Pittsylvania County Comprehensive Plan

2010 PITTSYLVANIA COUNTY

COMPREHENSIVE PLAN

Acknowledgements

The Pittsylvania County 2010 Comprehensive Plan was prepared by the Pittsylvania County Planning Commission with the input of the citizens of Pittsylvania County. Numerous County departments, agencies and boards, as well as federal and state partners, offered input and support for this project. The Pittsylvania County Board of Supervisors also offered their input and adopted the plan on May 18, 2010.

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Richard Motley, Vice-Chair	Chatham-Blairs District
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County Staff

William D. Sleeper, County Administrator
Otis S. Hawker, Assistant County Administrator for Facilities and Operations
Gregory L. Sides, Assistant County Administrator for Planning and Development
Kenneth L. Bowman, Director of Economic Development
Odie H. Shelton, Jr., Director of Code Compliance
Terry Whitt, GIS Specialist
Brenda O. Robertson, Administrative Assistant

Additional Assistance Provided By:

West Piedmont Planning District Commission
Virginia Department of Transportation

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CHAPTER I

Introduction and Planning Process

INTRODUCTION

The quality of life in a community can not be measured by statistics. It can only be expressed in terms of the collective experiences enjoyed by the residents. It includes such things as a comfortable climate, recreational and entertainment opportunities, educational and cultural life, and an aesthetically pleasing living environment. Pittsylvania County is best defined by its people and quality of life. Mild temperatures, a low crime rate, miles of scenic country roadways, a shoreline along Smith Mountain and Leesville Lakes, and abundant vista's contribute to the County's reputation as a pleasant place to live. The Pittsylvania County Comprehensive Plan, which is the long-range plan for the physical development of the County, will help preserve and enhance this high quality of life.

Like all localities in Virginia, Pittsylvania County is required to adopt a comprehensive plan, but the reasons for developing the plan go well beyond fulfilling this mandate. The Comprehensive Plan is necessary to ensure the efficient use of land in recognition of environmental constraints and the capacity of the public infrastructure. It seeks to provide for an appropriate mix of residential, commercial, and industrial development; to guide such development to appropriate areas of the County based on the carrying capacity of the land, the existing development character, and the presence of infrastructure and public facilities; to preserve the County's natural resources and aesthetic quality; and to prevent the overburdening of the County's roads, utilities, facilities, and services.

Although mandated by state law, a comprehensive plan does not have the status of law. Rather, it is a policy document intended to provide direction for present and future policy makers in making the laws and setting the policies to guide the County's development. The Comprehensive Plan is implemented by the County's various development ordinances – particularly the Zoning and Subdivision Ordinances – as well as the Capital Improvements Program, the Water and Sewer Plan and the Six-Year Primary and Secondary Road Plans.

This revision is an update to the plan adopted by the County in 1991 and was prepared under the direction and guidance of the Pittsylvania County Planning Commission and County staff that provided additional community perspectives on the planning process and the plan document. Work on the plan was initiated in 2007 and was completed in early 2010.

Community involvement was one of the guiding principles governing the preparation of this plan. To be effective and legitimate, a plan must be based upon the knowledge, values, and aspirations of a community's citizens, including its elected and appointed leaders.

Pittsylvania County citizens contributed to this plan's development. Citizens contributed their time, ideas, and visions for the future of Pittsylvania County. Five meetings were held throughout the County at the beginning of the update process to introduce the concept of the plan and receive input related to issues and concerns. Six meetings were held later in the process to discuss future land use and to receive input on the draft proposed goals and objectives. The Planning Commission and the Board of Supervisors also conducted formal public hearings prior to adoption of the plan. These meetings were all used as strategies to maximize the citizen participation crucial to the development of this plan. In addition to the public meetings, the draft plan was also available on the County's website to allow citizens to review the plan and offer additional comments. County staff was instrumental in providing information about current County operations and contributing their knowledge, skills, and expertise in the development of this document.

This plan is an official public document adopted by the Pittsylvania County Board of Supervisors on May 18, 2010. The plan can be used as a long-term guide for land use decisions related to growth and development within the County as well as a general guide that outlines public priorities and directs expenditures for public facilities and programs.

AUTHORITY. AUTHORITY FOR LOCAL GOVERNMENT PLANNING IN VIRGINIA IS CONTAINED IN TITLE 15 SECTION 15.2-2223 THROUGH 15.2-2232 OF THE CODE OF VIRGINIA, 1950, AS AMENDED. THIS PLAN WAS PREPARED IN ACCORDANCE WITH THESE PROVISIONS. ANY CHANGES IN COMPREHENSIVE PLANNING LEGISLATION ADOPTED BY THE GENERAL ASSEMBLY THROUGH 2009 ARE REFLECTED IN THIS DOCUMENT.

BY STATE LAW, THIS PLAN SHALL BE GENERAL IN NATURE. IT SHALL DESIGNATE THE APPROXIMATE LOCATION, CHARACTER, AND EXTENT OF EACH FEATURE SHOWN AND MAY INDICATE WHERE EXISTING LANDS OR FACILITIES ARE PROPOSED TO BE EXTENDED, REMOVED, RELOCATED, VACATED, NARROWED, ABANDONED, OR CHANGED IN USE.

A plan, with accompanying maps, charts, and descriptive matter, may include, but need not be limited to:

1. The designation of areas for various types of public and private development and use, such as different kinds of residential, business, industrial, agricultural, mineral resources, conservation, recreation, public service, flood plain and drainage, and other areas;

2. The designation of a system of transportation facilities such as streets, roads, highways, parkways, railways, bridges, viaducts, waterways, airports, ports, terminals, and other like facilities;

3. The designation of a system of community service facilities such as parks, forests, schools, playgrounds, libraries, public buildings and institutions, hospitals, community centers, waterworks, sewage disposal or waste disposal areas, and the like;

4. The designation of historical areas and areas for urban renewal or other treatment;

5. The designation of areas for the implementation of reasonable ground water protection measures;

6. An official map, a capital improvements program, a subdivision ordinance, zoning ordinance and zoning district maps, mineral resource district maps and agricultural and forestry district maps, where applicable;

7. The location of existing or proposed recycling centers; and

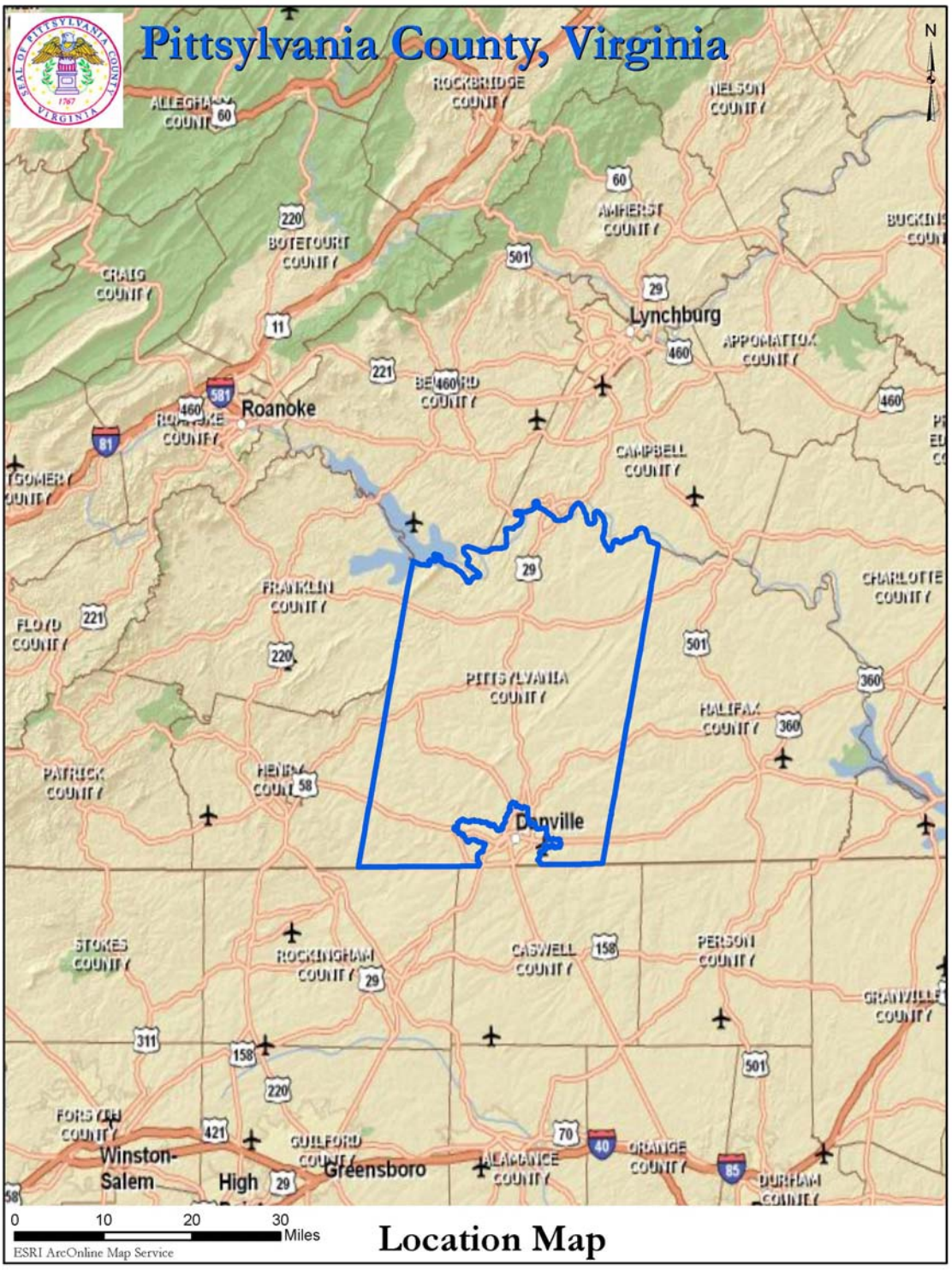
8. The designation of areas for the implementation of measures to promote the construction and maintenance of affordable housing, sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated.

PLANNING HORIZON

The year 2030 was chosen as the planning horizon for this plan. By law, the Comprehensive Plan shall be reviewed by the Pittsylvania County Planning Commission at least once every five years. Each of these reviews will serve as the basis to formally evaluate the County's progress and community success, and provide the opportunity to revise the goals, objectives, and strategies.

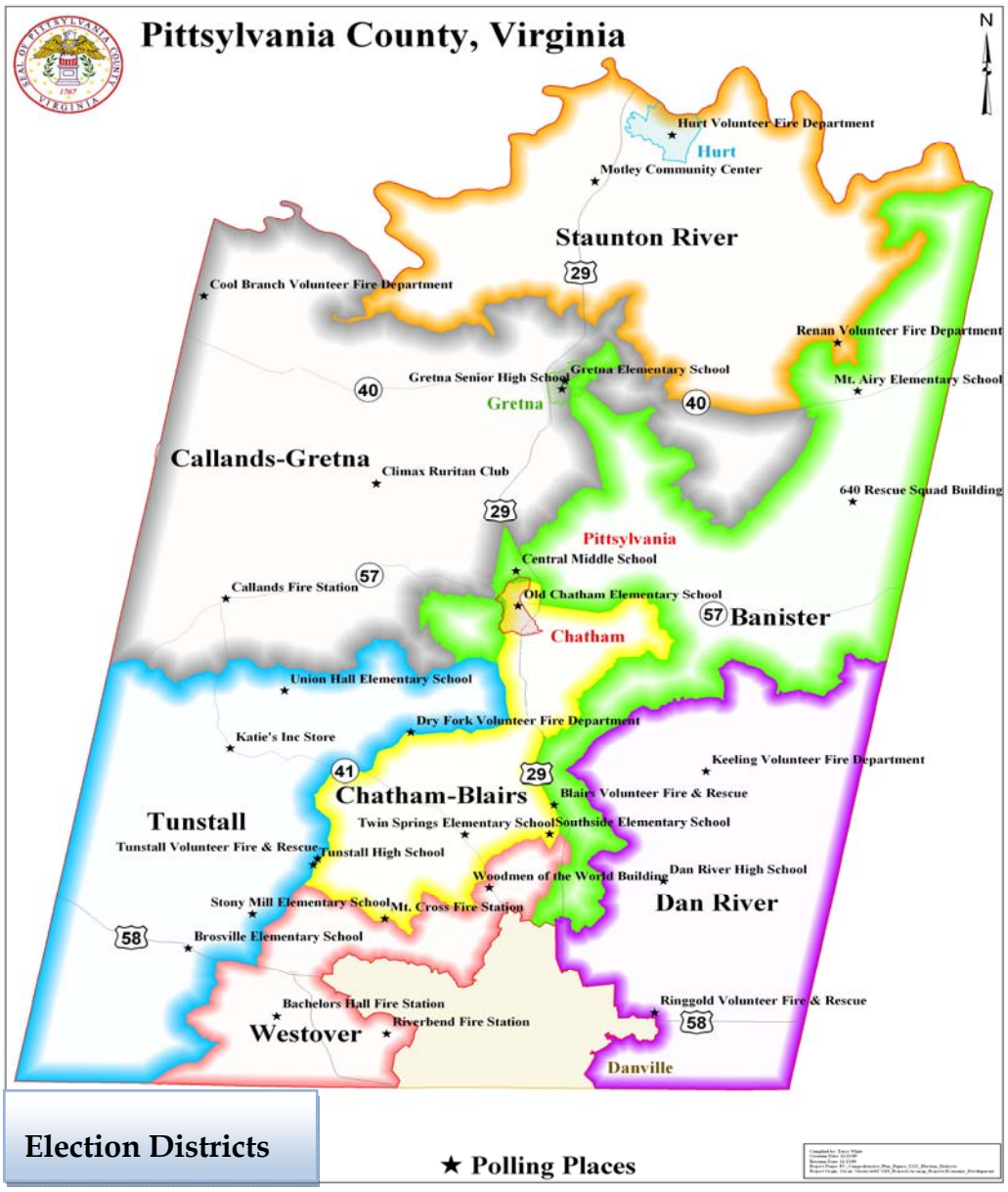
LOCATION

Pittsylvania County is approximately 982 square miles in size and is the largest County in Virginia. Located in south central portion of the Commonwealth, it is bordered by Bedford County and Campbell County to the north and Henry County and Franklin County to the west. The County shares a border with Halifax County to the east. The southern border of Pittsylvania County is adjacent to the City of Danville, and the North Carolina state line. Pittsylvania County is approximately 180 miles from the Atlantic coast and just 50 miles east of the beautiful Blue Ridge Mountains. It is conveniently located between the Raleigh/Durham Research Triangle area and Greensboro/Winston-Salem Tri-City area of North Carolina and the Roanoke & Lynchburg area of Virginia, all about a one-hour drive away. Richmond, Virginia is only about 140 miles to the northeast and Washington, D.C. is located 279 miles to the north.


Pittsylvania County, Virginia
N
Roanoke
Lynchburg
Danville
Winston-Salem
High Point
Greensboro
ROCKBRIDGE COUNTY
NELSON COUNTY
AMHERST COUNTY
BOTETOURT COUNTY
CRAIG COUNTY
APPOMATTOX COUNTY
CAMPBELL COUNTY
FRANKLIN COUNTY
PITTSYLVANIA COUNTY
CHARLOTTE COUNTY
HALIFAX COUNTY
PATRICK COUNTY
STOKES COUNTY
ROCKINGHAM COUNTY
CASWELL COUNTY
PERSON COUNTY
GRANVILLE COUNTY
ORANGE COUNTY
DURHAM COUNTY
0 10 20 30 Miles
ESRI ArcOnline Map Service
Location Map

GOVERNING BODY

Pittsylvania County has adopted the Traditional form of government as authorized by the Virginia Constitution. The Board of Supervisors consists of seven members, elected from seven election districts. The Board elects a Chairman and Vice-Chairman and employs a County Administrator to serve as a full-time administrative agent. The Board appoints a member of the Planning Commission from each election district, along with a Board representative, for a total of eight members.



PLAN FORMAT AND CONTENT

THIS PLAN IS COMPRISED OF EIGHT CHAPTERS. THEY ARE AS FOLLOWS:

Chapter I Introduction and Planning Process

Chapter II Natural and Cultural Environment

Chapter III Community Demographics

Chapter IV Community Facilities and Services

Chapter V Housing

Chapter VI Economic Development

Chapter VII Transportation

Chapter VIII Land Use and Growth Management Issues

THE PLANNING PROCESS

This section summarizes the process used by Pittsylvania County to prepare and adopt this comprehensive plan. Although the following "steps" are numbered sequentially, each step was started at a time in the process to ensure effective involvement of the citizens. The planning

process also ensured that the Planning Commission had the necessary information to prepare a plan for adoption by the Board of Supervisors.

Step One: Project Kick-Off

The planning process began in late April of 2007 with a project kick-off meeting attended by members of the Planning Commission. Members of the County staff were present as well as interested County citizens. Attendees at this meeting were provided an overview of comprehensive planning legislation in Virginia, and reviewed and discussed the process chosen by the County to update the 1991 Comprehensive Plan.

At this meeting the Planning Commission identified a number of community issues that should be addressed in the plan. These issues included *agriculture and open space preservation*, *utility service areas, land use, transportation enhancements and recreation services*. The Planning Commission also discussed the recently completed *Dialogue on Pittsylvania County* – a citizen led initiative designed to highlight and promote community dialogue on current County trends and issues.

Step Two: Community and Demographic Analysis

A demographic analysis was undertaken for the purpose of understanding the varied characteristics of Pittsylvania County. As a part of this analysis, current and projected population growth, housing, and economic data were collected and analyzed so that historic trends and current conditions could be understood.

In addition to the demographic analysis, a wide variety of community and public facility data contained in the 1991 plan was reviewed and updated. Included within this category was data in the areas of the natural environment, historical, and cultural resources.

Step Three: Community Participation; Plan Development, Review and Adoption

Several techniques were used to ensure that Pittsylvania County citizens were knowledgeable of the plan update initiative and had the opportunity to contribute ideas throughout the process. In addition to the public Planning Commission work sessions, broader community

involvement was obtained through a series of eleven community-wide meetings. The first five community meetings, held in November 2007, were held in five geographically dispersed County locations. Each meeting began with participants having the opportunity to review and discuss Pittsylvania County demographic information. Citizens also reviewed general goals from the 1991 plan and offered their perspectives on their continued relevance sixteen years after they were adopted. There was a general consensus among the community meeting participants that these 1991 goals, listed below, continue to be relevant, and should be included in this update.

COMMUNITY GOALS

Goal #1 To stimulate economic activity and encourage development that supports a healthy, stable, and diverse economy.

Goal #2 To anticipate and plan for population change and accommodate population change in an orderly and efficient manner.

Goal #3 To promote the preservation of the natural and cultural environment for present and future residents of the County.

Goal #4 To provide the public services and community facilities necessary to support development as economically and efficiently as possible.

Goal #5 To encourage aesthetic, health promoting residential communities, and provide choices in the housing market so that all County residents may find affordable, comfortable, safe, and sanitary housing.

Goal #6 To promote the efficient and financially sound operation of the County government and minimize the financial burden on the County taxpayers.

Each meeting was devoted to small group discussions on a broad range of community issues. Participants undertook a visioning exercise using maps to graphically share their ideas on the County's special places and County areas in need of improvement. Significant commonality of ideas and opinions emerged from the small group discussions. The Planning Commission received a summary of the five meetings in December of 2007 and considered the citizen comments in the development of this plan.

The Planning Commission held a series of work sessions beginning in January 2009. These work sessions were open to the public. The Planning Commission used the work sessions to discuss the format, content and direction of the new plan. At these work sessions plan issues were discussed and draft sections of the plan were reviewed.

A second series of community meetings were held in September and October of 2009. These meetings were designed to receive input concerning the future land use portion of the plan and to allow the public to comment on a draft of the specific goals and objectives designed to promote the 6 overall community goals.

In January of 2010 a complete draft of the plan was made available to the public. Citizens were given the opportunity to review the draft plan in selected locations and on the County's website. All citizen comments on the draft plan were reviewed by the Planning Commission. Ideas emerged from many sources, including, demographic analysis, citizen comments, Planning Commission discussions, and Pittsylvania County staff perspectives.

