampton County 2007 Comprehensive Plan Update

**Public Input Sessions held by the Southampton County Planning
Commission
October – November 2006**

**Notes compiled by the staff of Southampton County with assistance from
William R. Turner, Jr., AICP, Community Planning Cooperative**

APPENDIX A

VISION 2020 – Southampton County 2007 Comprehensive Plan Update

Paraphrased Notes Taken at the Four (4) Public Input Sessions Held During the Comprehensive Plan Update Process

Southampton County embarked on a countywide land use planning process in 2006 to update the County's 2001 Comprehensive Plan (VISION 2020). The purposes of the project were to update information contained in VISION 2020 relative to demographics, general County characteristics, and community facilities and services (using recent census data and information and data from various local, State, regional, and federal sources); and, re-examine, and edit as necessary, the goals and implementation strategies and future land use map contained in VISION 2020. When adopted, the 2007 Southampton County Comprehensive Plan Update will serve as a guide for public officials and citizens who will lead the County for the next several years and may lead to, or inspire ordinance development or amendment(s) and the development of detailed, strategic, or functional plans.

Virginia's localities are required by State law to have comprehensive plans. However, comprehensive plans are not a set of laws, ordinances, or regulations, but rather are general guides for the physical development of the County. The 2007 Comprehensive Plan Update will provide the general framework for decision-making. As such, the document will help the County to plan for and balance the many needs and desires of the various communities within the County, while protecting the resources that make Southampton County a desirable place in which to live, work, or visit.

Southampton County welcomed citizen participation in the comprehensive planning process. County officials wanted to know what citizens are thinking and the most important issues facing the County and what the County should focus on in the next several years. To accomplish this, the Planning Commission, through its staff and consultants, conducted a series of public input sessions. The purpose of the public input sessions was to hear from citizens concerning areas of interest and concern, County strengths, weaknesses, opportunities, and threats, and the future land use map. In addition, written or e-mailed comments were welcomed during the process.

Public input sessions were held as follows:

DATE	LOCATION	TIME
October 23, 2006	Capron Elementary School 18414 Southampton Parkway Capron, Virginia	6:30 pm
October 25, 2006	Meherrin Elementary School 28600 Grays Shop Road Newsoms, Virginia	6:30 pm
November 1, 2006	Nottoway Elementary School 13093 Ivor Road Sedley, Virginia	6:30 pm
November 8, 2006	Hunterdale Elementary School 23190 Sedley Road Franklin, Virginia	6:30 pm

Informational materials concerning comprehensive planning were distributed to those attending the public input sessions. An agenda was followed:

AGENDA

1. INTRODUCTIONS
2. PURPOSE, PROCESS, AND SCHEDULE OF COMPREHENSIVE PLAN UPDATE
3. PUBLIC INPUT – AREAS OF INTEREST AND CONCERN AND SOUTHAMPTON COUNTY’S STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS
4. PROJECTED FUTURE LAND USE
5. ADJOURN

The following sections contain the paraphrased notes taken by the County’s consultant at each of the four (4) public input sessions. These notes, representing the public input received at the session, are reflective of some of the thoughts, issues, and concerns shared by attendees. This input, along with additional input received during the process, will be reviewed and considered by the Planning Commission and Board of Supervisors as the VISION 2020 – Southampton County 2007 Comprehensive Plan Update process continues.

VISION 2020 – Southampton County 2007 Comprehensive Plan Update Public Input Session #1

October 23, 2006
Capron Elementary School
18414 Southampton Parkway
Capron, Virginia

Attendees: nineteen (19) (including some members of the Board of Supervisors and Planning Commission)

Facilitators: Jay Randolph, Assistant County Administrator
Bill Turner, Community Planning Collaborative

PUBLIC INPUT: AREAS OF INTEREST AND CONCERN AND SOUTHAMPTON COUNTY'S STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS

STRENGTHS:

- Rural nature
- Low crime rate
- Low tax rates
- Good schools
- (Natural) environment and protection of wildlife – quantity (and diversity) of wildlife improving
- Quality of life
- Scenic rivers
- Stable economy
- Proximity to nearby YMCA, hospitals, community college, etc.
- Country roads
- Proactive nature (with respect to) County planning
- County officials work closely together
- (Use of a citizen) task force a positive step

WEAKNESSES:

- Lack of business and industry – lack of jobs
- No county-wide recreational facilities (some community based)
- County people do not support local businesses (example: Southampton Raceway)
- Weak County budgets
- Low income
- Water and sewer systems are maxed out and County can't afford to expand them
- Poor communication with citizens at County level

- Zoning improper and not carried through
- SR 671 traffic and lack of shoulders (traffic amount like U.S. 58 was 20 years ago)
- County leaders need to discuss and report upcoming decisions and issues with constituents beforehand, not just after a decision has been made
- Franklin annexation
- Public input sessions not well publicized
- Public input sessions not using video concerning growth and development
- Public input sessions should include a (display) map of the current comprehensive plan future land use map

OPPORTUNITIES:

- 94% of the County is still agriculture/open space
- Use of task force to review plans should continue
- County still has time to manage growth
- Locals are back to buying property in the County – recent land sales are showing this trend
- People don't want development

THREATS:

- Encroachment (of development) on environment and wildlife
- Building too close to the road
- County will become a bedroom community
- One of two truck routes in Hunterdale is already too congested with cars

DISCUSSION: (DRAFT) PROJECTED FUTURE LAND USE MAP

Southampton County's general goals for the comprehensive plan update (preservation of agricultural lands, economic development, education, and protection of the natural environment) and potential growth trends were described. It was noted that growth is and will come to Southampton County, that only about 6% of the County's area was developed; and that as many as 2,200 new homes could be built in the next 15 years if trends continue, which could result in about 5,000 more people and about 900 new school children.

A draft projected future land use map was displayed. The concept of the map shows planning areas and community areas. The planning areas identified on the future land use map are: Ivor; Courtland; and, Boykins-Branchville-Newsoms. The community areas identified on the future land use map are: Capron; Drewryville; and, Sedley.

Planning areas are areas wherein 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 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 use of planning areas will help to define where growth should go and how far utility expansions should go. It helps to focus growth to adequate transportation routes. Southampton County does not have many large tracts already zoned for development. Development within planning areas will still be subject to environmental constraints and can be required to have design standards, density standards, and adequate highway access. The County can use mandatory connections to utilities and require utility extensions by development within planning areas.

Lands located within a planning area are not granted “by right” approval to develop. As the County developed the growth management strategy contained in this updated comprehensive plan, it remained cognizant that development will occur in Southampton County. From this realization, the County seeks to manage and direct growth and development to areas where growth and development can be accommodated, while minimizing land use conflicts, protecting the environment, and providing for necessary utilities and services.

Community areas are essentially villages or cross roads communities clustered near and around limited commercial development and civic, religious, or school facilities. Community areas offer a sense of place and identity, and recognizable current development patterns. Utilities, if they exist in community areas, are limited to serving immediate needs. Basic County services are provided, but neither utilities nor services are expected to be expanded to serve additional development.

Lands located within community areas, like planning areas, are not granted “by right” approval to develop. As the County developed the growth management strategy contained in this updated comprehensive plan, it remained cognizant that development will occur in Southampton County, but that development in community areas should be limited to low density, in-fill type development that is in character with the respective community area. Development in community areas, if it occurs, should be directed to areas where growth and development can be accommodated, while minimizing land use conflicts, protecting the environment, and providing for necessary utilities and services.

It was noted that according to the draft future land use map, part of State Route 671 will be an industrial corridor and part of U.S. 58 between Courtland and Franklin will be a commercial/industrial corridor. It was noted that using the future land use map as a guide, the County can phase in utility expansions to serve these and other areas where growth can be targeted, managed, and is

likely to occur in the next twenty years. It was noted that the future land use map will not in and of itself change current zoning, but serve as guide, if and when zoning changes are applied for by property owners.

ADDITIONAL PUBLIC INPUT AND GENERAL DISCUSSION

1. Many people in attendance expressed opposition to a greenways corridor (along the City of Virginia Beach water pipeline route). Many people voiced concerns about showing a greenways corridor on the future land use map, feeling that showing the facility would indicate County-wide support. Several people questioned the need, feasibility, etc. of such a facility:
 - What about nearby farmers and the impact of a greenways corridor may have on them or they will have on the corridor?
 - What will be the cost of policing and maintaining the greenways corridor?
 - What, if any, are the economic benefits to the County?
 - What are the liabilities the County might face with a greenways corridor?
 - Why not use old school sites for fields and walking trails?
 - Why not designate areas for trails as an alternative to using the pipeline?
 - Why not use leased land (parcels acquired by County after hurricanes/storms) for parks and trails?
2. Some discussion occurred concerning the route of a proposed Dominion Virginia Power 500KW power line through the County which has yet to be determined.
3. Some discussion occurred concerning planning around the proposed new location of U.S. 460 in the Ivor area. It was noted that nothing will happen with respect to right of way acquisition or construction within the next five years along the proposed new route, so parcel by parcel planning is not contemplated in this update since the County might not want to stop development based on “what ifs.” However, the proposed route of the relocated U.S. 460 should be shown on the future land use map, even if the route falls outside the area designated in the Ivor planning area.