The Planning Commission held a public hearing on this plan on March 2, 2010 and thereafter transmitted their recommendation on the plan to Board of Supervisors. The Board of Supervisors held a public hearing on May 18, 2010 and thereafter adopted this plan.

CHAPTER II

Natural and Cultural Environment

INTRODUCTION

A community's natural and cultural environment is the building block – the base - upon which community planning takes place. The characteristics of a natural environment should define and in some cases limit the appropriate uses of land. Similarly, a community's past, as represented by its identified cultural and historic resources, can help guide current decisions on the appropriate use of land. This chapter presents an overview of the County's principal natural and cultural resources.

CLIMATE

Pittsylvania County's geographic location results in a temperate climate zone. The County benefits from its mid-latitude location, along with the moist air from the Atlantic Ocean to the east, and the sheltering Blue Ridge Mountains to the west. This location creates a temperate zone where neither winter nor summer temperatures are generally severe. The average annual January temperature is about 39 degrees and the average annual July temperature is about 78 degrees. Average annual rainfall is about 44 inches and average annual snowfall is about 9 inches. The County's temperate climate is well suited for a variety of agricultural and forestry activities, and generally allows land development activities to be underway year round. Overall, climate is also a factor in the choice of a retirement or vacation location and the county's temperate climate contributes to both.

CHATHAM, VIRGINIA (441614)

Period of Record Monthly Climate Summary

Period of Record : 7/ 1/1922 to 6/30/2009

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max. Temperature (F)	47.5	50.6	58.6	69.2	77.3	84.4	87.6	86.3	80.5	70.4	59.9	50.0	68.5
Average Min. Temperature (F)	25.6	26.7	33.3	41.9	51.0	59.8	64.1	62.6	55.9	43.5	34.3	27.5	43.8
Average Total Precipitation (in.)	3.50	3.06	3.95	3.49	3.91	3.65	4.30	3.93	4.18	3.25	3.14	3.32	43.69
Average Total SnowFall (in.)	3.7	2.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.4	9.9
Average Snow Depth (in.)	0	0	0	0	0	0	0	0	0	0	0	0	0

Percent of possible observations for period of record.
Max. Temp.: 99.2% Min. Temp.: 97.1% Precipitation: 99.6% Snowfall: 97.9% Snow Depth: 97%
Check Station Metadata or Metadata graphics for more detail about data completeness.

Southeast Regional Climate Center, sercc@climate.ncsu.edu

AIR QUALITY

The County's geographic location is isolated from regional major point sources of air pollution, and air quality in the county is generally good. Neither the County, nor any surrounding jurisdiction is designated a "non-attainment area" with respect to Federal Clean Air Act standards as administered and enforced by Virginia's Department of Environmental Quality. The county's lack of traffic congestion and low-density population patterns do not at this time create conditions for unacceptable air quality. However, this same low density population pattern promotes the use of the automobile, increases vehicle miles traveled, and decreases mass transit feasibility.

Air quality monitoring will become an increasingly important public responsibility as county and regional growth occurs. Future land use decisions that promote mixed use and "live-work" development patterns can reduce commuting time and distances, and thus vehicle use and pollution. Mass transit and bicycle options can also have a beneficial impact on air quality.

NOISE

Though not generally acknowledged as a form of environmental pollution, noise has become a growing national concern with the addition of new highways and increasing air and automotive traffic as well as increased sound levels associated with certain land uses. The County has a noise ordinance that is enforced by the Sheriff's office, entitled Chapter 41 Noise Control, of the Code of the County of Pittsylvania, Virginia, 1976. The ordinance sets day and night sound level limits for various land use categories. The allowable sound level limits increase as you move from noise sensitive zones such as residential areas to business and industrially zoned areas. For residential development, according to the Department of Housing and Urban Development, a day-night sound level (abbreviated as DNL) greater than 65 is considered to represent unacceptable level of noise exposure. Highway traffic, particularly along major freeways and expressways such as Highway 29, is a common source of objectionable noise in residential communities across the United States. Better planning for transportation/land use compatibility is the optimum solution to this problem.

ELEVATION AND SLOPES

The County has a rolling to hilly topography with elevations averaging from 400 to 800 feet above sea level. The highest point in the county is Smith Mountain which is 2,043 feet high. The lowest point, about 350 feet, is in the area where the Dan River flows into Halifax County. Most

of the County has slopes of less than eight percent. The steeper land in the county is adjacent to Smith Mountain and Leesville Lakes, and the Staunton River, located in the northern parts of the county. Concentrations of steeper slopes also occur west of Chatham and along the White Oak Mountain ridge line, which runs diagonally across the County. Slopes of 15 percent or greater present constraints for many types of development, as well as erosion problems for farming operations. Steep slopes may be difficult to build upon because of the greater likelihood of erosion resulting from land disturbing activities, which contributes to sedimentation and pollution of streams. The areas excluded from intensive development for reasons of excessive slope should be used primarily for forestry, recreation, and scenic areas. Figure II-1 shows the overall topography of the County.

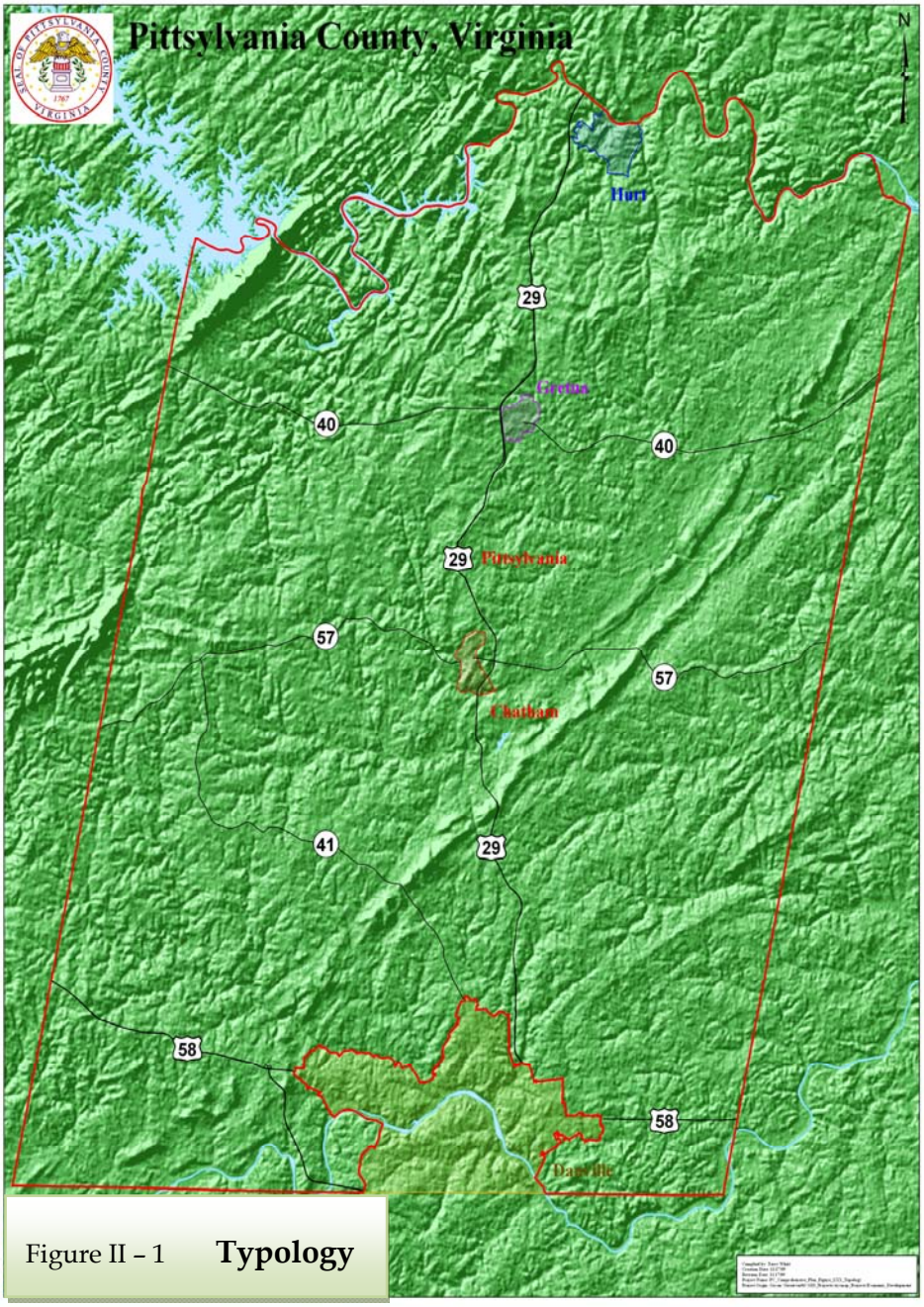


Figure II – 1 **Typology**

To evaluate the effect of slope on land development, the County has been divided into four categories: **0-7.5 percent** (average slope), **7.51-15.0 percent**, **15.1-25.0 percent**, and **25.1 percent and over**. The definitions of these categories are as follows: (See Figure II – 2).

0-7.5 percent - Level Land:

Land that is of flat to moderate slope and easily developed for many types of uses. Periodic flooding and poor drainage may be associated with this class.

7.51 – 15.0 percent – Rolling Land:

Land that is suitable for small concentration of residential, commercial or industrial uses not requiring large level sites. Development of large tracts of this land for intensive land use may be costly. This slope class is well suited to pasture, forage crops, forest lands and orchards.

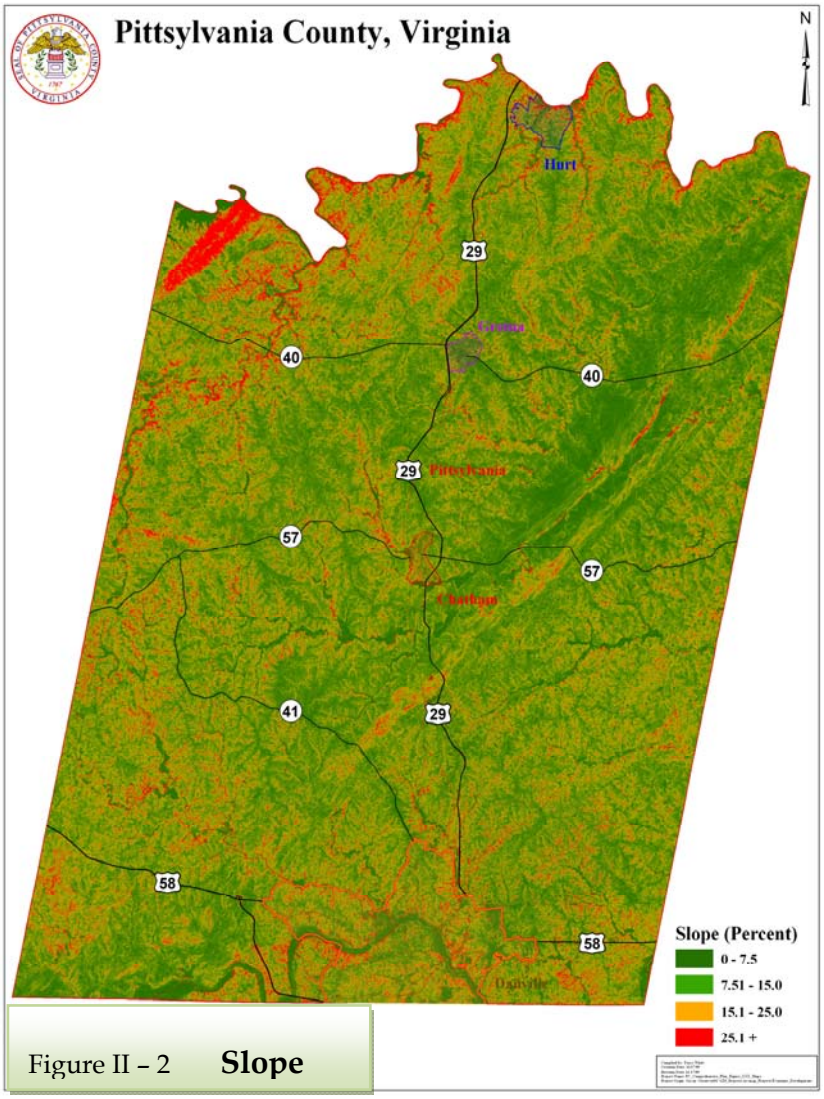


Figure II – 2 **Slope**

15.1 – 25.0 percent – Hilly Land:

This land is suitable for residential uses if planning for site development includes consideration of the topography. Due to slope characteristics, construction of water and sewer facilities are economically unfeasible. Intensive agricultural usage is often limited to pasture and orchards.

25.1 percent and over –Steep Slopes:

Land that is suitable for use in outdoor recreation, wildlife habitat, and watershed conservation. It is unsuitable for any type of intensive development or cultivation. Conservation practices should be enforced in these areas, and a permanent tree cover should be established if possible.

SOIL CHARACTERISTICS

The identification and location of soil types is beneficial in land use planning in order to facilitate the most appropriate use of soil resources. The classification of soils was originally accomplished by the U.S. Soil Conservation Service with agricultural purposes in mind. Today, a land development application of soils information is important for foundation design, septic design, and erosion control.

Figure II-3 is from the Soil Survey of Pittsylvania County and the City of Danville, Virginia, issued July 1994. The soil survey report contains extensive information that can be used in land planning, such as development limitations and potential hazards in certain areas.

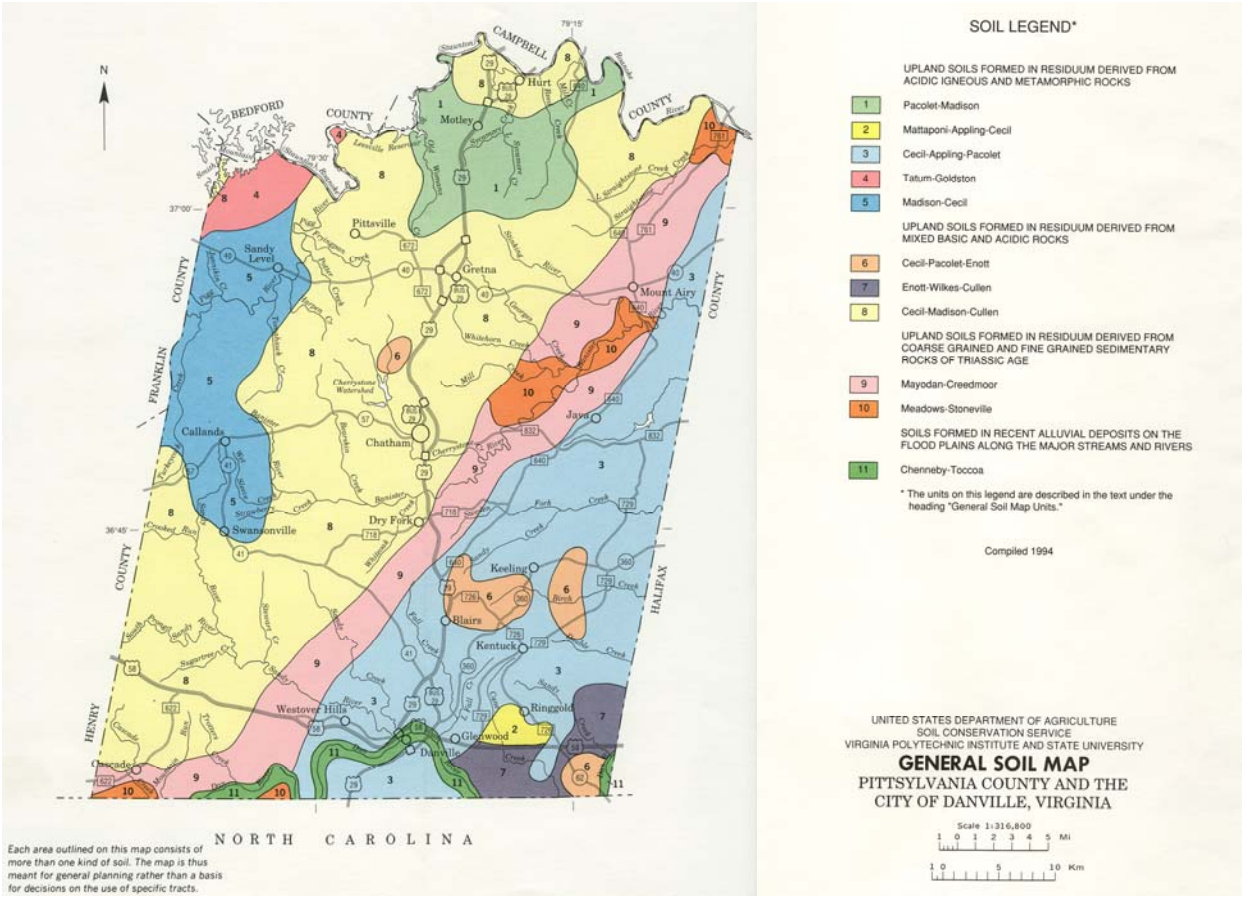


Figure II – 3 **Soil Map**

GEOLOGY AND GROUNDWATER

Similar to slope, the county's underlying geology can be a constraint to development. At a minimum, a site's subsurface geology should be considered when designing the foundation of a proposed structure. Geologic surveys of Pittsylvania County have shown that most of the county is underlain with crystalline rocks such as granite, gneiss, hornblende, gabbro and greenstone. However, there is one notable exception, the Triassic belt, an area of sedimentary rocks two to five miles in width extending diagonally from the North Carolina boundary near Leaksville Junction to the Campbell County line north of Cedar Forest.

This type of geology is somewhat limiting to a good subsurface supply of groundwater. Groundwater that is present is found in fracture zones in the upper levels of the rock formations and heavy pumping/withdrawal can result in significant fluctuation in water levels. These groundwater characteristics can influence an area's development potential. There are also water quality issues found in certain areas of County due to subsurface mineralization. The hardest and most mineralized water in the County comes from wells that penetrate the sandstone and shale rocks west and northwest of Danville.

The environmental risks to groundwater are many and great. In addition to the over pumping/withdrawal that can deplete groundwater supplies, causing hardships for existing users, and limiting future growth opportunities, the contamination of groundwater is also a major risk to the resource. Contamination can result from malfunctioning septic systems, leachate from old/closed sanitary landfills, non-point source pollution from agricultural areas and developed properties, or accidental or deliberate point source discharges.

SURFACE WATERS

The Dan and Staunton Rivers provide an abundance of surface water for the County. Numerous smaller streams provide additional water supplies and withdrawal points for future needs such as the Pigg, Banister, Stinking and Sandy rivers and Cherrystone, Elkhorn, George's, Straightstone, Reed, Sycamore, and Whitethorn creeks.

There are also numerous lakes and water impoundments scattered throughout the County. The two most significant are the Smith Mountain and Leesville Lake reservoirs, which are

hydroelectric impoundments of 20,000 acres and 2,400 acres respectively on the Roanoke (Staunton) River. These reservoirs have also provided recreational opportunities and have influenced residential development patterns.

The County's public water supply systems primarily rely on surface waters. The Town of Hurt utilizes the Staunton River and the Town of Gretna withdraws from a reservoir on George's Creek. The Town of Chatham supplies drinking water from a reservoir on Cherrystone Creek and the City of Danville relies on water from the Dan River. All of these supplies are also distributed to service areas in the County. Pittsylvania County is also supplied by the Henry County Service Authority. The primary source of this water from Henry County is the Philpott Reservoir.

A number of other surface water supplies are currently under evaluation. Among these is a new water supply intake located on Leesville Lake. This intake has been permitted, but the distribution system has not been designed. The Town of Hurt is investigating an expansion of the water treatment system previously constructed by the Klopman Mills facility. The Town of Gretna is in the final stages of permitting a new water intake on Whitethorn Creek. The City of Danville and Pittsylvania County are also studying a joint, industrial water supply project with the City of Eden, North Carolina.

The County is participating with other localities in the West Piedmont Planning District Commission to prepare a Water Supply Plan. All of the previously mentioned water supplies are being evaluated in the Water Supply Plan, which is mandated by the Code of Virginia, and administered by the Virginia Department of Environmental Quality. When the water plan is completed, it will be accepted by the Board of Supervisors and included by this reference as a part of the County's comprehensive plan.

Fifteen watersheds are located in the County. Shown on Figure II-4, these fifteen watersheds play a critical role in "collecting" the surface water that is now, or in the future may well be, sources for a public water supply. Protecting the environmental quality of the county's surface water sources is an important objective for the County to pursue. Both point, and non point sources of pollution can contribute threats to water quality, with agricultural runoff, development related sedimentation, and impervious surface runoff contributing most of the potential contaminants.

It is very important that land development, as well as agricultural and forestry activities, be undertaken with an understanding of the importance in protecting the County's watersheds. In identified water supply source areas, conservation zoning and effective erosion and sediment control practices are particularly important.

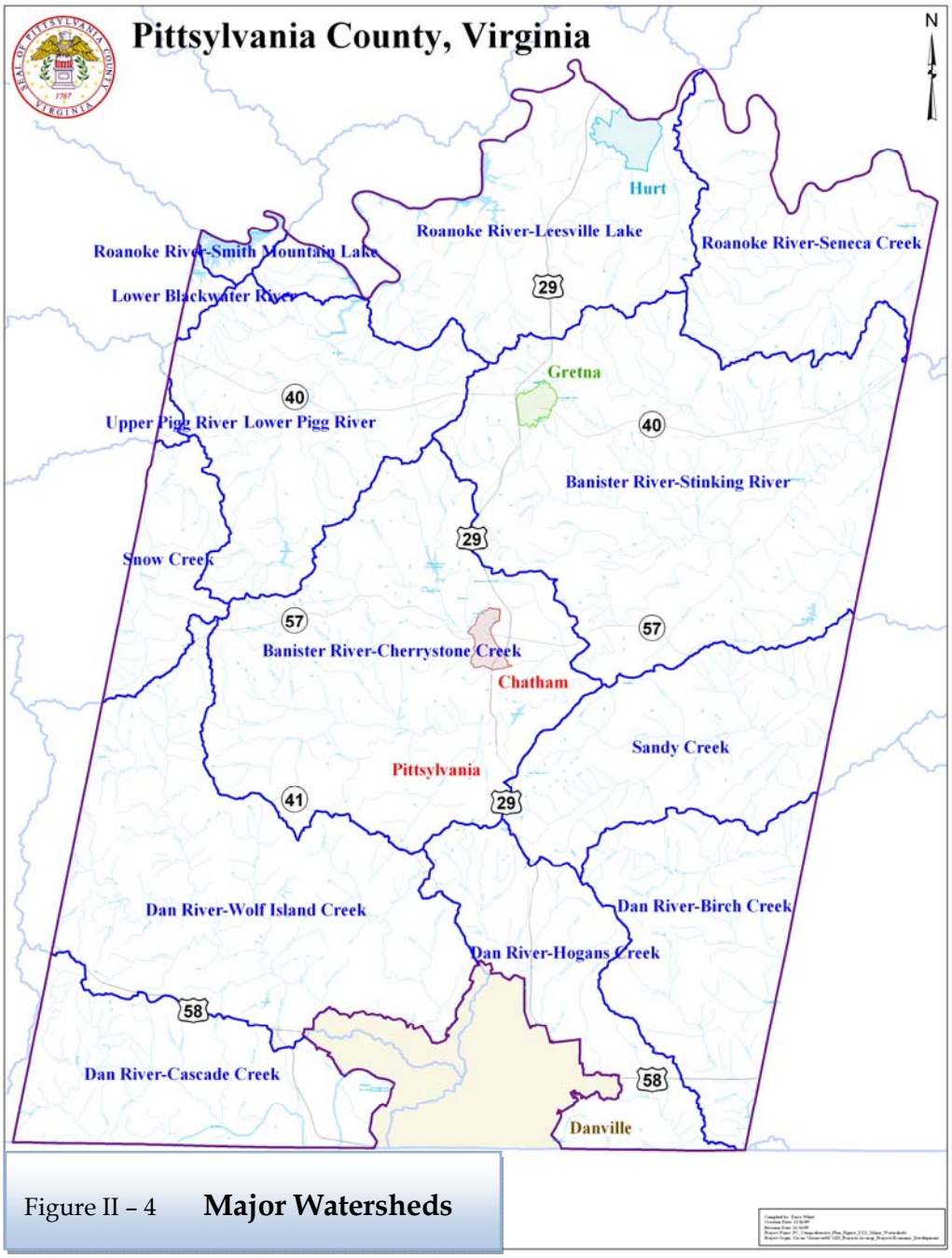


Figure II – 4 **Major Watersheds**

FLOODPLAINS

Figure II-5 generally depicts those areas of the County which are located within the 100-year floodplain. The 100 year floodplain is that area of land which could be inundated by a flood that has a statistically probability of occurring once in 100 years – but could occur in any year.

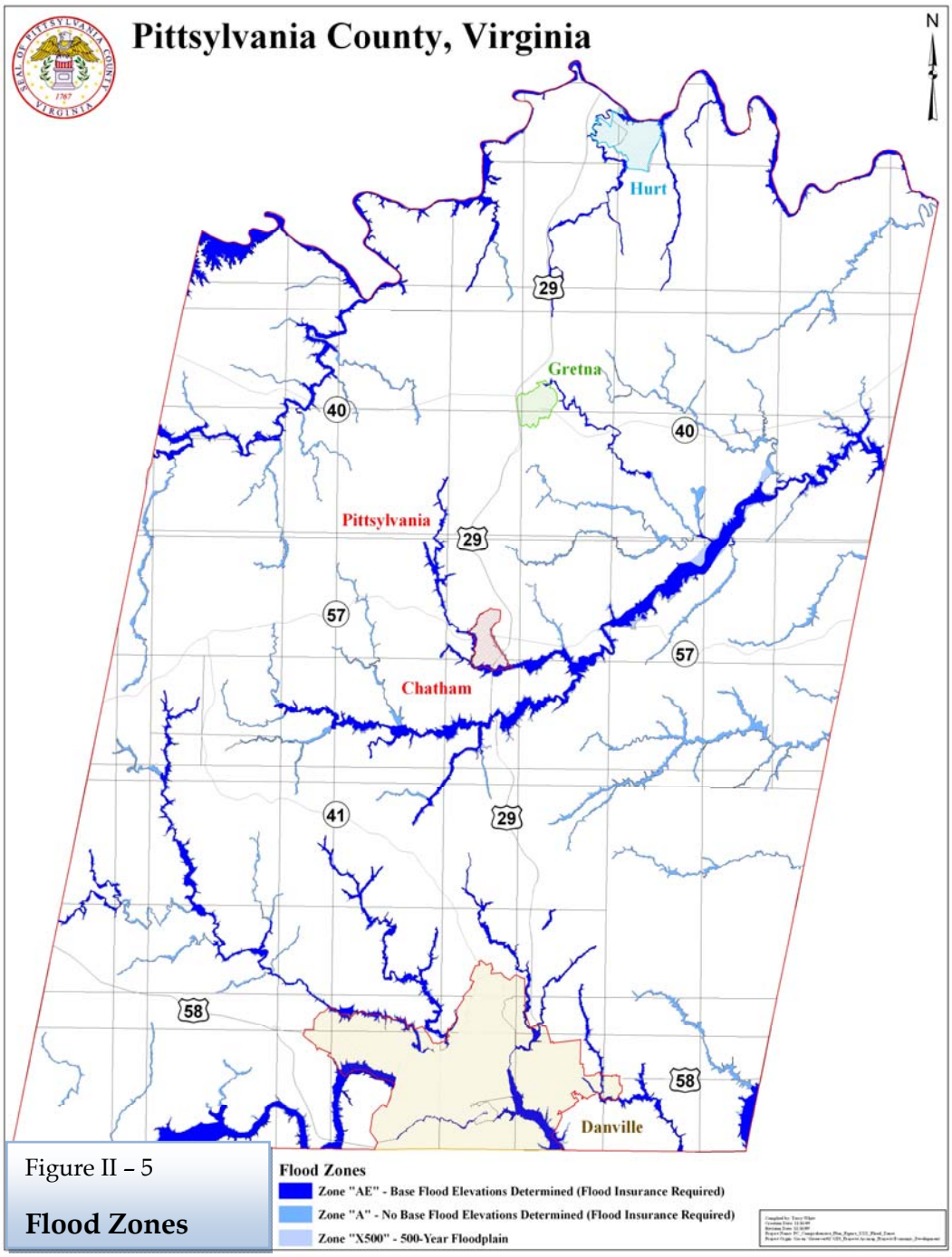


Figure II – 5

Flood Zones

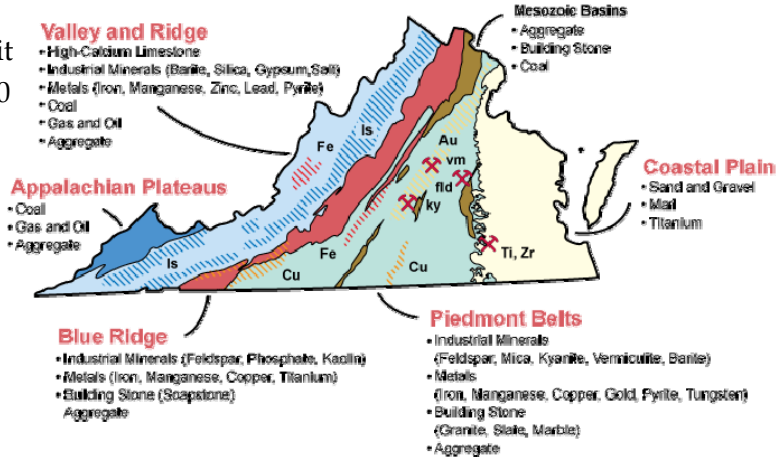
The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program and has issued flood insurance rate maps for Pittsylvania County. A set of these maps is on file in the Department of Code Compliance. These maps provide a detailed mapping of the 100 year flood plain. For county citizens to be eligible for flood insurance, the County has agreed to prohibit all new residential development in the floodplain, or require residential development in the floodplain area to be elevated to a height at or above the base flood elevation, as determined by FEMA. Commercial and industrial structures can be flood proofed or elevated. Significant loss of life and property damage can occur during flood events, and development within a floodplain can contribute to increased downstream damage. For this reason, many jurisdictions are prohibiting all development in the floodplain, but most are requiring a first habitable floor elevation one to two feet above base elevation.

Pittsylvania County's floodplain ordinance can be found in Chapter 23 of the Code of The County of Pittsylvania, Virginia, 1976, as amended.

MINERAL RESOURCES

Economically productive minerals in Pittsylvania County include sandstone, slate, sand, gravel, and crushed stone for aggregate. The Virginia Department of Mines, Minerals and Energy (DMME) regulates mineral extraction and has issued permits for granite quarrying, slate extraction and sand mining. The DMME mineral resource map for Pittsylvania County is not yet available.

In 2007 DMME issued a permit authorizing the drilling of up to 40 exploratory holes to gather further information about a uranium deposit located at Coles Hill, six miles northeast of the Town of Chatham. First identified in 1982, the uranium deposit is now estimated at 119 million pounds of U_3O_8.



MINING

In 1982 the Commonwealth of Virginia instituted a moratorium on uranium mining in Virginia. The continued growth in the use of nuclear power has resulted in consideration of ending this moratorium. Prior to making any decisions on this issue, the Virginia Coal and Energy Commission and Virginia Tech's Center for Coal and Energy Research are ~~is~~ working with the National Academy of Sciences and the National Research Council to conduct a statewide study of the "scientific, technical, environmental, human health and safety, and regulatory aspects of uranium mining, milling and processing as they relate to the Commonwealth of Virginia for the purpose of assisting the commonwealth to determine whether uranium mining, milling and processing can be undertaken in a manner that safeguards the environment, natural and historic resources, agricultural lands, and the health and well-being of its citizens". A statewide study of the socioeconomic implications of the proposed mining and milling is also proposed to be separately conducted and funded. The Danville Regional Foundation has also proposed an independent, more regionally focused, socioeconomic examination of the effects of the proposed mine, mill and long-term waste management requirements on the people and institutions of the region.

The current moratorium on uranium mining can only be ended by the Virginia General Assembly, and if mining takes place in the future, it will be permitted and regulated by the Commonwealth of Virginia and federal regulatory agencies. Any potential mining operation in the County, of any mineral type, will need to go through County zoning and site plan reviews and approvals. These decisions should always be based on the guiding precepts of the County Zoning Ordinance to promote the health, safety and general welfare of the public. Section 35.1 of the Pittsylvania County Zoning Ordinance references the County's authority to regulate a number of land uses and activities, including the excavation or mining of soil or other natural resources. Section 35-139 provides supplementary regulations for the exploration and extraction of natural resources.

In all mining operations, the County should work with the responsible regulatory agencies to verify that all environmental protection requirements are followed during the mining operations and that setbacks and buffers are adequate to protect adjacent land uses. Any County actions related to mining operations must also be based on an acceptable land reclamation plan, with bond guarantees, to be sure that the mined area will be returned to a visually acceptable and adequately stabilized condition. Local approval and permitting of any mining operation will likely be a very difficult and controversial decision. The Planning Commission and the Board of Supervisors will have to balance the previously referenced obligations to promote health, safety and general welfare with the additional duty stated in Section 35-3 of the zoning ordinance to "encourage economic development activities that would provide desirable employment and enlarge the tax base".

FOREST RESOURCES

Apart from their obvious economic market value, forests also serve as erosion and sedimentation inhibitors, wildlife habitat, and recreation areas. Equally important is the aesthetic value provided by forests and the role they play in contributing to the "rural character" that Pittsylvania residents and visitors find appealing. Unfortunately, Virginia is losing forest land to conversion at a rate of almost 30,000 acres per year. Figure II-6 provides a perspective on forest cover in the County. Much of this forestland is being converted due to land development to accommodate population growth. A related concern facing forestry is the division of forest lands into smaller ownerships, termed parcelization. This reduces the potential for sustainable forestry management and reduces the benefits that the forest can provide to the community. Loss of forest cover is directly related to commercial harvesting and land development to accommodate population growth.

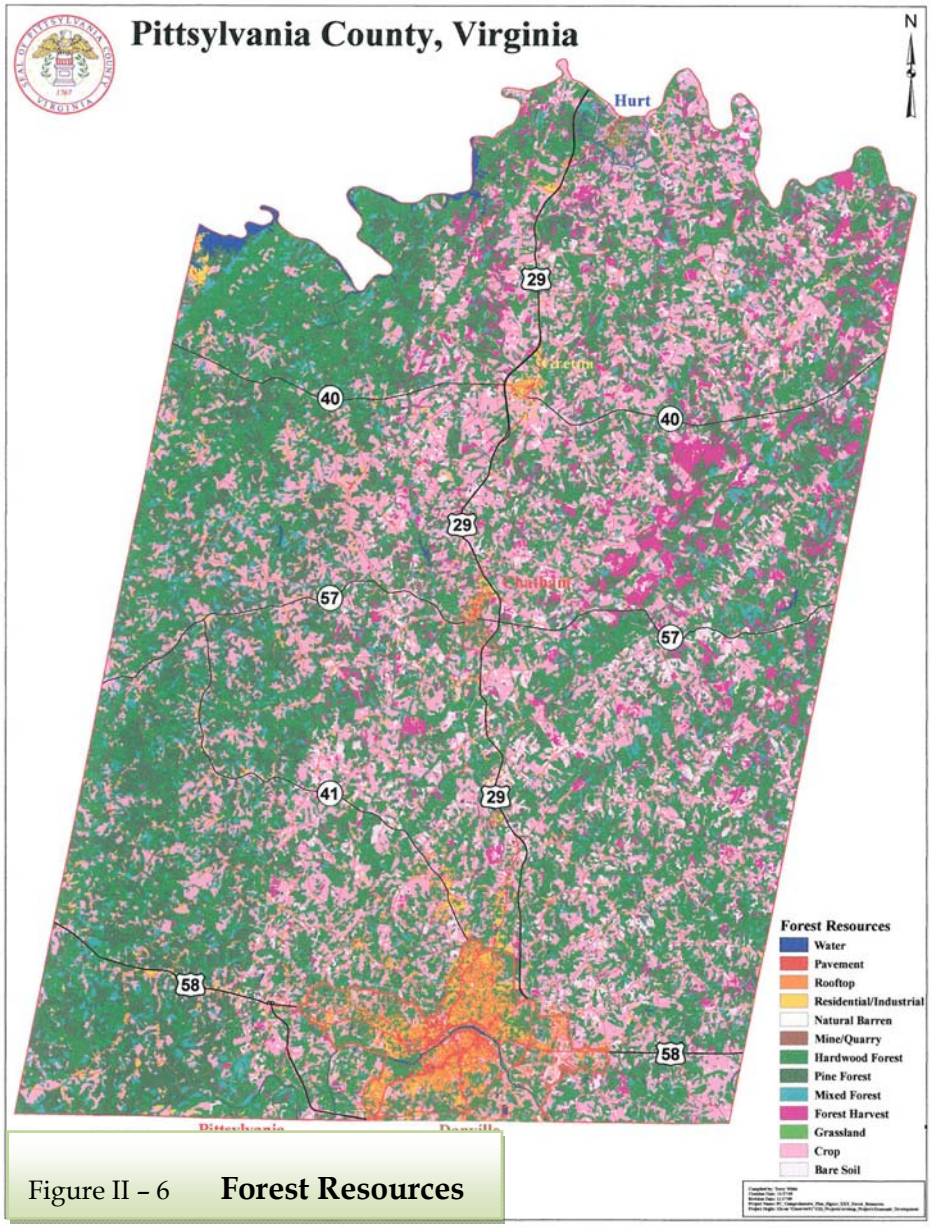


Figure II – 6 **Forest Resources**

Another issue related to the conversion of forest areas for land development is creation of a wildland – urban interface zone. The transitional environment where rural populations and new residential subdivisions come into contact with undeveloped forest areas is most susceptible to fire. Homes within or adjacent to wildland fuels, in areas of high fire occurrence, and on steep slopes may have a higher risk of burning. The high risk fire areas and wildland – urban interface areas need to be identified (see Figure II-7) so that specialized training and fire protection resources can be provided.

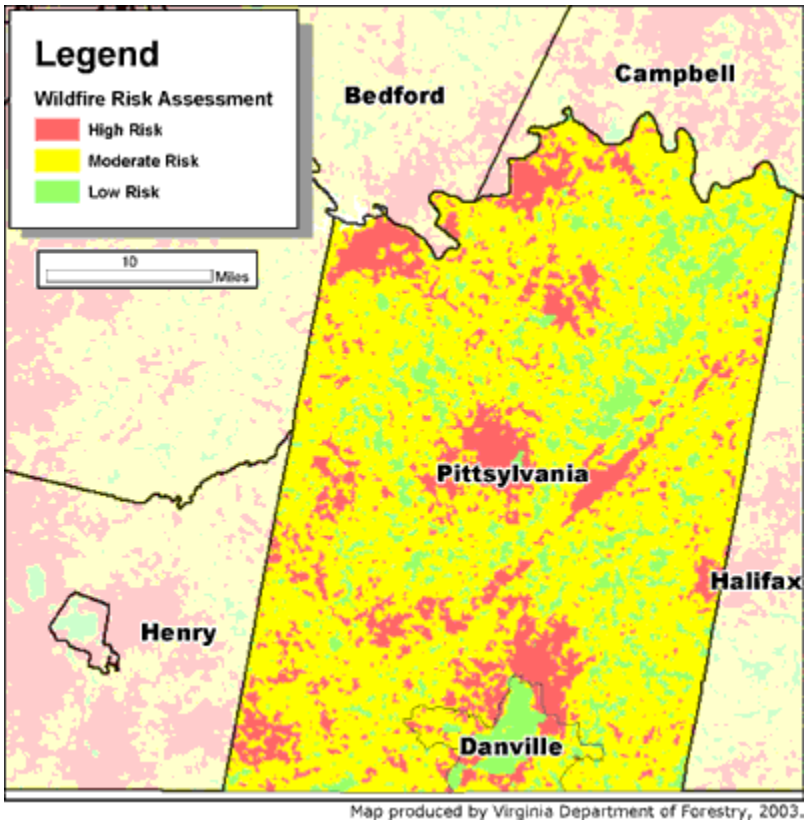


Figure II - 7

The average annual harvest value of forest products in Pittsylvania County is relatively high when compared to ninety-eight other counties and cities in Virginia. Pittsylvania ranks 8th with a 1986-2001 average annual harvest value of $5.21 million dollars. Brunswick County tops the state's production with an average annual production of over $12 million dollars. In 2007 the total value of harvested forest products in the county was approximately $9 million dollars, with $5.4 million dollars being derived from pine products and $3.6 million dollars from hardwoods. By comparison the value of Brunswick County forest products was over $15.7 million dollars with over eighty percent of the value derived from pine products.