VISION 2020 – Southampton County 2007 Comprehensive Plan Update Public Input Session #2

October 25, 2006
Meherrin Elementary School
28600 Grays Shop Road
Newsoms, Virginia

Attendees: twenty-two (22) (including some members of the Board of Supervisors and Planning Commission)

Facilitators: Jay Randolph, Assistant County Administrator
Bill Turner, Community Planning Collaborative

PUBLIC INPUT: AREAS OF INTEREST AND CONCERN AND SOUTHAMPTON COUNTY'S STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS

STRENGTHS:

- People are concerned
- Rural area
- Areas that are good for industrial and commercial development
- Outdoor sports opportunities
- Scenic rivers
- Road system
- Schools
- Taxes (rate)
- Low crime rate
- Quality of life
- Volunteers – fire and rescue (EMS)
- (County) trying to control development and manage growth
- Historic assets

WEAKNESSES:

- Lack of jobs
- Not enough businesses
- Skill (level) of workers
- Maxed out water and sewer systems
- Fluoride levels in water
- Lack of/need for high tech classes in schools
- Lack of certification of/for Planning Commission and Board of Zoning Appeals members – should be required within four years of appointment
- Piano key development
- Lack of interest by average citizens

- Lack of communication – need to use a variety of sources (radio, flyers, civic organizations, etc.) to involve citizens
- Lack of (adequate) water and sewer in the industrial park and throughout the County
- Current land cut (subdivision) standards
- Lack of industrial base and lack of amenities to attract high tech industries

OPPORTUNITIES:

- Use of conservation easements (and obtaining grants to use to secure conservation easements)
- Better communication
- Training programs are available
- Can (still) control and manage growth
- Can survey (and protect and preserve historic assets)
- Can still say no to increases in zoning (tract size and number of lots)
- (use the comprehensive plan as a guide) – Planning Commission doesn't turn down developments that are shown in the comprehensive plan
- Can increase communication – not getting information out now
- Can use/show a movie (video) concerning impacts of development, showing what can happen
- Can get financial house in order
- Water and sewer needs should be addressed, including who is going to pay (for improvements)
- Can address road problems like SR 671 which carries traffic (volume) like US 58 did twenty years ago and other roads that are not built for the traffic they handle
- Can address zoning issues like zoning districts that are not right such as R-1 zoning out in the County
- Can take 4 or 5 years to get financial house in order
- Could keep tax rate low
- Can look at proactive sources of revenue like attracting clean industries

THREATS:

- Loss of rural area(s)
- Emergency “911” numbers need updating
- Loss of “A” bond rating
- Taxing of farm equipment puts burden on farmers
- Influence from outside interests (developers, consultants, etc.) that may not be in the best interest of the County
- Precedent setting decisions

DISCUSSION: (DRAFT) PROJECTED FUTURE LAND USE MAP

Southampton County's general goals for the comprehensive plan update (preservation of agricultural lands, economic development, education, and

protection of the natural environment) and potential growth trends were described. It was noted that growth is and will come to Southampton County, that only about 6% of the County's area was developed, and that as many as 2,200 new homes could be built in the next 15 years if trends continue, which could result in about 5,000 more people and about 900 new school children.

A draft projected future land use map was displayed. The concept of the map shows planning areas and community areas. The planning areas identified on the future land use map are: Ivor; Courtland; and, Boykins-Branchville-Newsoms. The community areas identified on the future land use map are: Capron; Drewryville; and, Sedley.

Planning areas are areas wherein 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 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 use of planning areas will help to define where growth should go and how far utility expansions should go. It helps to focus growth to adequate transportation routes. Southampton County does not have many large tracts already zoned for development. Development within planning areas will still be subject to environmental constraints and can be required to have design standards, density standards, and adequate highway access. The County can use mandatory connections to utilities and require utility extensions by development within planning areas.