County Rank	County/City Name	1986	2001	Average Annual Harvest Value (1986-2001)
1	BRUNSWICK	$8,028,903	$7,593,724	$12,905,170
2	SUSSEX	$7,798,156	$11,377,617	$9,734,702
3	SOUTHAMPTON	$5,664,016	$7,340,602	$8,090,603
4	NOTTOWAY	$1,740,920	$6,643,295	$7,250,447
5	CHARLOTTE	$2,164,290	$5,682,843	$5,507,377
6	CAROLINE	$4,179,288	$5,924,751	$5,458,075
7	LUNENBURG	$2,769,429	$6,296,656	$5,436,398
8	PITTSYLVANIA	$2,536,412	$5,085,901	$5,231,687
9	WESTMORELAND	$2,476,064	$1,209,204	$5,203,966
10	DINWIDDIE	$4,731,011	$3,876,754	$5,024,364

AGRICULTURAL RESOURCES

The County has a long and a rich agricultural tradition that still continues today. The figures below show how some of the County's agricultural characteristics have changed over time.

	1978	1982	1997	2002	2007
Total Acreage in Farms	330,285	332,202	266,800	288,647	274,289
Numbers of Farms	2,126	2,025	1,235	1,304	1,356
Average size of Farms	155	164	216	221	202
% of Total County Acreage in Farms	52.5%	52.8%	42.4%	45.9%	43.6%

Generally speaking, over the 29 year period, the total farm acreage has decreased along with the total number of farms, but the average size of farms has increased. This trend results from a reduction in the number of part-time and small farm owners and the need for farm sizes to increase in order to be profitable.

This adaptation to changing market conditions has allowed the County to remain one of the top agricultural producers in the state. With total agricultural cash receipts $62,644,000, the County ranks 9th overall in the state. The County ranks #1 in the production of Flue-cured Tobacco, #3 for Burley Tobacco, #4 for Hay production, #4 in milk and dairy products, #6 in the number of cattle and calves and #8 in poultry pullets.

The agricultural community has also embraced innovative new energy production opportunities in bio-fuels and methane production. With the leadership of an Agricultural Development Director and an Agriculture Development Board, it is expected that agriculture will continue to play a key role in the economic life of the County.

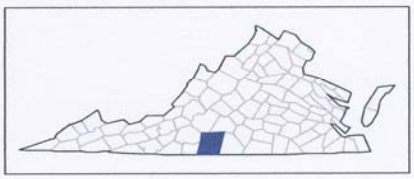
It should also be recognized that agricultural production is a key land use in the County. Future land use decisions associated with new development projects should seek to minimize conflicts between new land uses and agricultural operations.

Both timber harvesting and farming activities have the potential to produce non-point source pollutants that can contaminate ground and surface waters, and increase sedimentation in streams and lakes. These two activities are exempt from local control under the Virginia Erosion

and Sediment Control Law. There are other state and federal regulations that are designed to reduce this non-point source pollution and the County should support these programs to create vegetated buffers and the use of other best management practices.

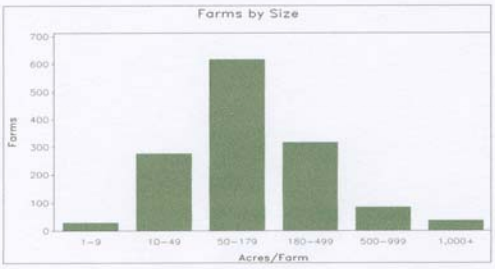
2007 CENSUS OF AGRICULTURE

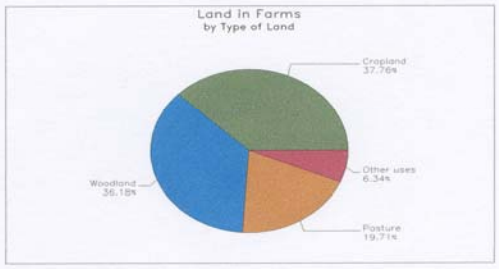
County Profile



Pittsylvania County
Virginia

	2007	2002	% change
Number of Farms	1,356	1,304	+ 4
Land in Farms	274,289 acres	288,647 acres	- 5
Average Size of Farm	202 acres	221 acres	- 9
Market Value of Products Sold	$62,644,000	$54,593,000	+ 15
Crop Sales $23,409,000 (37 percent) Livestock Sales $39,235,000 (63 percent)			
Average Per Farm	$46,198	$41,866	+ 10
Government Payments	$1,494,000	$1,281,000	+ 17
Average Per Farm Receiving Payments	$3,226	$3,051	+ 6





USDA United States Department of Agriculture
National Agricultural Statistics Service
www.agcensus.usda.gov

2007 CENSUS OF AGRICULTURE

County Profile

Pittsylvania County – Virginia

Ranked items among the 98 state counties and 3,079 U.S. counties, 2007

Item	Quantity	State Rank	Universe [1]	U.S. Rank	Universe [1]
MARKET VALUE OF AGRICULTURAL PRODUCTS SOLD ($1,000)					
Total value of agricultural products sold	62,644	9	98	1,352	3,076
Value of crops including nursery and greenhouse	23,409	9	98	1,368	3,072
Value of livestock, poultry, and their products	39,235	9	98	961	3,069
VALUE OF SALES BY COMMODITY GROUP ($1,000)					
Grains, oilseeds, dry beans, and dry peas	1,539	40	97	1,861	2,933
Tobacco	18,772	1	34	15	437
Cotton and cottonseed	-	-	15	-	626
Vegetables, melons, potatoes, and sweet potatoes	430	27	95	1,129	2,796
Fruits, tree nuts, and berries	248	34	96	983	2,659
Nursery, greenhouse, floriculture, and sod	815	38	94	1,178	2,703
Cut Christmas trees and short rotation woody crops	8	41	64	1,164	1,710
Other crops and hay	1,597	12	98	1,069	3,054
Poultry and eggs	3,295	15	96	791	3,020
Cattle and calves	15,621	12	96	863	3,054
Milk and other dairy products from cows	19,025	4	78	311	2,493
Hogs and pigs	(D)	15	86	(D)	2,922
Sheep, goats, and their products	249	11	95	517	2,998
Horses, ponies, mules, burros, and donkeys	(D)	(D)	94	(D)	3,024
Aquaculture	12	30	44	1,002	1,498
Other animals and other animal products	28	39	94	1,630	2,875
TOP CROP ITEMS (acres)					
Forage - land used for all hay and haylage, grass silage, and greenchop	47,008	4	98	327	3,060
Tobacco	6,375	1	34	9	437
Corn for silage	4,803	6	81	320	2,263
Wheat for grain, all	4,436	18	81	1,025	2,481
Corn for grain	1,681	47	94	1,739	2,634
TOP LIVESTOCK INVENTORY ITEMS (number)					
Broilers and other meat-type chickens	(D)	17	66	(D)	2,476
Pullets for laying flock replacement	60,687	8	81	305	2,627
Cattle and calves	50,236	6	97	573	3,060
Layers	42,689	10	97	515	3,024
Hogs and pigs	(D)	17	89	(D)	2,958

Other County Highlights

Economic Characteristics	Quantity
Farms by value of sales:	
Less than $1,000	439
$1,000 to $2,499	174
$2,500 to $4,999	143
$5,000 to $9,999	165
$10,000 to $19,999	155
$20,000 to $24,999	36
$25,000 to $39,999	50
$40,000 to $49,999	34
$50,000 to $99,999	53
$100,000 to $249,999	56
$250,000 to $499,999	33
$500,000 or more	18
Total farm production expenses ($1,000)	55,480
Average per farm ($)	40,914
Net cash farm income of operation ($1,000)	17,693
Average per farm ($)	13,048

Operator Characteristics	Quantity
Principal operators by primary occupation:	
Farming	608
Other	748
Principal operators by sex:	
Male	1,209
Female	147
Average age of principal operator (years)	58.4
All operators by race [2]:	
American Indian or Alaska Native	14
Asian	4
Black or African American	114
Native Hawaiian or Other Pacific Islander	-
White	1,796
More than one race	9
All operators of Spanish, Hispanic, or Latino Origin [2]	11

See "Census of Agriculture, Volume 1, Geographic Area Series" for complete footnotes, explanations, definitions, and methodology.
(D) Cannot be disclosed. (Z) Less than half of the unit shown.
[1] Universe is number of counties in state or U.S. with item. [2] Data were collected for a maximum of three operators per farm.

VISUAL RESOURCES

Traditionally, the focus of land use planning has been on the technical aspects of the built and natural environment. However, the visual quality of a community is a significant contributor to the perceptions of a community, and to perceptions of the integrity of the environment. Visual resources are related to perceptions and values about environmental health, and natural resources and open space protection. Landscapes also form a sense of place within the community and help to bond generations through common experiences.

Pittsylvania County is well known for the scenic beauty of its physical environment. This visual quality can be found in village areas, historic sites and structures, landforms, woodlands, and agricultural landscapes. One of the most important visual elements of Pittsylvania County is its rural landscape. Farm buildings, silos, tobacco barns, open fields, wood fence lines, streams, and woodlands combine to provide this beautiful landscape. In addition, small hamlets and churches at country crossroads further reinforce this rural visual quality in the County.

Pittsylvania County's visual landscape should be considered a significant resource and be treated as an essential part of, and receive equal consideration with, the other resources of the County. It is important to protect significant sites, vistas, and highway corridors. Also, there are direct links between the benefits of visual resources and the development of tourism and outdoor recreation activities.

HISTORIC RESOURCES

Pioneers pushing westward from Virginia's Tidewater area began settling the Pittsylvania County region about 1734. At that time, the area was part of Lunenburg County. By 1767, the population had increased to such proportions that it was decided to form a new county from a portion of Halifax County. The County was named Pittsylvania, after William Pitt, Earl of Chatham, who served as Prime Minister of Great Britain from 1766 to 1768. The Town of Chatham was established as the County seat in 1777.

Following the Revolutionary War, the Town of Danville was chartered in 1795. The Pittsylvania-Danville area became an important trade center with an economic base of leaf tobacco, textiles, timber, and agricultural products.

To connect the growing town with its neighbors, a turnpike running to Lynchburg was chartered in 1842. As railroads became more prominent, the Southern Railway was constructed linking Pittsylvania County and Danville with Richmond and Washington to the northeast and Atlanta to the south. Major overland trade routes, which began as wilderness roads, developed into primary roads. These important trade routes, later became U.S. Route 29, providing a major north-south link through the middle of the County; U.S. Route 58 and State Routes 40, 41, and 57 providing access to eastern and western markets; and U.S. Route 360 providing access to the northeast. U.S. Route 29 which follows the old turnpike road, and is paralleled by the railroad, is still a major thoroughfare and the major population centers of Danville, Chatham, Gretna and Hurt all lay along this route.

Some of Pittsylvania County's history is represented by the fifteen properties listed on the Virginia and National Historic Registers. Fourteen of the Register listings are individual sites/structures. Also included is the Chatham Historic District. These fifteen Register properties are known by the following names: The general location of each of these properties is shown on Figure II – 8.

Berryhill	Locust Hill
Bill's Diner	Mountain View
Burnett's	Pittsylvania County Courthouse
Chatham Old Clerk's Office	Seven Springs Farm

Chatham Historic District	Windsor
Craft House	Woodlawn
Hill Grove School	Yates Tavern
Little Cherrystone	

A listing on the Virginia or National Registers does not guarantee the preservation of the resource. Private owners of listed properties can accrue certain tax benefits from the formal historic designation; however, owners still have great control over the character and/or preservation of the property. Listing of a historic resource provides the County with valuable information on the importance of the resource and allows the county to make informed decisions when actions are proposed that may endanger the resource.

These fifteen sites are not the only important historic properties in the County. Others certainly exist that due to their age, location and/or social and cultural history contribute to understanding Pittsylvania County's past.

Pittsylvania County's history is a key aspect of the areas visual resources and plays an important role in shaping the current regional culture. In order to preserve the rural and small town life that is so important to both residents and visitors alike, it should be recognized that historic preservation is an important and worthwhile local effort. The economic value of preservation can be realized in the increase of property values for both individual properties and entire neighborhoods, as well as in the stimulation of business, both through tourism and rehabilitation activities.

Historic preservation is generally considered to be a component of rural conservation in areas such as Pittsylvania County, where an agrarian economy predominated during much of its history. The older surviving historic buildings and structures and the rural landscape typically relate directly or indirectly to agricultural pursuits. Accordingly, a rural setting is an important part of the contribution by these historic resources to the County's heritage. Many historic resources are also located within the Development Areas. Within these areas, choices about growth and change should include the preservation of historic buildings and structures. Adaptive use may be a practical approach to preserving these important historic resources.

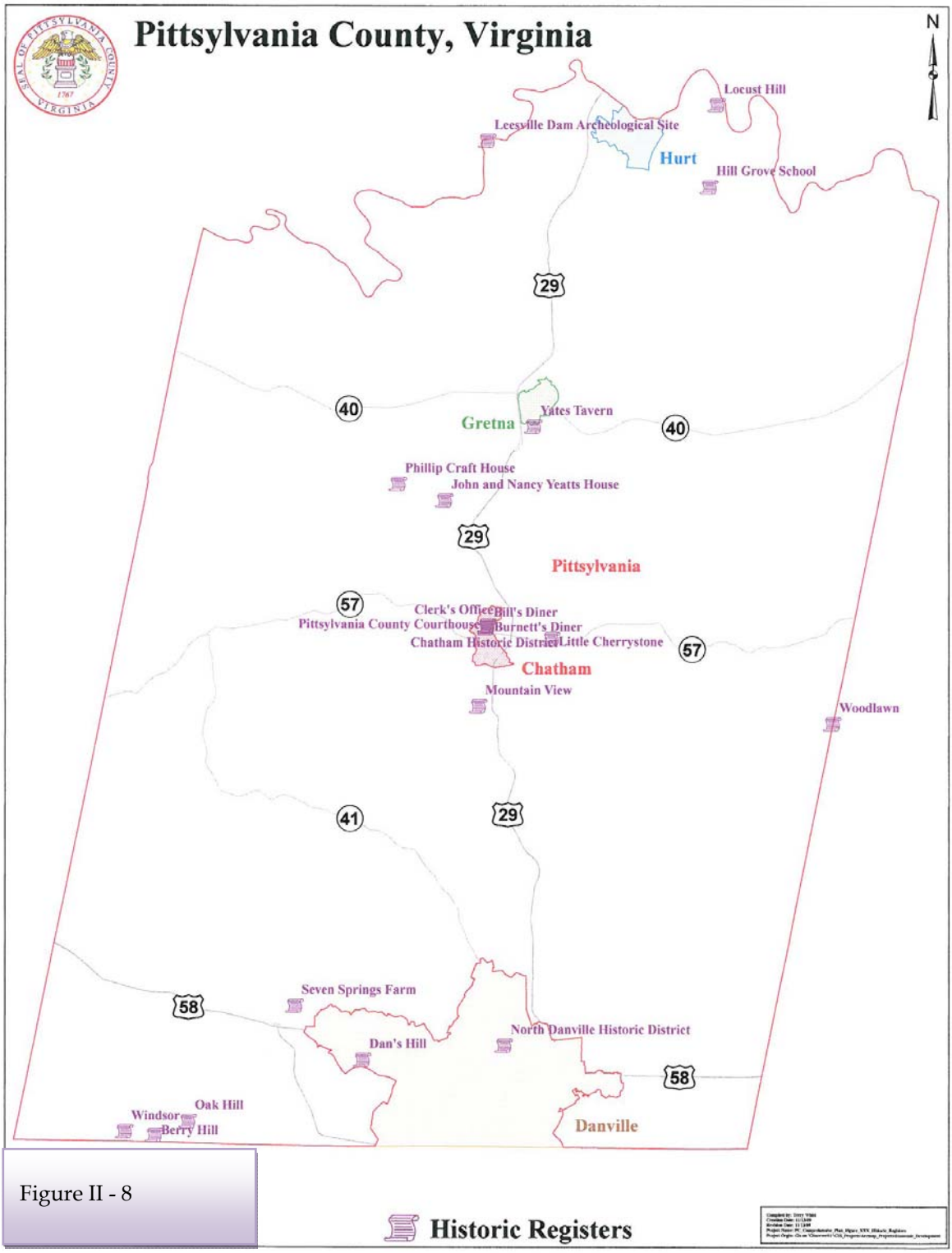

Pittsylvania County, Virginia
N
Locust Hill
Leesville Dam Archeological Site
Hurt
Hill Grove School
29
40
Gretna
Yates Tavern
40
Phillip Craft House
John and Nancy Yeatts House
29
Pittsylvania
57
Clerk's Office
Pittsylvania County Courthouse
Bill's Diner
Burnett's Diner
Chatham Historic District
Little Cherrystone
57
Chatham
Mountain View
Woodlawn
41
29
58
Seven Springs Farm
Dan's Hill
North Danville Historic District
58
Oak Hill
Windsor
Berry Hill
Danville
Historic Registers

Figure II - 8

GOALS, OBJECTIVES AND IMPLEMENTATION STRATEGIES

NATURAL AND CULTURAL ENVIRONMENT

Goal #1

To protect and enhance the natural environment.

Objective #1

Protect and enhance the County's surface and ground water resources.

Strategies

1. Promote, encourage, and develop policies to provide incentives for the use of low impact development techniques.

2. Continue to enforce the County's erosion and sediment control laws.

3. Evaluate all new development partially on the basis of its impact on water resources.

4. Develop policies to enhance the protection of wetlands and groundwater recharge areas on property proposed for development.

5. Review and revise ordinances as necessary to provide adequate area for septic systems and to protect ground and surface waters from sewage contamination.

6. Continue to enforce the floodplain management ordinance and promote protection of floodplain areas.

Objective #2

Protect and enhance the County's air quality.

Strategies

1. Promote mixed use developments as a strategy to promote live-work relationships.

2. Evaluate all new development partially on the basis of its impact on air quality.

Objective #3

Protect and enhance County's visual resources.

Strategies

1. Develop tree protection policies to encourage preservation of mature trees and tree clusters during development activities.

2. Promote and encourage low impact land development practices that reduce land clearing and grading operations and maintain natural drainage patterns.

3. Promote reasonable landscaping requirements for new development projects.

4. Consider creation of a highway corridor overlay district to protect visual appearance along the most heavily traveled gateway corridor roadways.

5. Support the use of conservation easements to protect and preserve open space, agricultural areas and environmentally sensitive areas where such uses are compatible with the Future Land Use Map.

6. Require strict adherence to environmental protection regulations associated with land development and mining operations and assure bonding guarantees for land reclamation and environmental remediation.

FOREST AND AGRICULTURAL RESOURCE PROTECTION STRATEGIES ARE ADDRESSED IN LAND USE SECTION.

HISTORIC RESOURCES

Goal #1

Recognize and promote the historical significance of the county by establishing a Pittsylvania County Historic Resources Commission.

Objective #1

Identify and inventory historic resources.

Strategies

1. Pursue funding to allow commission to fully identify and inventory all known archaeological, architectural, and any other historic sites.

2. Include in inventory any sites of significance relating to Native American and African American History.

3. Utilize all available partnerships to assist in resource inventories including federal and site agencies and private organizations.

Objective #2

Collect materials, records and historic displays in a Pittsylvania County History Resource Center.

Strategies

1. Secure a centrally located, historically significant site to collect and disseminate materials to County citizens and visitors.

2. Pursue funding to allow operation and maintenance of historic resource repository.

Objective #3

Promote public education and awareness of County's historic resources.

Strategies

1. Pursue long-term funding for a History Resource Center to provide educational displays and other materials.

2. Encourage coordination with the County's public and private school systems to educate young people on the area's history and heritage.

3. Promote heritage tourism as a key component of the County's economic development programs.

4. Begin planning for recognition of the County's 250th anniversary, to be celebrated in 2017.

5. Encourage preservation of existing farm structures to promote agricultural heritage.

Goal #2

Recognize County government's role in historic preservation.

Objective #1

Recognize the importance of historic preservation in administration of subdivision and zoning ordinances.

Strategies

1. Require that all known historic sites be identified on all subdivision plats, site development plans and rezoning and special use permit applications and evaluate any impacts or mitigation efforts.

2. Coordinate with federal and state historic agencies as necessary to evaluate impacts to historic resources.

3. Maintain a GIS database of all known sites of significance to be used in site review process.

4. Recommend that the Pittsylvania County Historic Resources Commission develop a Historic Preservation Plan to promote public involvement and education and evaluate local government procedures including plan reviews and the establishment of Historic Overlay Districts and Rural Historic Preservation Districts.

Objective #2

Recognize importance of historic preservation to the County's economic development program.

Strategies

1. Promote cultural and historic tourism as an economic development opportunity.

2. Preserve and protect local historic resources during the development of County industrial and commercial economic development projects.

CHAPTER III

Community Demographics

INTRODUCTION

This chapter provides an analysis of a select set of population, housing, and economic data for Pittsylvania County, Virginia. Data for the Commonwealth of Virginia and other nearby jurisdictions are included (when applicable) for comparative purposes. The source of most data was the 2000 Census, the most recent available official census data. A new nationwide census will be conducted in 2010, but this data will not be available until 2011-12. Statistical data provides insight into a community's characteristics at distinct points in time. By comparing multiple points in time, trends emerge. However, the statistical data itself does not provide an explanation or causation for these trends. Data interpretation and knowledge of other non-statistical community characteristics are both necessary to gain insight and draw supportable conclusions from the "numbers".

POPULATION

Understanding a community's population trends, past, present and future, is a very important element of community planning. Population is an indicator of a demand for community services and is strongly tied to a community's land development and economic trends and transportation/traffic characteristics. Table III-1 presents population figures for the County and the City of Danville.

Both Pittsylvania County and the City of Danville sustained steady population growth until 1950. Although the county "lost" population and the city "gained" population between 1950 and 1990 Danville' annexation initiatives during this period explain the county's statistical population loss from 1950 to 1990. Between 1990 and 2000 Pittsylvania's population increased 10.9 percent. During that same period, the City of Danville's population declined by 8.75 percent, indicating a trend of migration from the City to the County. Estimates from 2000 to 2008 show a slight population decline in the County of 1.0 percent.

TABLE III - 1

POPULATION TRENDS

1900 - 2006

YEAR	PITTSYLVANIA COUNTY	DANVILLE	DANVILLE-PITTSYLVANIA COUNTY
1900	46,894	16,520	63,414
1910	50,709	19,020	69,729
1920	56,493	21,539	78,032
1930	61,424	22,247	83,671
1940	61,697	32,479	94,176
1950	66,096	35,066	101,162
1960	58,296	46,577	104,873
1970	58,782	46,398	105,180
1980	66,147	45,642	111,789
1990	55,655	53,056	108,711
2000	61,745	48,411	110,156
2006 estimate	61,711	45,273	106,984
2007 estimate	60,980	44,968	105,948
2008 estimate	61,123	44,660	105,783

Source: U.S. Census Estimates from Weldon Cooper Center

Table III-2 highlights 1990-2000 population trends by census tracts. Most of Pittsylvania County's growth from 1990-2000 was seen in three Census tracts (110, 113, and 108) located in the southern end of the County - closest to Danville. The highest growth occurred in Tracts 110 (Tunstall; 32.6% growth) and 113 (Westover; 24.9% growth) which are both northwest of Danville. Tract 108 (Chatham) in the central part of the County showed 14.6% growth. In the north, Tract 103 (Callands-Gretna; 15.0% growth) saw a notable increase with 551 new people between 1990 and 2000.

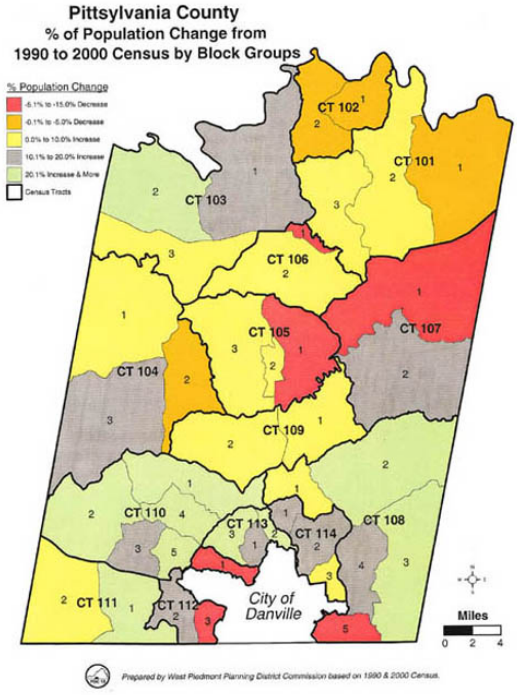


TABLE III- 2

POPULATION CHANGES BY CENSUS TRACT AREAS (1990-2000)

CENSUS TRACT	1990	2000	NUMERICAL CHANGE	PERCENT TOTAL CHANGE	PERCENT OF 2000 COUNTY POPULATION	OCCUPIED HOUSING UNITS – PERCENTAGE INCREASE 1990-2000
101	4,013	4,165	152	3.8%	6.7%	11.9%
102	4,832	4,679	-153	-3.2%	7.6%	7.6%
103	3,679	4,230	551	15.0%	6.9%	25.8%
104	3,608	3,876	268	7.4%	6.3%	21.5%
105	4,909	4,877	-32	-0.7%	7.9%	5.4%
106	3,066	3,109	43	1.4%	5.0%	12.3%
107	1,949	2,072	123	6.3%	3.4%	16.4%
108	7,280	8,342	1,062	14.6%	13.5%	24.6%
109	2,425	2,608	183	7.5%	4.2%	13.7%
110	6,356	8,429	2,073	32.6%	13.7%	39.6%
111	2,617	3,036	419	16.0%	4.9%	24.6%
112	2,556	2,455	-101	-4.0%	4.0%	3.0%
113	4,646	5,802	1,156	24.9%	9.4%	34.3%
114	3,680	4,065	385	10.5%	6.6%	18.4%
County Total	55,655	61,745	6,090	10.9%	100.0%	19.7%

Source: U.S. Census

Table III-3 shows that between 1990 and 2000, all magisterial districts saw steady growth with the exception of Staunton River in the northeast corner of the County. All the positive growth districts had double-digit gains in population except for Westover, which was just shy at 9.9%. The total County population increase was 10.9%. The 3 districts closest to Danville paced the County's growth with the Tunstall District leading the way with a 17.4% increase (1,387 people), followed by Dan River at 16.0% (1,317 people), and Banister at 13.8% (944 people). In the mid-County region, both the Chatham-Blairs and Callands-Gretna districts saw 10% growth which just about kept pace with the County's overall growth rate.

TABLE III-3

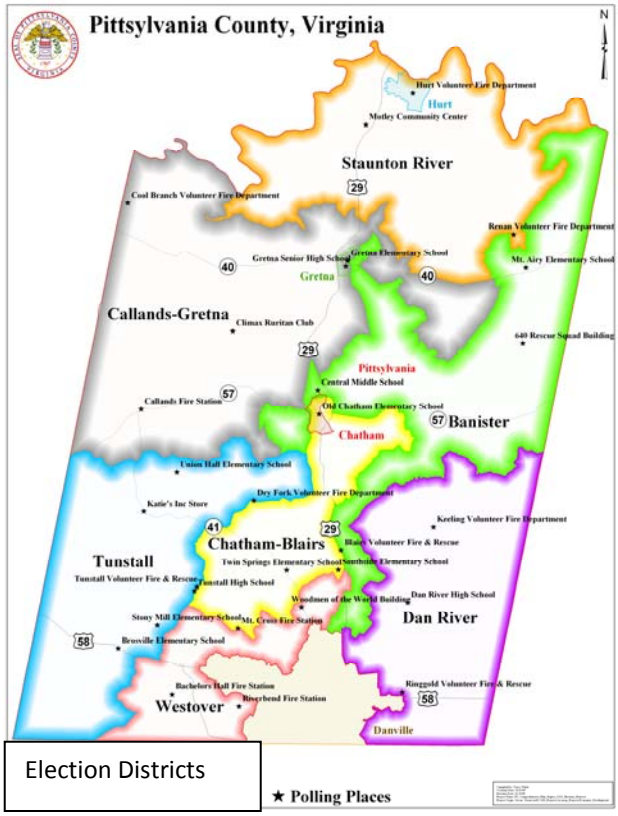
PITTSYLVANIA COUNTY POPULATION CHANGES

BY MAGISTERIAL DISTRICT

1990 - 2000

DISTRICT	1990	2000	PERCENT CHANGE 1990 - 2000
Banister	6,830	7,774	13.8%
Callands-Gretna	7,549	8,301	10.0%
Chatham-Blairs	8,814	9,709	10.2%
Dan River	8,226	9,543	16.0%
Staunton River	8,087	8,076	-0.1%
Tunstall	7,990	9,377	17.4%
Westover	8,159	8,965	9.9%
County Totals	55,655	61,745	10.9%

Source: U.S. Census

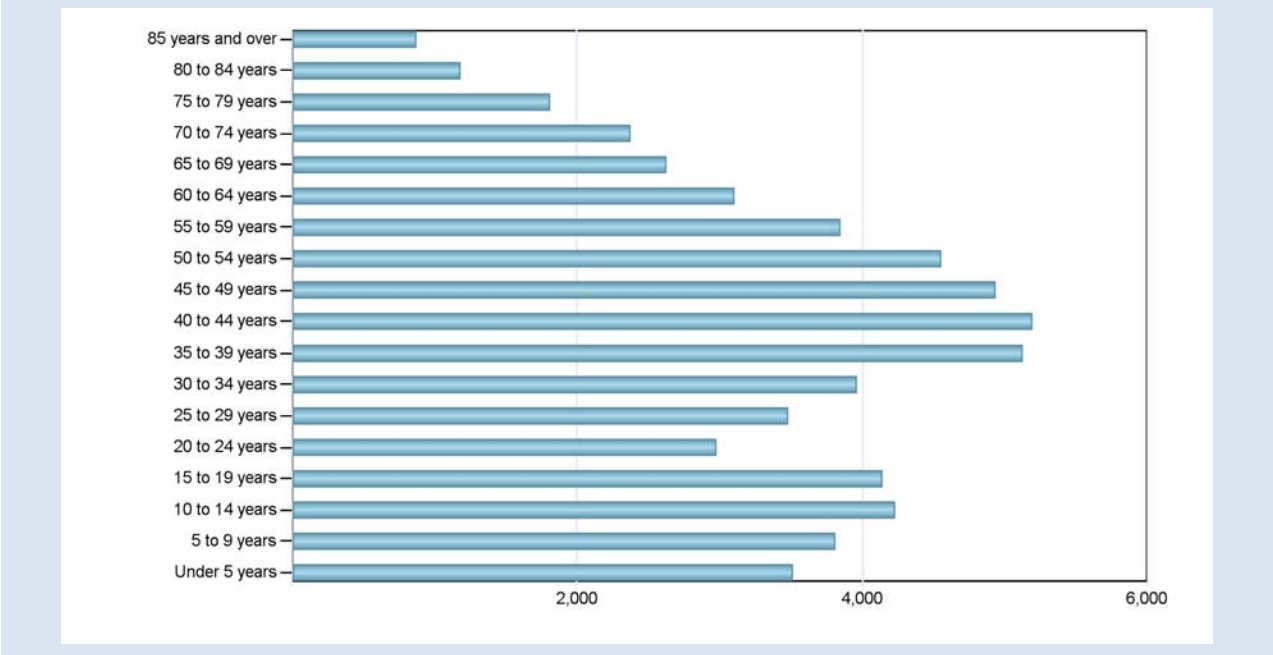


A division of the 2000 census population by age, Table III-4, shows a reduced level in the college student and young professional age. The loss of this age group is a factor in other statistics such as education level and income.

TABLE III-4

PITTSYLVANIA COUNTY

POPULATION BY AGE



Source: Virginia Employment Commission

RACIAL CHARACTERISTICS

Table III-5 presents data on the changes in the county's racial characteristics for the period 1990 to 2000. During this period, the county's White or Caucasian population increased 13.9% and represented 74.4% of the total 2000 population. The Black or African-American population decreased 2.6% and represented 23.5% of the total 2000 population. Other surveyed racial groups had large percentage increases during this period, but remained a remained a relatively small percentage of the County's total 2000 population.

TABLE III-5

RACIAL CHARACTERISTICS

1990 - 2000

CENSUS 2000 RACIAL CATEGORIES	1990	2000	PERCENT CHANGE	PERCENT OF 1990 TOTAL	PERCENT OF 2000 TOTAL
White or Caucasian alone	40,331	45,921	13.9%	72.5%	74.4%
Black or African American alone	14,919	14,525	-2.6%	26.8%	23.5%
Hispanic or Latino	239	759	217.6%	0.4%	1.2%
American Indian and Alaska Native alone	45	82	82.2%	0.1%	0.1%
Asian alone	61	111	82.0%	0.1%	0.2%
Native Hawaiian and Other Pacific Islander alone	2	3	50.0%	0.0%	0.0%
Some other race alone	58	13	-77.6%	0.1%	0.0%
Two or more races	---	331	---	---	0.5%
Total	55,655	61,745	10.9%	100.0%	100.0%

Source: U.S. Census

POVERTY

Table III-6 presents data on the poverty characteristics of the county's population, with comparisons to Danville and Virginia. Collected data is for the years 1989 and 1999. The total number of county residents living in poverty increased during this period, while the number of county families in poverty remained relatively constant. As a percentage of total population, the county's poverty rate for both total persons and families decreased slightly. The county's and

Virginia's poverty rate for both individuals and families decreased while Danville experienced slight increases in its poverty rates.

TABLE III-6

POPULATION BELOW POVERTY LEVEL

1989 - 1999

POPULATION BELOW POVERTY LEVEL	PITTSYLVANIA COUNTY	DANVILLE	VIRGINIA
Persons			
1989 – Number in Poverty	6,753	9,795	611,611
1989 – Total Population	55,182	51,652	5,968,596
1989 – Percentage in Poverty	12.2%	19.0%	10.2%
1999 – Number in Poverty	7,217	9,369	656,641
1999 – Total Population	61,402	46,931	6,844,372
1999 – Percentage in Poverty	11.8%	20.0%	10.0%
Families			
1989 – Number in Poverty	1,581	2,186	191,983
1989 – Total Families	16,275	14,596	1,473,533
1989 – Percentage in Poverty	9.7%	15.0%	13.0%
1999 – Number in Poverty	1,573	2,064	129,890
1999 – Total Families	18,292	12,975	1,859,983
1999 – Percentage in Poverty	8.6%	15.9%	7.0%

Source: U.S. Census

HOUSEHOLD INCOME

Between 1989 and 1999, Pittsylvania County's median household income increased 37.4% to $35,153 (Table III-7). This percentage increase is slightly less, but compares favorably with Virginia's 40.1% increase to $46,677 during the same period. The county's increase in median household income may be due to a large increase in the number of households with 1999

income greater than $60,000. Between 1989 and 1999 there was over a one-hundred percent increase in the number of households in each of the household income cohorts at or above $60,000.

TABLE III-7

CHANGES IN HOUSEHOLD INCOME (1989 – 1999)

HOUSEHOLD INCOME	1989	1999	PERCENT CHANGE
Number of Households With Income:			
Less than $10,000	3,662	2,975	-18.8%
$10,000 - $14,999	2,228	1,766	-20.7%
$15,000 - $19,999	2,050	1,757	-14.3%
$20,000 - $24,999	2,103	2,179	3.6%
$25,000 - $29,999	2,074	1,985	-4.3%
$30,000 - $34,999	1,746	1,614	-7.6%
$35,000 - $39,999	1,525	1,755	15.1%
$40,000 - $44,999	1,175	1,697	44.4%
$45,000 - $49,999	989	1,528	54.5%
$50,000 - $59,999	1,296	2,341	80.6%
$60,000 - $74,999	1,091	2,339	114.4%
$75,000 - $99,999	432	1,736	301.9%
$100,000 - $124,999	130	476	266.2%
$125,000 - $149,999	33	220	566.7%
$150,000 and Above	115	298	159.1%
Median Household Income (Pittsylvania)	$25,585	$35,153	37.4%
Median Household Income (Virginia)	$33,328	$46,677	40.1%
Number of Households With Income Below			
the Poverty Level:	---	3,349	---
Number of Persons With Income Below			
the Poverty Level (age 18 and above):	4,871	5,075	4.2%
Number of Families With Income Below			
the Poverty Level:	1,581	1,573	-0.5%
Median Family Income	$29,412	$41,175	40.0%
Number of Households (Occupied)	20,649	24,666	19.5%

Source: U.S. Census

LABOR FORCE

As displayed in Table III-8, the labor force has been declining in Pittsylvania, both in total numbers and as a percentage of the population. From 1996 to 2006, the labor force fell from 31,658 people to 31,086 and dropped as a percentage of the population from 53.8% to 50.5%. On a positive note, the percentage and number of persons unemployed both decreased from 1996 to 2006. Unemployed persons went from 2,061 to 1,674 and the unemployment rate dropped from 6.5% to 5.4% from 1996 to 2006.

TABLE III- 8

LABOR FORCE DATA

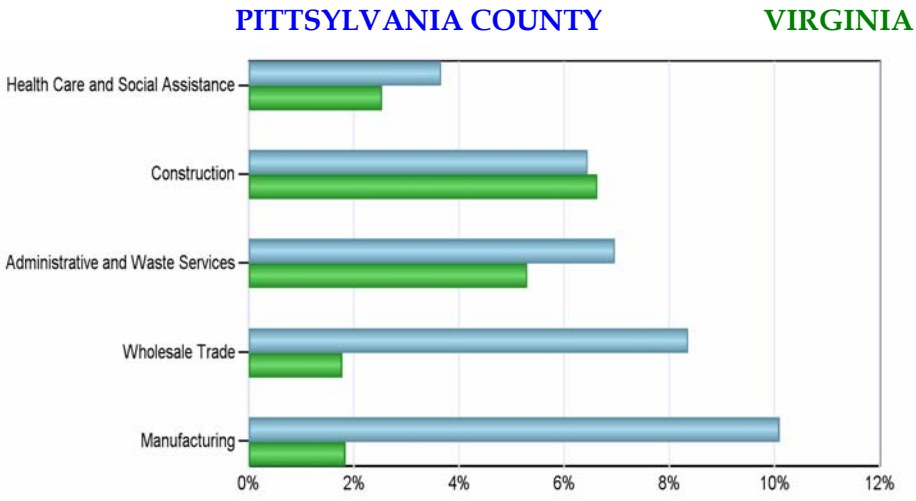
PITTSYLVANIA COUNTY, VIRGINIA

LABOR FORCE	1996	2001	2006
Population	58,800	62,000	61,501
Labor Force	31,658	32,225	31,086
Labor Force as a Percentage of Total Population	53.8%	52.0%	50.5%
Percent of Labor Force Unemployed	6.5%	5.8%	5.4%
Number of Persons Unemployed	2,061	1,881	1,674

TABLE III-9

CHARACTERISTICS OF THE INSURED UNEMPLOYED

Top 5 Industries With Largest Number of Claimants in Pittsylvania Co.



Source: Virginia Employment Commission

As presented in Table III-10, from 1996 to 2009, the unemployment rate fluctuated widely not only in Pittsylvania and Danville but across all of Virginia. Also during that time period, Pittsylvania and Danville have had consistently higher unemployment rates than Virginia. Pittsylvania had a low rate of 3.3% in 2000 and a high of 10.3% in 2009. The corresponding range for Danville was 4.4% (2000) to 13.0% (2009). Virginia was 2.3% (2000) to 6.6% (2009). Most notable from the table is that the unemployment level for this (Danville/Pittsylvania) region consistently lags behind the state average.