Lands located within a planning area are not granted "by right" approval to develop. As the County developed the growth management strategy contained in this updated comprehensive plan, it remained cognizant that development will occur in Southampton County. From this realization, the County seeks to manage and direct growth and development to areas where growth and development can be accommodated, while minimizing land use conflicts, protecting the environment, and providing for necessary utilities and services.

Community areas are essentially villages or crossroads communities clustered near and around limited commercial development and civic, religious, or school facilities. Community areas offer a sense of place and identity, and recognizable current development patterns. Utilities, if they exist in community areas, are limited to serving immediate needs. Basic County services are provided, but neither utilities nor services are expected to be expanded to serve additional development.

Lands located within community areas, like planning areas, are not granted “by right” approval to develop. As the County developed the growth management strategy contained in this updated comprehensive plan, it remained cognizant that development will occur in Southampton County, but that development in community areas should be limited to low density, in-fill type development that is in character with the respective community area. Development in community areas, if it occurs, should be directed to areas where growth and development can be accommodated, while minimizing land use conflicts, protecting the environment, and providing for necessary utilities and services.

It was noted that according to the draft future land use map, part of State Route 671 will be an industrial corridor and part of U.S. 58 between Courtland and Franklin will be a commercial/industrial corridor. It was noted that using the future land use map as a guide, the County can phase in utility expansions to serve these and other areas where growth can be targeted, managed, and is likely to occur in the next twenty years. It was noted that the future land use map will not in and of itself change current zoning, but serve as guide, if and when zoning changes are applied for by property owners.

ADDITIONAL PUBLIC INPUT AND GENERAL DISCUSSION

1. The criteria for designating the area encompassed within planning areas were described. It was noted that Dockside was not shown in the Courtland planning areas since there are no public utilities, which was a driving criterion for setting out the planning areas.
2. The capacity of the Courtland and Boykins-Branchville-Newsoms sewer systems were questioned. It was noted that the regional sewer provider (HRSD) is examining running a trunk line to Franklin which would help to alleviate pumping stations and help with problems when flooding occurs.
3. It was noted that the area shown as planning areas on the proposed draft future land use map is greater than the area shown on the current future land use map and there was discussion as to how much of the areas shown on the proposed map is now agriculture and would remain agriculture and how much of the land shown has environmental problems.
4. It was noted that land within planning areas is not guaranteed the right to develop, but that these areas were where development should be targeted.
5. It was noted that the current annexation agreement with Franklin would keep the city from trying to annex the new school to be built near Franklin.
6. Do we know how many piano key lots have been recorded? An exact number was not known, but it was noted that the nature of this type

development occurs throughout the County, along secondary roads in sporadic clusters of lots, and that about 150 new homes per year has been the trend, although relatively few traditional subdivisions have been developed.

7. Since US 460 will be relocated, is the Ivor planning area, as shown on the proposed future land use map, large enough? It was noted that the exact route of the relocated road was still up in the air and that future updates of the comprehensive plan would have to deal more with the specifics of land uses around/along the ultimate route chosen.
8. Since we need business and industry, why not show and plan the US 58 corridor for this type development? It was noted that parts of US 58 would be targeted for commercial development and that part of SR 671 and some areas in the Ivor planning area would be targeted for industrial development.
9. Will land that is currently used for agriculture in the planning areas continue to be used for agriculture? It was noted that inclusion of land in a planning area did not automatically change the zoning of the land or the current use.
10. Many people voiced concerns and objections with developing or allowing a greenway/linear park along the Virginia Beach pipeline route, or even showing the proposal on the future land use map. People voiced concerns that the proposal, being pushed by the Futures Group, would cost the County to police and maintain the route and building bridges along it. There were protection and safety concerns voiced. Concern was voiced that people do not know that the County has already asked Virginia Beach about using the pipeline route for a linear park and that the Futures Group has an agenda and will start small and then go all the way. It was noted that there are other areas and opportunities for parks in the County and a way to help stop the greenway proposal was to keep it out of the County's plan.
11. It was noted that better publicity of meetings was needed.
12. Since we're steering development to the Courtland and Boykins-Branchville-Newsoms corridors, what are the future plans for developing/upgrading/extending sewer? It was noted that growth would likely be incremental and thus extension of utilities would be incremental and tied to development or required of developers until the boundaries of the planning area and utility service areas are reached.
13. What will be the impact of proposed industrial development on the rail system? It was noted that HRPDC is doing a rail freight study now to

provide some answers.