TABLE III-10

AVERAGE ANNUAL UNEMPLOYMENT RATE

1996 - 2009

YEAR	PITTSYLVANIA COUNTY	DANVILLE	VIRGINIA
1996	6.5%	8.3%	4.3%
1997	5.3%	6.9%	3.7%
1998	5.1%	5.9%	2.8%
1999	5.7%	6.4%	2.7%
2000	3.3%	4.4%	2.3%
2001	5.8%	7.0%	3.2%
2002	7.0%	8.6%	4.2%
2003	6.5%	9.4%	4.1%
2004	6.2%	9.2%	3.7%
2005	6.2%	9.9%	3.5%
2006	5.4%	8.5%	3.0%
2007	5.7%	7.3%	3.0%
2008	6.9%	9.6%	4.0%
2009 (September)	10.3%	13.0%	6.6%

TABLE III-10A

UNEMPLOYMENT RATE TRENDS

1998 – 2008

PITTSYLVANIA CO. **UNITED STATES** **VIRGINIA**

A review of Table III-11 shows that when comparing Pittsylvania and Campbell County's employment by industry to the State of Virginia, two sectors stand out. As a percentage of total labor force, manufacturing employment was much higher in these two counties (in 2000) than in Virginia. Manufacturing comprised 33.0% of Pittsylvania's employment and 26.1% of Campbell County's. The Virginia figure was only 11.3%. Conversely, professional, scientific, management, administration, and waste management services comprised 4.5% of Pittsylvania's employment and 6.3% of Campbell's. Virginia's figure was 11.6%.

TABLE III-11
EMPLOYMENT BY INDUSTRY - 2000
(Persons 16 Years of Age and Over)

	PITTSYLVANIA COUNTY		CAMPBELL COUNTY		STATE
INDUSTRY	NUMBER	PERCENT	NUMBER	PERCENT	PERCENT
Agriculture, Forestry, Fishing and Hunting, and Mining	700	2.4%	362	1.4%	1.3%
Construction	2,523	8.5%	2,113	8.4%	7.3%
Manufacturing	9,752	33.0%	6,541	26.1%	11.3%
Wholesale Trade	857	2.9%	955	3.8%	2.7%
Retail Trade	3,559	12.0%	2,926	11.7%	11.4%
Transportation and Warehousing, and Utilities	1,189	4.0%	1,334	5.3%	4.6%
Information	304	1.0%	441	1.8%	3.8%
Finance, Insurance, Real Estate and Rental and Leasing	1,053	3.6%	1,253	5.0%	6.6%
Professional, Scientific, Mngt., Admin., and Waste Mngt. Serv.	1,334	4.5%	1,593	6.3%	11.6%
Educational, Health and Social Services	4,400	14.9%	4,186	16.7%	18.3%
Arts, Entertainment, Rec., Accommodation and Food Services	1,174	4.0%	1,199	4.8%	7.2%
Other Services (except Public Administration)	1,580	5.3%	1,377	5.5%	5.4%
Public Administration	1,168	3.9%	815	3.2%	8.3%
TOTAL	29,593	100.0%	25,095	100.0%	100.0%

EDUCATION

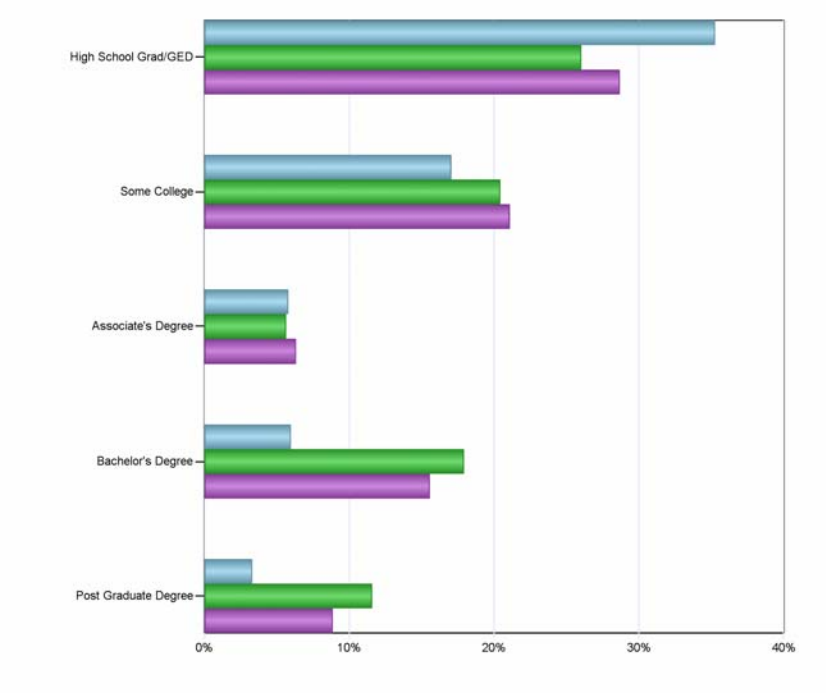
Compared to the State of Virginia, Pittsylvania's population has completed fewer years of school (Table III-12). The rate of increase is also less in Pittsylvania than in Virginia. From 1990 to 2000, the average years of school in Pittsylvania went from 12.4 to 12.5 for a modest 0.8% increase. The figures for Virginia were 13.9 years to 14.1 years for a 1.4% increase.

TABLE III-12
AVERAGE YEARS OF SCHOOL COMPLETED
(Persons 25 Years of Age & Over)

	1990	2000	PERCENT CHANGE
Pittsylvania County	12.4	12.5	0.8%
Virginia	13.9	14.1	1.4%

Source: U.S. Census

TABLE III-12A
EDUCATION LEVEL
(Population 25 years and over)



PITTSYLVANIA COUNTY VIRGINIA UNITED STATES

Source: Virginia Employment Commission

COMMUTER PATTERNS

As presented in Table III-13, a modest 34% of Pittsylvania's workforce is employed within the geographic boundaries of the county. 59.3% of the workforce are employed elsewhere in Virginia. The primary employment centers nearby include Danville in the southern end of the County and Lynchburg for residents in the northern part of the County.

TABLE III-13
PITTSYLVANIA COUNTY
COMMUTER PATTERNS
2000

	NUMBER OF EMPLOYEES	PERCENT OF TOTAL
Worked in Pittsylvania County	9,850	34.0%
Worked Outside Pittsylvania County	17,159	59.3%
Worked in Virginia	27,009	93.4%
Worked Outside Virginia	1,922	6.6%
TOTAL	28,931	100.0%

Source: U.S. Census

TABLE III-13A

COMMUTING PATTERNS

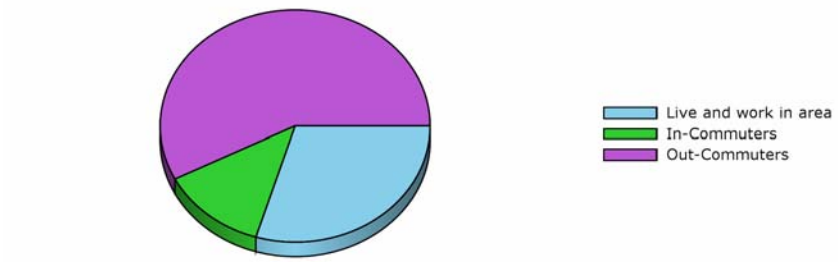


TABLE III-13B

TOP 5 PLACES RESIDENTS ARE COMMUTING TO

Area	Workers
Danville City, VA	11,669
Campbell County, VA	2,528
Henry County, VA	829
Lynchburg City, VA	724
Rockingham County, NC	598

TABLE III-13C

TOP 5 PLACES RESIDENTS ARE COMMUTING FROM

Area	Workers
Danville City, VA	2,191
Campbell County, VA	453
Caswell County, NC	355
Halifax County, VA	233
Henry County, VA	182

Source: Virginia Employment Commission

RETAIL SALES

Table III-14 presents retail sales figures. They indicate that Danville is the commercial hub for the area. Between 2002 and 2006, taxable sales were approximately three times greater in Danville than in Pittsylvania. Sales were relatively steady in Pittsylvania while Danville saw a significant drop in 2005 and a bigger increase in 2006.

TABLE III-14

TRENDS IN RETAIL SALES ($000)

	2002	2003	2004	2005	2006
Pittsylvania County	$177,428	$162,386	$183,941	$152,068	$173,117
Danville	$603,330	$624,389	$639,972	$583,087	$674,383

Source: Weldon Cooper Center for Public Service – Taxable Sales

TABLE III-14A

LOCAL OPTION SALES TAX PRIOR YEARS

	PITTSYLVANIA CO.	VIRGINIA
2004	2,036,801	914,499,686
2005	1,900,103	976,923,577
2006	2,057,337	1,028,544,074
2007	2,313,457	1,056,766,678
2008	1,962,291	1,032,815,078

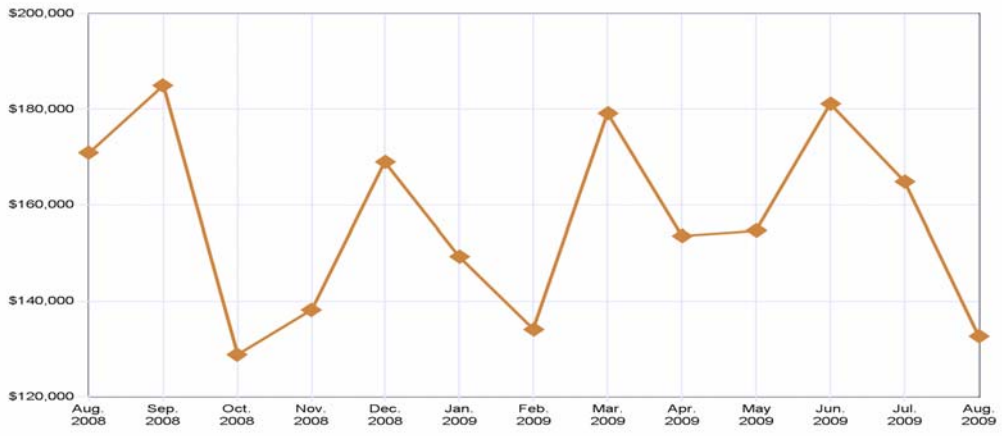
TABLE III-14B

LOCAL OPTION SALES TAX PRIOR MONTHS

	PITTSYLVANIA CO.	VIRGINIA
April 2009	153,599	80,561,120
May 2009	154,735	80,457,217
June 2009	181,146	88,867,042
July 2009	164,870	82,233,959
August 2009	132,686	78,920,536

TABLE III-14C

LOCAL OPTION SALES TAX PRIOR 12 MONTHS



Source: Virginia Employment Commission

HOUSING

Between 1990 and 2000, housing changes in Pittsylvania County and Danville differed greatly. Pittsylvania's housing units jumped from 22,861 to 28,011 for a 22.5% increase. Conversely, Danville's fell slightly from 23,297 units to 23,108 for a -0.8% decrease. For the county, this data suggests that the County enjoyed strong and steady gains in the housing market from 1990 to 2000 as shown by the boost in the total number of housing.

TABLE III-15

HOUSING INVENTORY SUMMARY OF HOUSING CHANGES

1990 - 2000

	Pittsylvania County			Danville		
	1990	2000	Percent Change	1990	2000	Percent Change
Occupied Units	20,613	24,684	19.7%	21,712	20,607	-5.1%
Vacant Units	2,248	3,327	48.0%	1,585	2,501	57.8%
Vacancy Rate	9.8%	11.9%	--	6.8%	10.8%	--
Owner-Occupied Units	16,411	19,777	20.5%	12,905	11,962	-7.3%
Vacant Units for Sale	134	289	115.7%	170	346	103.5%
Vacancy Rate	0.8%	1.5%	--	1.3%	2.9%	--
Renter Occupied Units	4,202	4,907	16.8%	8,807	8,645	-1.8%
Vacant Units for Rent	250	500	100.0%	656	1,137	73.3%
Vacancy Rate	5.9%	10.2%	--	7.4%	13.2%	--
Other Vacant	831	1,239	49.1%	519	767	47.8%
Total Housing Units	22,861	28,011	22.5%	23,297	23,108	-0.8%
Population in Occupied Housing Units	55,297	61,350	10.9%	51,632	46,732	-9.5%
Persons Per Occupied Units, Median	2.68	2.49	--	2.38	2.27	--
Owner, Median	2.71	2.52	--	2.43	2.28	--
Renter, Median	2.59	2.36	--	2.30	2.25	--
Persons in Owner-Occupied Units	44,433	49,736	11.9%	31,351	27,340	-12.8%
Persons in Renter-Occupied Units	10,864	11,614	6.9%	20,281	19,392	-4.4%

Source: U.S. Census

Pittsylvania's median house value in 2000 of $80,300 surpassed Danville's value of $74,900. (Table III-16). Almost 3/5 (59.4%) of the County's housing was valued at levels between $60,000 and $125,000. A further breakdown shows that 16.1% of Pittsylvania's housing stock had a value under $50,000 compared to 27.0% for Danville. Also, 71.1% of Pittsylvania's housing was valued under $100,000 compared to 79.3% for Danville. Danville had no homes valued over $1,000,000 while Pittsylvania had 17.

TABLE III - 16
HOUSING UNITS
VALUE BY OWNER
2000

	PITTSYLVANIA COUNTY		DANVILLE	
VALUE RANGE	**UNITS**	**PERCENT OF TOTAL**	**UNITS**	**PERCENT OF TOTAL**
Less than $10,000	92	0.7%	34	0.3%
$10,000 - $14,999	86	0.7%	170	1.6%
$15,000 - $19,999	89	0.7%	157	1.5%
$20,000 - $24,999	109	0.9%	249	2.3%
$25,000 - $29,999	184	1.5%	251	2.3%
$30,000 - $34,999	246	2.0%	355	3.3%
$35,000 - $39,999	354	2.8%	516	4.8%
$40,000 - $49,999	859	6.8%	1,184	11.0%
$50,000 - $59,999	1,024	8.2%	997	9.2%
$60,000 - $69,999	1,553	12.4%	1,241	11.5%
$70,000 - $79,999	1,634	13.0%	1,323	12.2%
$80,000 - $89,999	1,506	12.0%	1,266	11.7%
$90,000 - $99,999	1,194	9.5%	826	7.6%
$100,000 - $124,999	1,575	12.5%	768	7.1%
$125,000 - $149,999	812	6.5%	491	4.5%
$150,000 - $174,999	440	3.5%	326	3.0%
$175,000 - $199,999	289	2.3%	171	1.6%
$200,000 - $249,999	261	2.1%	188	1.7%
$250,000 - $299,999	124	1.0%	109	1.0%
$300,000 - $399,999	70	0.6%	98	0.9%
$400,000 - $499,999	23	0.2%	34	0.3%
$500,000 - $749,999	1	0.0%	34	0.3%
$750,000 - $999,999	10	0.1%	15	0.1%
$1,000,000 and above	17	0.1%	0	0.0%
TOTALS	12,552	100.0%	10,803	100.0%
Median House Values				
Pittsylvania - $80,300				
Danville - $74,900				

Source: U.S. Census

The lower median house value in Pittsylvania County, as compared to the Virginia average, leads to a higher rate of home ownership in the County.

	Pittsylvania County	Virginia
Median value of owner occupied housing units	$80,300	$125,400
Homeownership Rate (2000)	80.1%	68.1%

The lower cost of living index in this area of Virginia also helps with housing affordability.

Cost of Living Index

United States	100
Virginia	94.2
West Piedmont Virginia	80.6

The 2005 costs for new housing construction in Pittsylvania County and neighboring jurisdictions range from a low of $109,650 (Martinsville) to a high of $221,765 (Franklin County) (Table III-17) Pittsylvania falls in the middle of that range at $164,722. Somewhat surprising is Danville's cost of new housing at $173,300 which outpaced Pittsylvania. Virginia's average cost for new housing was $164,961 which was almost identical to Pittsylvania. Interestingly, Pittsylvania's housing costs between 2002 and 2004 decreased from $125,948 to $124,293 before taking a sharp rise in 2005. Statewide, Virginia showed a steady increase from $128,923 (2002) to $164,961 (2005).

TABLE III-17

AVERAGE NEW SINGLE FAMILY

HOUSING CONSTRUCTION COST

	2002	2003	2004	2005
Pittsylvania County	$125,948	$123,738	$124,293	$164,722
Danville	$112,709	$128,757	$139,612	$173,300
Henry County	$121,073	$141,770	$135,167	$150,183
Martinsville	$55,823	$50,000	$103,160	$109,650
Patrick County	$91,733	$98,385	$129,661	$119,033
Franklin County	$164,457	$187,444	$200,781	$221,765
Campbell County	$109,252	$149,537	$134,961	$142,789
Lynchburg	$132,926	$125,339	$153,941	$114,899
Bedford County	$154,950	$166,214	$171,443	$214,306
Halifax County	$108,584	$105,129	$106,345	$140,160
State	$128,923	$138,145	$144,944	$164,961

Source: Weldon Cooper Center for Public Service

As shown on Table III-18, in 2000, the median rent for Pittsylvania ($302) was essentially equal to Danville ($301). What wasn't equal was the percentage of housing that is rental. Only 19.9% of Pittsylvania's housing was rental compared to 42.0% of Danville's. Virginia's comparative figure was 31.9% with a median rent of $550. Nearly 80% of the housing in the County is either owner-occupied or seasonal.

TABLE III-18
OCCUPIED RENTAL HOUSING UNITS
RENT PAID

2000

	PITTSYLVANIA COUNTY		DANVILLE	
MONTHLY RENT	**UNITS**	**PERCENT TOTAL**	**UNITS**	**PERCENT TOTAL**
Less than $100	228	5.2%	568	6.6%
$100 - $149	300	6.8%	613	7.1%
$150 - $199	329	7.4%	680	7.9%
$200 - $249	434	9.8%	1,054	12.2%
$250 - $299	488	11.0%	1,083	12.6%
$300 - $349	660	14.9%	1,251	14.5%
$350 - $399	387	8.7%	1,135	13.2%
$400 - $449	421	9.5%	829	9.6%
$450 - $499	214	4.8%	366	4.2%
$500 - $549	70	1.6%	138	1.6%
$550 - $599	45	1.0%	62	0.7%
$600 - $649	7	0.2%	63	0.7%
$650 - $699	0	0.0%	32	0.4%
$700 - $749	6	0.1%	12	0.1%
$750 - $799	0	0.0%	30	0.3%
$800 - $899	0	0.0%	26	0.3%
$900 - $999	7	0.2%	2	0.0%
$1,000 - $1,249	2	0.0%	6	0.1%
$1,250 - $1,499	5	0.1%	12	0.1%
$1,500 - $1,999	0	0.0%	29	0.3%
$2,000 and above	0	0.0%	47	0.5%
No Cash Rent	820	18.5%	589	6.8%
TOTAL OCCUPIED RENTAL UNITS	4,423	100.0%	8,627	100.0%
Median Rent				
Pittsylvania - $302				
Danville - $301				
Percentage of Housing That is Rental				
Pittsylvania – 19.9%				
Danville – 42.0%				

Source: U.S. Census

In 2000, Pittsylvania's housing stock was significantly younger in age than Danville's. (Table III-19). 60.7% of Pittsylvania's housing was built between 1970 and 2000 (i.e. -- generally newer housing) compared to 29.5% of Danville's. Stated another way, 39.3% of Pittsylvania's housing was built before 1970 (i.e. – older housing) compared to 70.5% of Danville's. In total number of housing units, Pittsylvania had 11,021 units constructed prior to 1970 and 16,990 built from 1970 to 2000. The respective figures for Danville were 16,300 before 1970 and 6,808 after.

TABLE III-19

AGE OF HOUSING

	PITTSYLVANIA COUNTY		DANVILLE	
PERIOD	**UNITS**	**PERCENT**	**UNITS**	**PERCENT**
1999 – 2000 (March)	1,018	3.6%	74	0.3%
1995 - 1998	2,835	10.1%	354	1.5%
1990 - 1994	2,806	10.0%	616	2.7%
1980 - 1989	4,699	16.8%	1,790	7.7%
1970 - 1979	5,632	20.1%	3,974	17.2%
1960 - 1969	3,488	12.5%	4,266	18.5%
1950 - 1959	2,737	9.8%	4,375	18.9%
1940 - 1949	1,792	6.4%	3,056	13.2%
1939 or before	3,004	10.7%	4,603	19.9%
TOTAL	28,011	100.0%	23,108	100.0%

Source: U.S. Census

Tables III-20 and III-21 present information on Pittsylvania County dwelling units that lack complete plumbing. In 2000, Pittsylvania had a higher percentage of housing that lacked complete plumbing facilities compared to Danville. About 1.8% of Pittsylvania's housing lacked complete plumbing compared to 0.8% of Danville's. Total units lacking complete plumbing were 440 in Pittsylvania and 173 in Danville. The majority of units in both localities without complete plumbing were renter occupied as opposed to owner occupied.

The majority of units lacking complete plumbing were in the more rural northern census tracts (101-107). In 1990, 61.9% of all units lacking complete plumbing were in the north. The same figure in 2000 was 64.3%. Tract 107 (Banister) had the highest percentage of its units without complete plumbing in both 1990 (14.4%) and 2000 (6.4%). In 1990, the most units without complete plumbing (228) were in Tract 103 (Callands-Gretna). In 2000, tract 105 (Chatham) had the most units without complete plumbing (114). On a very positive note, from 1990 to 2000, the number of units without complete plumbing was almost cut in half (1,437 to 863 total units).

TABLE III-20
PLUMBING FACILITIES
2000

	PITTSYLVANIA COUNTY		DANVILLE	
	DWELLING UNITS	PERCENT OF TOTAL DWELLING UNITS	DWELLING UNITS	PERCENT OF TOTAL DWELLING UNIT
Owner Occupied Units	19,777	80.1%	11,962	58.0%
Complete Plumbing Facilities	19,608	79.4%	11,900	57.7%
Lacking Complete Plumbing Facilities	169	0.7%	62	0.3%
Renter Occupied Units	4,907	19.9%	8,645	42.0%
Complete Plumbing Facilities	4,636	18.8%	8,534	41.4%
Lacking Complete Plumbing Facilities	271	1.1%	111	0.5%
TOTAL	24,684	100.0%	20,607	100.0%

Source: U.S. Census

TABLE III-21
PITTSYLVANIA COUNTY
DWELLING UNITS LACKING
COMPLETE PLUMBING FACILITIES
1990-2000

	1990		2000	
CENSUS TRACT	UNITS LACKING COMPLETE PLUMBING FACILITIES	PERCENT OF TOTAL UNITS IN TRACT	UNITS LACKING COMPLETE PLUMBING FACILITIES	PERCENT OF TOTAL UNITS IN TRACT
101	174	11.1%	61	3.3%
102	97	5.0%	81	3.8%
103	228	10.6%	77	3.1%
104	94	6.5%	88	4.8%
105	106	5.1%	114	5.1%
106	74	5.7%	64	4.2%
107	117	14.4%	70	6.4%
108	212	7.7%	92	2.6%
109	48	4.7%	24	2.1%
110	101	4.2%	59	1.7%
111	50	4.6%	64	4.8%
112	38	3.3%	40	3.4%
113	28	1.6%	6	0.3%
114	70	5.0%	23	1.4%
County Totals	1,437	6.3%	863	3.1%

Source: U.S. Census

BUILDING PERMITS

Between 1995 and 2005, the overwhelming majority (96.3%) of residential building permits in Pittsylvania were single-family. 2,596 single-family building permits were issued compared to 24 two-family permits and 75 multi-family permits. While these numbers are currently on a downward trend for this 11-year period, these numbers reflect a present trend of about 236 building permits issued per year on average. The years 1995, 1996, 2000, 2001, and 2005 saw no multi-family permits of any kind issued.

TABLE III-22

PITTSYLVANIA COUNTY RESIDENTIAL BUILDING PERMITS

BY TYPE OF UNITS

YEAR	SINGLE FAMILY	TWO FAMILY	MULTI-FAMILY	TOTAL
1995	278	0	0	278
1996	269	0	0	269
1997	267	0	8	275
1998	257	4	0	261
1999	274	2	3	279
2000	239	0	0	239
2001	197	0	0	197
2002	194	0	14	208
2003	213	2	31	246
2004	235	0	19	254
2005	173	16	0	189
TOTALS	2,596	24	75	2,695
Percentages	96.3%	0.9%	2.8%	100.0%

Source: Weldon Cooper Center for Public Service

CHAPTER IV

Community Facilities and Services

INTRODUCTION

As the population grows, so does the demand for public services and the facilities where they are provided. In planning for public facilities, it is important to consider not just the size of the County's future population but also its age and geographic distribution. Seniors and school-age children, for example, have very different service and facility needs. This chapter presents an overview of the current Pittsylvania County community facilities and services and discusses some of the future needs. Several key community facility concepts are important.

- First, community facilities and services are the visible "face of government" – citizens equate the quality of government with the quality of the facilities they see and the services they use. For example, at the community meetings held as a part of the preparation of this plan, citizens often focused on issues relating to community facilities and services when describing the strengths and weaknesses of the county.

- Second, adequately funding community facilities is a key to providing effective services.

- Third, the location and timing of planned community facilities can have a major impact on land use patterns.

Community facilities planning is especially challenging in Pittsylvania County because of its geography and sheer size. When considering where to locate new facilities, consideration must be given to the concentration of people in the County since facilities should be convenient to the citizens who use them. Although a central location seems to work at this time and is convenient to most County residents, in the future it may be necessary to have separate satellite facilities for upper and lower County residents in order to meet the citizens' demands for conveniently located facilities.

Like the other chapters, this concludes with a section detailing the Goals, Objectives, and Strategies for community facilities.

GOVERNMENT OFFICES AND ADMINISTRATION FACILITIES

Pittsylvania County has one government office complex with a total of five buildings. The Moses Building, the County's main administration facility, was constructed in 1939. The building is no longer adequately sized to support the needs of the County staff. Due to the age and condition of the building, it is also inadequate in terms of electrical requirements, heating and cooling and handicap access. While a number of options have been considered, an acceptable plan has not yet been developed to upgrade or replace the facility.

The historic Pittsylvania County Courthouse, built in 1853, and an addition constructed in 1968, houses the Circuit Court and Clerk of the Court's office, as well as the Commissioner of Revenue, Probation and Parole, and Commonwealth Attorney's offices. The historic Courthouse building has undergone a recent remodeling project that also addressed some structural issues. The Clerk's office currently struggles with issues related to space and storage conditions.

A more recent Courthouse addition, the Edwin R. Shields Courthouse Addition, was constructed in 1991 and houses the General District Court, Juvenile and Domestic Relations Court, the Victim Witness office and the Treasurer's office.

A freestanding building, located behind the other County offices, was constructed in 1995 and houses the Department of Code Compliance and the Department of Emergency Management. The Emergency Management and Communications office houses the 911 emergency dispatch center and is responsible for preparation, response, mitigation, and recovery for all natural and man-made emergencies and disasters. The Department has to regularly update its equipment and training to match both new technologies and new threats. In addition to the high capital costs associated with equipment and training, it is also anticipated that in the future a new Emergency Communications/Emergency Operations Center will be required.

The County also provides support to twenty one volunteer fire stations, one Sheriff's Office, four libraries (with bookmobile), and other facilities that are discussed in various sections of this plan.

AIRPORTS

The Danville Regional Airport is one of the leading general aviation airports on the east coast providing service to residents and businesses of the Pittsylvania/Danville region. The infrastructure includes a primary 6500' precision Instrument Landing System (ILS) runway and a new 510' x 425' south ramp that can accommodate 737 series aircraft. These assets are complemented by a safe, secure business friendly operating environment with opportunities for growth and development.

In addition to this general aviation airport there are four commercial airports within fifty miles of the County. The Lynchburg Regional Airport is the closest to the county and has daily flights provided by two commercial airlines. The Roanoke Regional Airport is approximately thirty miles to the west and is served by six airlines. Other regional airports include the Piedmont Triad Airport in Greensboro (33 miles) and the Raleigh/Durham International Airport (52 miles). Each of these North Carolina Airports is served by over eleven airlines providing daily flights.

ANIMAL CONTROL

The Department of Animal Control operates a County shelter located in Dry Fork. The Department is responsible for the enforcement of laws and regulations pertaining to animal control and protection. Animal Control handles a wide variety of animal issues including loose or stray dogs and cats, nuisance dogs, dangerous dogs, livestock, and upholding State and Local animal codes and regulations.

Pittsylvania County Animal Control Officers are appointed as Conservators of the Peace and as such have enforcement powers concerning animal issues. Animal Control Officers respond to threats posed by domestic animals running at-large, diseased animals and dangerous/vicious animals. At the same time, they also promote the humane treatment and prevention of cruelty to animals. Members of the Bureau also conduct educational programs and participate in wildlife management programs. They can arrest and ticket violators. Additionally they can issue tickets for illegal dumping and illegal trash disposal.

HEALTHCARE

Over 80 physicians and 40 dentists are available in the Danville-Pittsylvania region. County residents are served by The Danville Regional Medical Center. This 350 bed hospital is a major regional medical center offering comprehensive treatment including 24-hour emergency care, a

maternity unit, and an alcohol and substance abuse recovery program. The facility also maintains a school of nursing, radiological technology, and respiratory therapy. Residents in the northern part of the County often seek medical care in the Lynchburg, Virginia area. Centra Health operates the 270 bed Lynchburg General Hospital and the 317 bed Virginia Baptist Hospital. Carilion operates the Roanoke Community and Roanoke Memorial Hospitals in Roanoke, Virginia and the Franklin Memorial Hospital in Rocky Mount, Virginia. County residents also use Morehead Memorial Hospital in Eden, North Carolina and Halifax Regional Hospital in South Boston, Virginia. In addition, local residents have access to the extensive medical resources of Duke University Hospital, University of Virginia Hospital, and Wake Forest University Baptist Medical Center. The United States Department of Veteran Affairs operates medical centers in Durham, North Carolina and Salem, Virginia, with outpatient clinics located in Danville and Lynchburg, Virginia.

The Pittsylvania County Health Department offers comprehensive public health services at its three clinics. Three nursing homes in Danville, one nursing home in Gretna, and one nursing home in Chatham provide long-term care for the aged. In addition, two adult homes and two modern, assisted living facilities are also located in the area.

DANVILLE-PITTSYLVANIA COUNTY COMMUNITY SERVICES

Danville-Pittsylvania Community Services, created in 1972 by a joint resolution of Danville City Council and the Pittsylvania County Board of Supervisors, is the Community Services Board that provides mental health, intellectual disability, substance abuse, and prevention services to the citizens of our City and County. A 15-member Board of Directors, which is appointed by Danville City Council and the Pittsylvania County Board of Supervisors, establishes policy and direction for the Agency. The Board of Directors contracts with its Executive Director to lead, direct, and supervise the Agency's day-to-day operations. Today, Danville-Pittsylvania Community Services has grown to be a large employer in Southside Virginia, with more than 250 staff members and an annual operating budget in excess of 15 million dollars. In Fiscal Year 2008, the Agency served 3,341 different individuals through its behavioral health and intellectual disability divisions of service. An additional 5,730 individuals were involved in the Agency's prevention programs.

Danville-Pittsylvania Community Services is a growing organization with a rich history of community service that strives to unlock the potential for growth and recovery in everyone.

LIBRARY

Pittsylvania County Public library services have long been considered integral to supporting literacy, providing opportunities for life-long learning, and contributing to a high quality of life for County residents. The libraries help foster a sense of community and serve as a focal point for citizen interaction. The library system is open to anyone who wishes to use its facilities and services, and the libraries welcome patrons from both inside and outside the County.

The Pittsylvania County Public Library System is governed by a Board of Trustees comprised of ten members, representing each magisterial district as well as the incorporated towns of the County. The library system operates four branches located in Mount Hermon [2100 square feet, 2008], Chatham [7600 square feet, 1989], Gretna [3910 square feet, 1999] and Brosville/Cascade [3300square feet, 1992]. The Gretna facility is owned by the County, but Danville Community College leases part of the building from the county to provide distance education and computer classes. The entire building is known as the Riddle Center. It also manages a wide range of programs and activities typical of the region's libraries and has a collection in excess of 152,000 volumes, with an annual circulation exceeding 266,000 items. Rural service is enhanced by a bookmobile that travels the county, making over 60 stops a month. Bookmobile service in Pittsylvania County dates back to 1940. The library has reciprocal borrowing agreements with most contiguous localities both in Virginia and North Carolina.

PARKS AND RECREATION

Pittsylvania County does not currently have a parks and recreation department that provides and/or coordinates recreation programs to area residents. Programs and activities that are now available are provided through a working partnership between private recreation organizations, the County and the School Board. This partnership has been an effective means of providing athletic fields, gymnasiums, basketball and tennis courts, and playground areas that serve both school and community needs. While this system has provided recreational opportunities, there are significant issues to be dealt with relating to locations, capacity of facilities, scheduling conflicts and the variety of available recreation options.

The Pittsylvania County Board of Supervisors established a Recreation Advisory Board to look at the recreational needs in the County and consider the potential structure of a County parks and recreation department. In late 2009, a consultant was chosen by the Recreation Advisory Board, and a contract was approved by the Board of Supervisors to accomplish the following:

- Document participation and regional trends for participation in recreational activities.

- Inventory existing facilities used for or available for recreational use.

- Outline gaps between participation and programs and facilities available.

- Confirm a specific parks and recreation program based on participation and gaps.

- Outline staffing, organizational and maintenance objectives.

- Outline potential funding and revenue generating potential.

- Identify life cycle and capital improvements that will be needed in the short term and long term.

- Create an action plan for planning, management, funding and implementation.

- Provide organized, attractive and understandable reports and documents that can be used to gain support and funding.

Key tasks in the recreational program development project will involve extensive data gathering on both the physical aspects of the County and the condition and capacity of all existing recreation facilities. A demographic analysis will look closely at the population growth rates and distribution factors that have a bearing on potential recreation programs. Effective public participation will be critical to the success of this effort and there are plans for public forums, public surveys, stakeholder input from key groups and individuals, as well as contact with the City of Danville, the Towns and private recreation providers. Completion of the Recreation Master Plan will chart a course for the County to follow in its effort to provide a

recreation program that contributes to the area's health and quality of life. The completed Recreation Master Plan will become a part of this Comprehensive Plan when it is accepted and adopted by the Board of Supervisors.

LAW ENFORCEMENT AND DETENTION

The Pittsylvania County Sheriff's Office is the principal law enforcement agency within the county. The mission is to provide professional law enforcement services to the citizens of Pittsylvania County by maintaining law and order, preserve the peace, bring criminals to justice and ensure those incarcerated are treated in a fair and responsible manner.

The office provides a full range of law enforcement activities including criminal enforcement/patrol, civil process and court and jail security. It is responsible for inmate housing, court house security, all criminal investigations and civil process service. The Uniform Crime Index reports that Pittsylvania County's crime/incident is 1,979 per 100,000 population. The Sheriff's Office consists of 85 certified law enforcement officers, 34 corrections officers, 5 telecommunications personnel, 6 support staff and 1 information technology / crime analyst. From this number the sheriff's Office has a civil process division, a courthouse security division, a patrol division, a criminal investigation division, crime scene collection and evidence unit, a polygraph division, internal affairs and professional standards unit, a special investigations division and the administrative division. The Sheriff's Office promotes community involvement and was instrumental in the implementation of the Neighborhood Watch Program and Crimestoppers Program.

In 2008, the Sheriff's Office responded to 51,455 law enforcement related calls-for-service. The Sheriff's Office partners with the Virginia State Police and many federal agencies in an effort to better to serve the community.

The current County jail is rated at 36 beds, with an allowance for adding an additional 36. The daily average population in 2009 was 147 inmates. This overcrowding situation has the potential to create both health and safety problems. An additional approximately 40 inmates are housed at other jail facilities, adding additional costs in the past 8 years of $1.7 million dollars for external housing. Although these inmates are housed in other facilities, the County Sheriff's office is responsible for any movements of the inmates. In 2008 there were 306 transports involving these inmates at a cost of $20,000.

The Sheriff's office is currently retrofitting the surplused State Diversion Center to house minimum and medium security risk inmates and prisoners. This effort will help ease the current overcrowding situation in the Chatham jail facility. An expanded Diversion Center, or other regional facility, will be needed to address future increases in inmate population. A recent study by Powell and Associates forecasted that by the year 2017 the County will need bed space for 343 inmates.

The Sheriff's Office is partially funded by the state, and the number of deputies is based on each locality's population (one law enforcement deputy for every 1,500 residents, or 96 deputies as of 2007). The Board of Supervisors has created and funds additional deputy positions beyond the state's allotment as needed.

FIRE AND LIFE SAFETY

Fire and emergency medical services provided to citizens who live, work, own property, visit, or travel through Pittsylvania County are delivered by twenty-one fire departments and six rescue squads located throughout the 982 square miles in Pittsylvania County and adjacent counties to the north and south. (See Figure IV-1) Of the twenty-one fire departments, six provide BLS First-Responder emergency medical service and eight others provide BLS/ALS emergency medical service and ambulance transport. Four of the six rescue squads are located in Pittsylvania County and two are located in Danville and Campbell County, respectively. All of these agencies provide BLS/ALS emergency medical service and ambulance transport.

All of the agencies providing emergency services in Pittsylvania County are independent, autonomous agencies with the exception of the Chatham Volunteer Fire Department which exists as a governmental entity of the Town of Chatham. All are chartered through the Virginia State Corporation Commission and licensed through the Virginia Department of Fire Programs and/or the Virginia Office of Emergency Medical Services. The Pittsylvania County Fire/Rescue Association acts as an administrative umbrella for all twenty-five fire/rescue organizations and facilities across the County. All of the agencies located in Pittsylvania County are staffed by volunteers. There are no paid personnel.

Like many other communities, Pittsylvania County is experiencing significant challenges in attracting and retaining committed and qualified emergency service volunteers. Because of the enormous costs associated with a fully-paid career service, there is presently no realistic alternative to a predominately volunteer-staffed delivery system for at least the next decade and perhaps longer. Pittsylvania County cannot expect effective fire and emergency medical services to be delivered to our community without a strong, sustained presence of skilled,

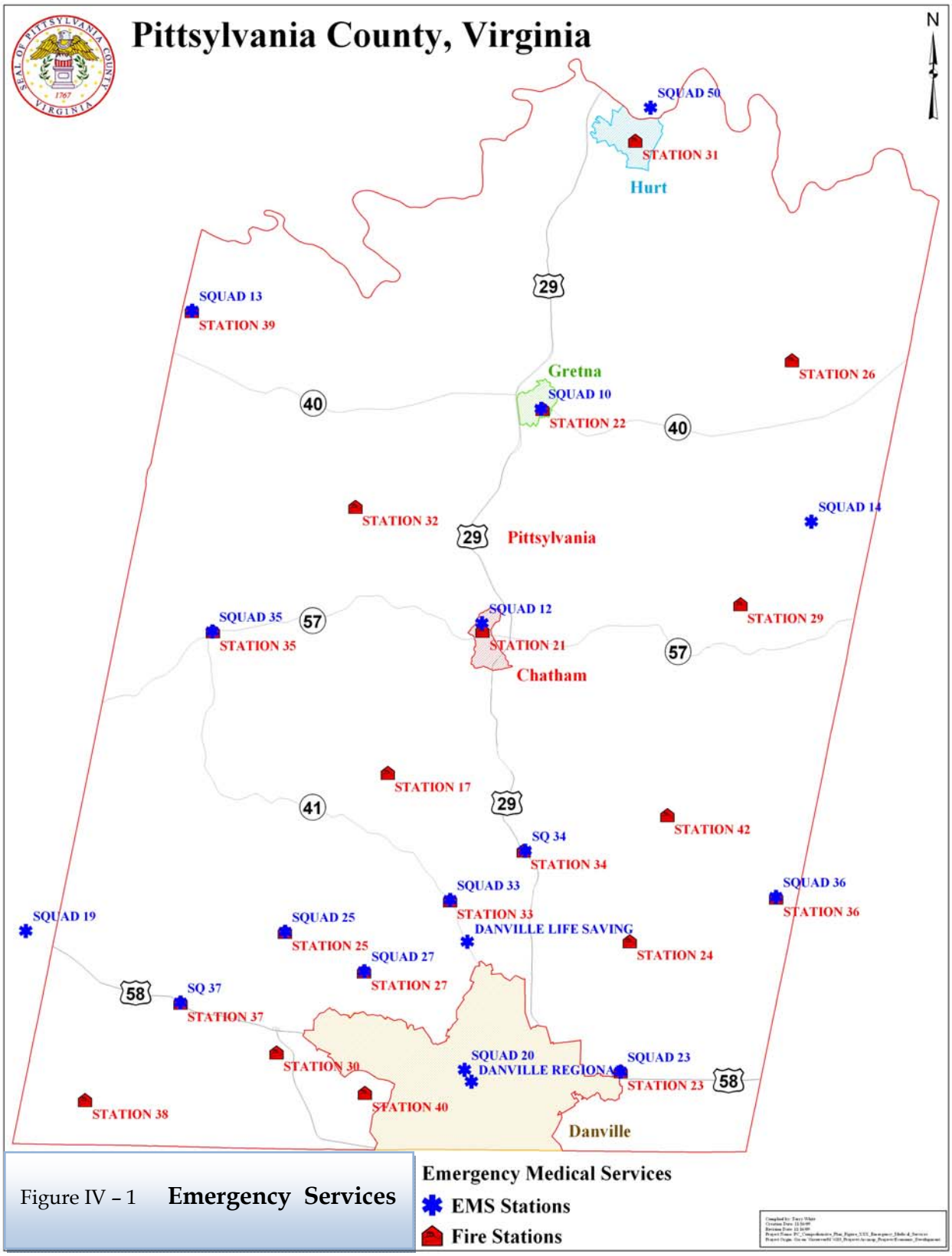


Figure IV – 1 **Emergency Services**

dedicated, and selfless volunteers. Communities facing these challenges should have extensive volunteer recruiting campaigns. Even so, changing community demographics and workforce patterns have necessarily reduced the pool of individuals willing to volunteer their valuable time, to train for and respond to, emergency calls and to also participate in fundraising events necessary to generate the revenue required to operate a modern fire/rescue agency. Some paid personnel will eventually become a public safety necessity. How and when those career personnel are integrated into the volunteer systems should be considered a priority of any future plans.