14. What input has VDOT provided in the planning process? It was noted that the State develops a primary road plan and also works with the County to develop a 6-year plan for secondary roads (roads with identification numbers "600" or greater) and these plans are considered in the comprehensive plan.
15. What would it take to get SR 671 upgraded to primary status? It was noted that studies are done every three years or so and that a study should be coming up soon.
16. Drainage from development is and will be a problem. Is there any plan to develop a drainage plan for development within the planning areas and across the County as a whole? It was noted that developing a drainage plan could be a work item recommended by the comprehensive plan: that some more planning and problem solving could be done by VDOT; and, that regulations could be developed to require development to provide better for drainage.
17. It was noted that about 2,000 trucks go through Boykins each day. Traffic from the steel mill in Winton is contributing. Traffic back-ups caused by trains still occurs, even though a siding helps. It was noted that the railroad still needs to look at the situation.

VISION 2020 – Southampton County 2007 Comprehensive Plan Update Public Input Session #3

November 1, 2006
Nottoway Elementary School
13093 Ivor Road
Sedley, Virginia

Attendees: Thirty (30) (including some members of the Board of Supervisors and Planning Commission)

Facilitators: Jay Randolph, Assistant County Administrator
Bill Turner, Community Planning Collaborative

PUBLIC INPUT: AREAS OF INTEREST AND CONCERN AND SOUTHAMPTON COUNTY'S STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS

STRENGTHS:

- School system
- Private rights of property owners
- Rural nature of the County
- Transportation system, highways
- People and their interest in the County
- Safe and clean community
- Churches
- Water resources
- Good fire departments and rescue squads
- Favorable taxes (at least in the past)
- Unified governing bodies
- Land use program (use value taxation)
- Task force
- History

WEAKNESSES:

- Lack of recreation (opportunities) and parks
- Lack of industry
- Loss of workforce daily – 63% leave County to work and 37% stay in County to work
- Flooding issues
- Public water systems – some are maxed out and some communities don't have them

- County debt load
- Piano key development
- Lack of understanding (disrespectfulness) of “come heres” about life in the County
- Terrible roads – shoulders and ditches
- No big picture vision for the future
- Lack of sewer
- Tax base structure – land owners carry the brunt of taxes
- New tax assessments were too high, but were adjusted, so what good did use value taxation really do
- County has highest rate of land use participation in state
- Lack of recreational opportunities for seniors

OPPORTUNITIES:

- Can still address piano key development
- Can still require that when timber is cut, a bond is secured so that drainage ditches are cleared out
- Can enforce buffers (now voluntary-50 feet) around swamps
- Environmentalists do not cut any slack on clean-up of drainage areas, even after storms
- Can leave the comprehensive plan (future land use) as it is, taxes will go up if it is changed
- Can get road problems improved before more development comes
- Number of lots on the books is adequate to meet needs
- Economic development can occur along US 58 and US 460 corridors if utilities are there
- Internet access
- Can develop a plan for growth
- Can get zoning right since it is not up to date
- Development and growth are inevitable, but can be managed

THREATS:

- Environmentalists control solutions to storm water/drainage problems
- Loss of trees
- Approving development just because it’s in the comprehensive plan
- Road rage
- Stagnating County
- Having to sell land just to stay in the County
- Not enough jobs
- Becoming a bedroom community
- Not being able to use/sell land that has been held as an investment for that purpose
- Newsoms not ready for growth, neither is Boykins
- Industrial park development will not lower taxes

- Don't make Southampton County like other counties
- Farming is threatened – unless it's a big operation, farms are not making money
- Subsidizing development (with public funds)
- Crime that concentrates in built up areas

DISCUSSION: (DRAFT) PROJECTED FUTURE LAND USE MAP

Southampton County's general goals for the comprehensive plan update (preservation of agricultural lands, economic development, education, and protection of the natural environment) and potential growth trends were described. It was noted that growth is and will come to Southampton County, that only about 6% of the County's area was developed, and that as many as 2,200 new homes could be built in the next 15 years if trends continue, which could result in about 5,000 more people and about 900 new school children.

A draft projected future land use map was displayed. The concept of the map shows planning areas and community areas. The planning areas identified on the future land use map are: Ivor; Courtland; and, Boykins-Branchville-Newsoms. The community areas identified on the future land use map are: Capron; Drewryville; and, Sedley.

Planning areas are areas wherein 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 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 use of planning areas will help to define where growth should go and how far utility expansions should go. It helps to focus growth to adequate transportation routes. Southampton County does not have many large tracts already zoned for development. Development within planning areas will still be subject to environmental constraints and can be required to have design standards, density standards, and adequate highway access. The County can use mandatory connections to utilities and require utility extensions by development within planning areas.

Lands located within a planning area are not granted "by right" approval to develop. As the County developed the growth management strategy contained in this updated comprehensive plan, it remained cognizant that development will occur in Southampton County. From this realization, the County seeks to manage and direct growth and development to areas where growth and

development can be accommodated, while minimizing land use conflicts, protecting the environment, and providing for necessary utilities and services.

Community areas are essentially villages or crossroads communities clustered near and around limited commercial development and civic, religious, or school facilities. Community areas offer a sense of place and identity, and recognizable current development patterns. Utilities, if they exist in community areas, are limited to serving immediate needs. Basic County services are provided, but neither utilities nor services are expected to be expanded to serve additional development.

Lands located within community areas, like planning areas, are not granted “by right” approval to develop. As the County developed the growth management strategy contained in this updated comprehensive plan, it remained cognizant that development will occur in Southampton County, but that development in community areas should be limited to low density, in-fill type development that is in character with the respective community area. Development in community areas, if it occurs, should be directed to areas where growth and development can be accommodated, while minimizing land use conflicts, protecting the environment, and providing for necessary utilities and services.

It was noted that according to the draft future land use map, part of State Route 671 will be an industrial corridor and part of U.S. 58 between Courtland and Franklin will be a commercial/industrial corridor. It was noted that using the future land use map as a guide, the County can phase in utility expansions to serve these and other areas where growth can be targeted, managed, and is likely to occur in the next twenty years. It was noted that the future land use map will not in and of itself change current zoning, but serve as guide, if and when zoning changes are applied for by property owners.

ADDITIONAL PUBLIC INPUT AND GENERAL DISCUSSION

1. Attendees wanted to be able to compare the current future land use map and what is proposed on the draft projected future land use map. (Copies of the draft future land use map when developed will be mailed to attendees who provided mailing addresses.)
2. It was noted that the County’s subdivision and zoning ordinances will be reviewed in the next few years to mesh with the updated comprehensive plan.
3. It was noted that development is coming and that attendees wanted to know what can be done to make sure the County is developed as citizens want it. Citizens should stay involved and attend meetings. The Board of Supervisors and Planning Commission are sensitive to public input and

allow time for public input at meetings, but there is still a need to better inform citizens. It was noted that the County's website and perhaps a newsletter could be useful tools. It was noted that morning Board of Supervisors meetings were difficult for some people to attend.

4. The proposed route of the new US 460 corridor should be shown on the future land use map. The facility is needed for increasing port traffic and for hurricane evacuation.
5. Attendees discussed a proposal to develop a greenway corridor along the Virginia Beach (Lake Gaston) water pipeline route which has been shown on the draft future land use map for discussion purposes. Many attendees voiced concern about the greenway, including who will be using it, how it will be policed and maintained. Many attendees voiced the concern that the greenway might be a good idea, but now is not the time with so many unknowns. It was noted that Dominion Power is also looking to run a high voltage power line through the County and may want to use the pipeline route as its route. It was noted that the people promoting the pipeline was a civic group (Futures Group) and that they should divert their attention and effort away from a greenway and look at other sites and opportunities for parks and recreation that people will support. It was noted that the county needs a regional park, ball fields, trails, skate boarding parks, etc. It was noted that the 22 mile pipeline route could not be monitored. It was noted that now, some property owners long the route keep an eye on things but can't be expected to watch the entire route. The proposal was called a "white elephant" and it was noted that the County should send a letter to Virginia Beach saying "no thanks."
6. The draft comprehensive plan update may be ready to distribute to the Planning Commission as soon as December 14, 2006, with public hearings possible in early 2007.
7. It was noted that SR 671 cannot stand any more traffic and that the County should involve VDOT to make improvements now.
8. Attendees wanted to know how the County will pay for the costs of development that is expected. It was noted that: the use of cash proffers would help (current cash proffer is \$1,728 per lot); rezoning to a residential classification was required (which meant County review); and, developers could participate in provision of utilities to serve their development.
9. An attendee wanted to know why Lowe's located in Franklin, instead of in the County.

VISION 2020 – Southampton County 2007 Comprehensive Plan Update Public Input Session #4

November 8, 2006
Hunterdale Elementary School
23190 Sedley Road
Franklin, Virginia

Attendees: Forty (40) (including some members of the Board of Supervisors and Planning Commission and the County Administrator)

Facilitators: Jay Randolph, Assistant County Administrator
Bill Turner, Community Planning Collaborative

PUBLIC INPUT: AREAS OF INTEREST AND CONCERN AND SOUTHAMPTON COUNTY'S STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS

STRENGTHS:

- Not much traffic
- Low population density
- Lots of open space
- Rural atmosphere but close enough to be able to reach cities
- Weather
- Low crime rate
- Quality of life
- Friendly people – people know each other and know office holders
- Outdoor sports opportunities (hunting, fishing, etc); some of the best deer hunting in the State
- (Being) able to talk to local government officials at civic functions
- School system
- Unified governing bodies
- Board of Supervisors and County Administrator
- Opportunity to raise children in a country atmosphere
- Excellent churches and a Christian atmosphere
- Generosity of people toward others
- Black Creek sign which lets you know you are entering Southampton County
- Majority of fire and rescue is volunteer and they love what they do
- Best farmers anywhere
- One of the largest peanut producing counties in the State
- History and historic structures

WEAKNESSES:

- Lack of local job opportunities for young people
- Lack of school supplies such as paper in middle schools
- Narrow, slick roadways and highways such as Wakefield Road, Unity Road, and Delaware Road
- Roads and ditches and narrow shoulders and environmental constraints which do not let ditches to be cleaned out
- Unable to bring industrial and business development to the County
- Flooding, clogged culverts which are metal (holes develop and when roads are repaved, the holes are filled, further blocking the culvert)
- Resources are spread thin over a 600 square mile county
- Unable to tap into resources such as water and gas pipeline which cross the County
- Lack of School Board term limits
- River(s) clogged up and need dredging
- County debt load - tax rate will have to go up
- Inability of the County to help Sedley water problems
- Water and sewer systems are at capacity and there is no long term master plan for improving which should include growth areas and estimated costs

OPPORTUNITIES:

- Can still make School Board more accessible
- Can try to get money to dredge rivers
- Can have Planning Commission get training and certification for things such as zoning
- Can still encourage development of land where there are community services and little impact on traffic systems using complexes that have employment opportunities nearby; Identify areas near the industrial park to develop these type areas; There will be societal benefits and a sense of community
- Can still develop guidelines for development which needs more study
- Can encourage more health care opportunities
- Can encourage youth opportunities beyond school functions

THREATS:

- Not appreciating local businesses and farms which are feeling the squeeze from the outside
- County cannot afford to put water and sewer in for developments
- Small developments effects of the water table
- County a likely target for people to come here, which will change the County for the worse
- Character of County people will change as increased development congregates people and causes more crime and social issues
- What type of zoning will we have, property values dropped due to development moratorium and recent zoning changes

- Planning Commission allowing a 90-lot subdivision on Harris Road at a site that used to be a County dump. What is the County's potential liability? What will the impact on wells be?
- Building a development on Sadler Road too near the site of a former landfill
- Pig farm lagoons
- Health, safety, and welfare issues such as: no magistrate at the County building in Courtland, the County Seat; response of medical technicians which may need more training and perhaps paid help; and, marketing advertisements/booklets which focus too much on Franklin and not enough on Southampton County

DISCUSSION: (DRAFT) PROJECTED FUTURE LAND USE MAP

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ADDITIONAL PUBLIC INPUT AND GENERAL DISCUSSION

1. Will changes between the current comprehensive plan and the updated plan be highlighted so it can be easily reviewed? It was noted that the update should be read on its own merits and that the current future land use map and the map that will ultimately be in the updated plan will be available at the County offices for review.
2. If the Planning Commission recommends growth, is it going to also make recommendations about how roads and utilities for growth will be paid for? It was noted that the comprehensive plan will address how the plan is to

be used as a guide for land use decisions and give the County some leverage to require utility extensions. It was noted that the County now requires rezoning of agricultural land to a residential zone before subdividing and this give the County leverage. It was noted that the County needs to put more emphasis on roads to make sure developments don't cause the roads to be unable to handle traffic increases.

3. What about farms zoned R-1? It was noted that the County adopted zoning in 1968 and some agricultural lands got zoned R-1 and when use value taxation was adopted, many people realized this. It was noted that property owners can apply to have properties rezoned (down zone to agriculture).
4. Can the County give a 12-month time period for a "no fee" down zoning of agricultural lands that are zoned R-1? Now the fee for a rezoning is \$500.00.
5. An attendee said he lived in another locality where growth had choked up a highway artery and then everyone wanted a by-pass and then towns die out. Are we thinking of the consequences of growth with respect to the future need for a by-pass along U.S. 58 and what will happen to towns along the route? It was noted that the updated comprehensive plan will not show any new by-pass along the route and that U.S. 58 should serve at a satisfactory level throughout the planning period.
6. Is it still in the realm of possibility for the County to tap into the Virginia Beach water pipeline? It was noted that the County needs a master water and sewer plan which would specify and analyze water resources and the comprehensive plan's action plan will have this as a work item.
7. Many attendees spoke concerning a projected greenway shown on the draft future land use map along the Virginia Beach water pipeline. It was noted that the green way was shown to get citizen input; that the County does not have a parks and recreation department or many public recreation assets; and, since this is an asset, it should be discussed. It was noted that a local citizen group called the Futures Group supports the idea and has approached the County to see if Virginia Beach would agree to use the route for a greenway. The Futures Group has held meetings with some governmental agencies. The County has contacted Virginia Beach concerning use of the route. It was noted that the concept had not received any support at the previous three public input sessions. It was noted that Dominion Power may be looking at the pipeline as a route for high power lines too.

-An attendee said County people would not use the greenway, but outsiders would and it would be a nightmare to manage, police, and keep

clean.

-An attendee said the County should look at a more central location for a park. Jay mentioned the possibility of using part of the pipeline route for specific events.

-An attendee asked what others areas along the pipeline have done. It was noted that Isle of Wight County had shown a portion of the route as a greenway.

-Dominion Power can use eminent domain to secure a route through the County and the County should go on record with its position. U.S. 460 is the shortest and best route but there are many more property owners to deal with so the Virginia Beach pipeline may be preferable for Dominion Power. An attendee referred to a recent meeting wherein Dominion Power was advised that there are historic houses near/along the pipeline route and thus deviations from the route may be necessary so it might not be such a desirable route anyway. It was noted that showing the pipeline as a projected greenway may help keep Dominion Power at bay.

-An attendee said he was disappointed that the County would even speak to Virginia Beach about using the pipeline without first talking to the property owners along the pipeline. He said that when the Boys Home was being proposed, property owners were promised that residents of the Home would stay off private property, but it hasn't been that way. Why would the pipeline as a greenway be different?

-An attendee asked about the cost and liability of a greenway.

-An attendee asked about the rights of people who hunt and the safety concerns of people using a greenway.

-An attendee noted that Sedley has had problems too with outsiders coming into the area with 4-wheelers and couldn't police the situation until posting signs, which has helped, but since posting.

-An attendee asked that given concerns about the greenway, will it be shown on the draft future land use map. It was noted that the pipeline route would be shown on the future land use map but it would not be projected as a greenway given the lack of support voiced at the public input sessions. It was noted that the Planning Commission and or the Board of Supervisors could direct that it be labeled as a greenway and shown on the map though.

-An attendee asked for a show of hands of those against using the pipeline as a greenway. Twenty raised hands were counted.

-An attendee noted that the Rosemont Cemetery in Sedley was on the edge of the pipeline and the cemetery was very concerned about safety and perking problems, not to mention noise. It was noted that the United Methodist Church was in the same situation and had the same concerns.

8. Can citizens come to the Board of Supervisors meetings and meetings of the Planning Commission and ask questions and get answers? Why doesn't the County show a movie about how two counties developed using different approaches? It was noted that citizens are invited to and

should attend meetings of the Board of Supervisors and Planning Commission and the meeting dates and times should be on the County web site.

9. Where do the people who will live in the new Harris Road development come from? Do they know the area is rural? It was noted that better education about the County's rural character should be encouraged by developments.
10. There are existing parks in some areas and communities and these should stay. Community recreation and parks should go where people are and will use.
11. People met years ago at the Hunterdale Elementary School about Franklin's annexation and now the County's building another school nearby to replace Hunterdale. What if Franklin annexes the area? It was noted that the existing agreement between the County and Franklin was approved by the voters and prohibits future annexations indefinitely and that the County and the City share some revenues.
12. What is the possibility of the County and Franklin merging? It was noted that this would have to come from the citizens and elected officials.

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