As citizens' expectations for enhanced services increase, the demands on the county emergency services system also increase. Pittsylvania County will need to respond to those expectations by proactively managing the changes necessary to expand and refine the capabilities of the present system.

The July 2006 "Fire and Emergency Medical Services Study - Pittsylvania County, Virginia" conducted by the Virginia Fire Services Board, the Virginia Department of Fire Programs, and the Virginia Office of Emergency Medical Services provides substantive recommendations for developing and implementing an emergency services management system capable of meeting the immediate and long range needs of the community. The report's recommendations include the creation of a County Fire/EMS department which would standardize procedures and provide a paid training staff to deliver critical training to responders. The report also recommends that the County should increase the annual funding for the volunteer fire/rescue agencies to provide new apparatus, equipment and stations. Other recommendations include creating incentives to support recruitment and retention, enhanced communications, rotating equipment, and covering volunteers under the County's workers compensation plan. Perhaps the most important recommendation and arguably the most time-critical is the hiring of EMS personnel to respond to emergency medical calls that the volunteer agencies are unable to answer. A significant number of agencies are overwhelmed by the increasing number of calls for service and the decreasing number of trained emergency personnel available to respond. Because the report recognizes this problem as the most critical facing the county, it also recommends the immediate implementation of an ambulance billing/revenue recovery system to generate additional funds for EMS agencies and support the paid supplemental coverage.

Providing the public with effective and efficient fire and emergency services is one of the fundamental responsibilities of government. Forecasting future emergency services needs, planning and budgeting to address those needs, and managing the continuous improvement of emergency service delivery to mitigate those needs must remain a priority.

EMERGENCY MANAGEMENT & COMMUNICATIONS

The Pittsylvania County Department of Emergency Management & Communications operates a centralized communications center in Chatham that dispatches fire, rescue and police services for the County Sheriff's office as well as the Police Departments of the Towns of Chatham, Gretna and Hurt. This facility also takes calls and dispatches for 21 Fire Departments, 12 Rescue Squads, and the Virginia Department of Forestry, a Search and Rescue group and the County's Animal Control office. The communications center utilizes state of the art Computer Aided Dispatch software, computerized radio consoles, enhanced 9-1-1 telephone equipment and the latest in weather tracking devices to ensure a quick and reliable response to the emergencies that are encountered.

In order to address the threat of crime, fire, medical emergencies and natural and manmade disasters, the County has established mutual aid agreements with the contiguous jurisdictions to provide a wide range of assistance from large-scale disasters to individual health emergency calls.

The Department of Emergency Management & Communications has developed Emergency Management and Emergency Communications Strategic Plans. The mission of the Emergency Management Strategic Plan is to prepare for, respond to, recover from, and mitigate natural and man-made emergencies and disasters. The plan enhances the County's capabilities and capacities to prevent and reduce its vulnerability to disasters. The mission of the Emergency Communications Strategic Plan is to provide emergency communications and incident mobile communications assets. The goal is to provide a high level of customer service, integrity and professionalism by enhancing personnel education and credentials along with maintaining a high level of technological capacity with up-to-date equipment and facilities.

The Department of Emergency Management & Communications has developed the following specific objectives and strategies to accomplish its stated goals:

Objectives and Action Strategies

A. Enhance overall the County's all-hazard disaster preparedness, mitigation and response.

1. Provide resources to implement the County's Emergency Operations Plan.
2. Protect physical infrastructure from natural and man-made caused hazards and threats.
3. Enhance the County's capacity to gather and share disaster related information.
4. Continuously enhance disaster preparedness through training and simulation exercises.
5. Protect critical assets to ensure business continuity.
6. Strive to ensure multiple modes of communications in disaster events.
7. Enhance resource capabilities and capacities across the County (Community Emergency Response Teams or CERT, Shelter teams and other voluntary organizations in response to disaster events).
8. Work regionally to build coalitions and working groups to implement the Emergency Management Program.
9. Collaborate in the design, construction, and operation of a new emergency communications/emergency operations center.
10. Ensure the department maintains NIMS compliance.

B. Enhance overall the County's Emergency Communication Center with Operational Readiness.

1. Ensure adequate staffing in the Communications Center at all times.

2. Maintain a high degree of competency.

3. Recruit and retain the best personnel possible.

4. Maintain a high moral level.

5. Maintain high level of confidence in the public radio safety system. Continue to upgrade, maintain FCC compliance, and collaborate with other departments to ensure radio footprint of county system is improved to 100% wherever possible. Continue to promote, demonstrate, clear text communications and implement radio interoperability throughout the county following the P25 Standards.

6. Maintain high degree of readiness and ability to coordinate emergency communications or incident management activities.

7. Collaborate in the design, construction, and operation of a new emergency communications/emergency operations center.

8. Provide for competent and decisive management of the emergency communications center during periods of normal operation that is scalable to major incidents or disaster management when conditions warrant.

9. Ensure the department maintains NIMS compliance.

10. Implement and install technology that provides equal 911 accesses to all citizens including anyone with disabilities. Thereby allowing only one number to dial in an emergency and the technology to receive, process and dispatch their emergency call with Next Generation equipment.

SCHOOLS

During the public input meetings for this plan, County citizens had praise for the quality of county schools and the quality of education their children receive. The Pittsylvania County School Board operates a system comprised of twenty (20) schools which includes four (4) high schools, one (1) Career and Technical Center, one (1) Alternative School, four (4) middle schools, and ten (10) elementary schools. Figures IV-2, IV-3 and IV-4 show the location of these

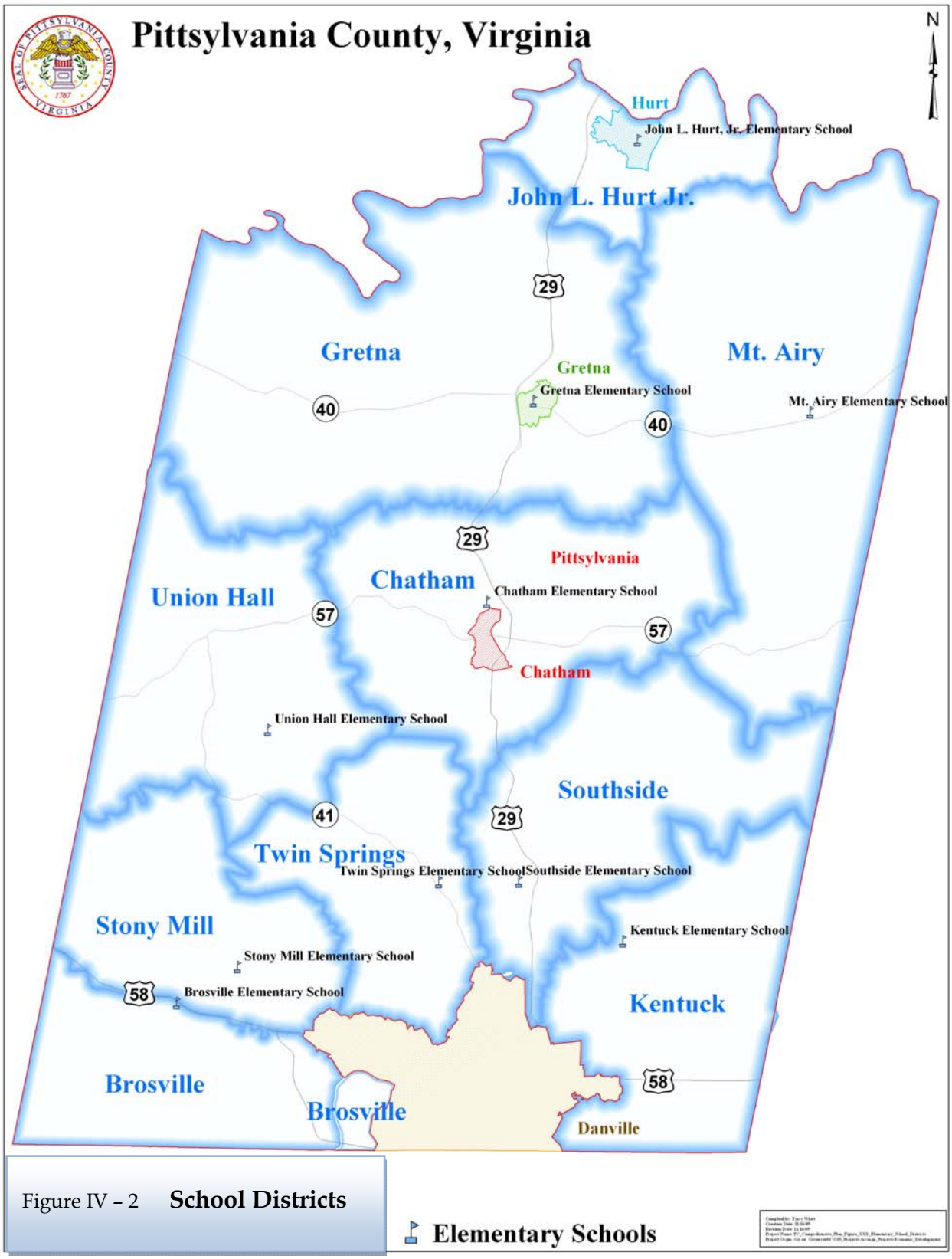


Figure IV – 2 **School Districts**

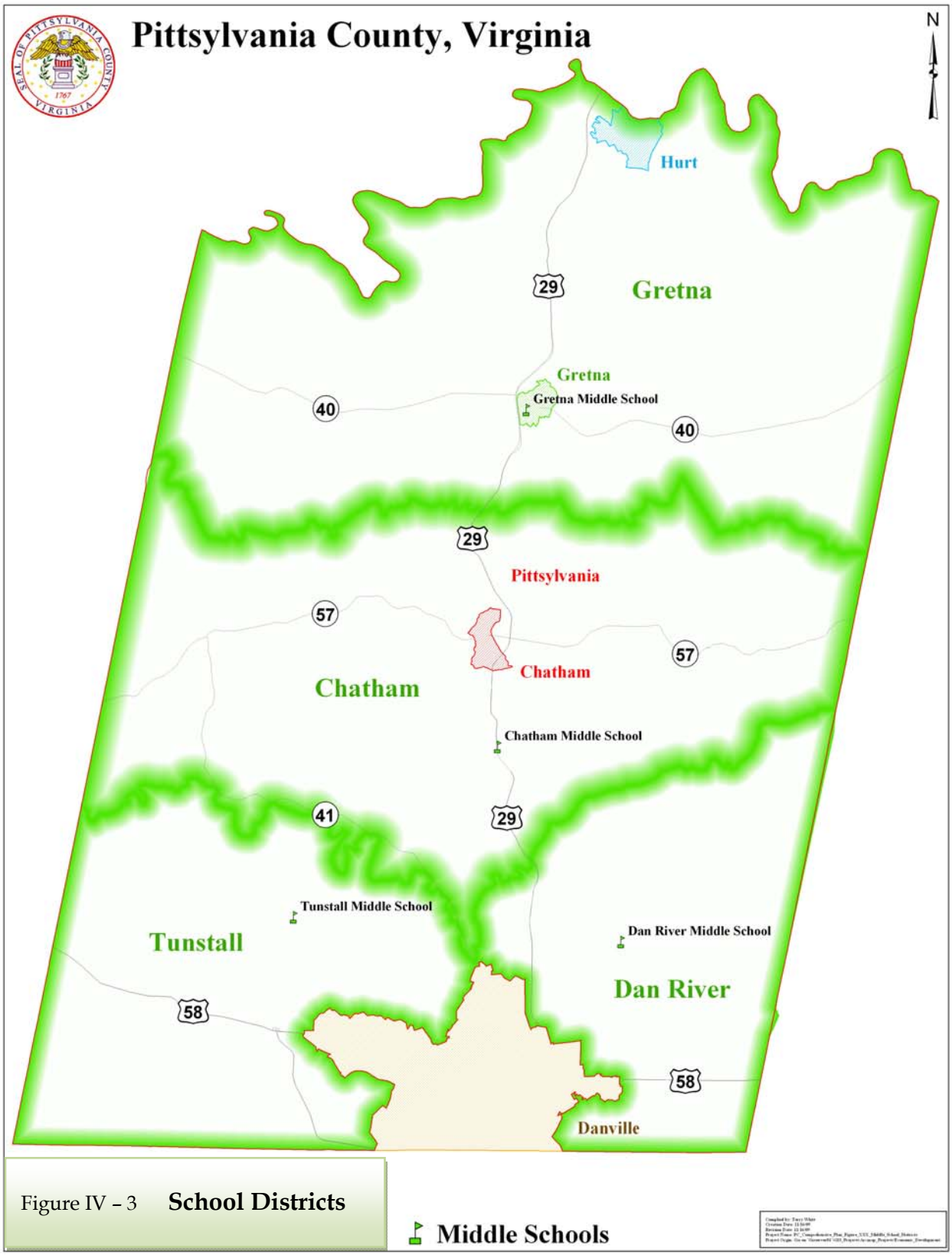


Figure IV – 3 **School Districts**

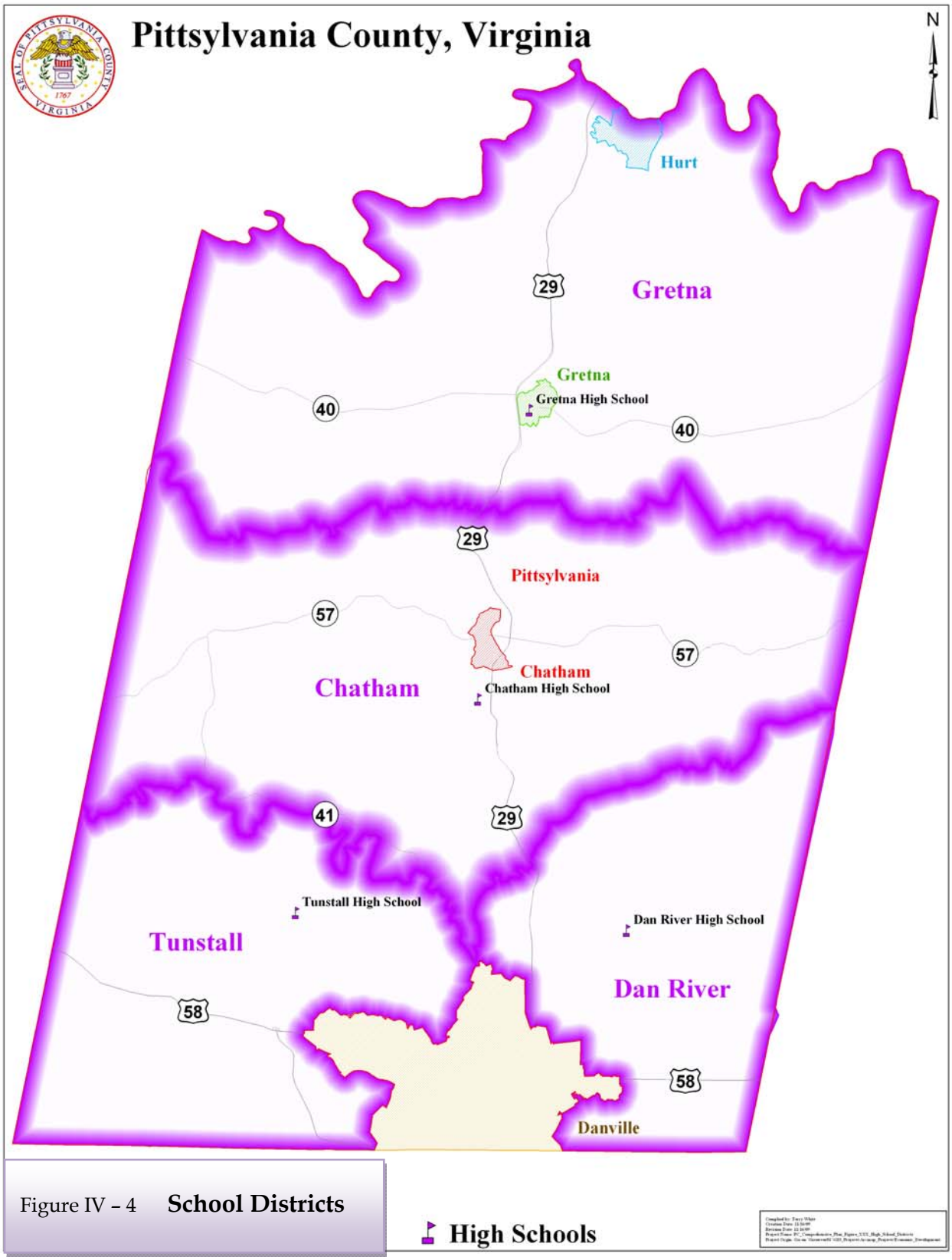


Figure IV – 4 **School Districts**

facilities and their associated attendance districts. The school system has its own approved comprehensive plan covering the years 2005-2011. That plan is included as a part of this document by reference. Construction on the County's four (4) new middle schools was completed in the summer of 2003. The renovation of Brosville Elementary School was completed in 2004. Both projects were paid for using bond funds. A $70 million dollar construction and renovation project for the County's four (4) high schools is slated for completion in the fall of 2010. The School Board also provides Adult Basic Education through GED (General Educational Development) classes for individuals who want to get a GED diploma or desire to improve their basic math and reading skills.

Following completion of the high school renovations, the school system's comprehensive plan references a possible phase V of improvements to include renovations and additions to the older elementary schools. This future phase of improvements may also address renovations and additions to the Career and Technical Center.

As a part of the school system's overall comprehensive plan, there is an Educational Technology Plan. The school system has consistently included the latest available technologies in its educational programs, with award winning results. The comprehensive plan also includes a plan for Career and Technical Education. This program has expanded from its traditional offerings and will likely play an ever increasing role in regional workforce development.

The Pittsylvania County School System has recognized that workforce development is a critical need for this area as we work to transform and modernize our economy. The school system Superintendent has met with and listened to employers and economic development professionals and is revising curriculum with the intention to produce a better educated and prepared workforce that is ready for all the challenges of the modern workplace.

The attached tables from the Virginia School Report Card indicate that the County's school system has been very successful in achieving Adequate Yearly Progress (AYP)

(See Attached Tables)

Virginia Department of Education • www.doe.virginia.gov

Pittsylvania County Public Schools

P. O. Box 232, Chatham, VA 24531

Superintendent:
Mr. James E. McDaniel
(434) 432-2761

The Commonwealth of Virginia is committed to providing quality education for all students. This commitment includes keeping parents and the public informed through the Virginia School Report Card of the progress of our schools in raising student achievement and enhancing the learning environment. The ratings for Adequate Yearly Progress (AYP) and school accreditation for specific school year are based on the achievement of students on tests taken during the previous academic year.

AYP ratings are preliminary and subject to change based on corrections to student-level records submitted by school divisions and the receipt of additional data.

Title I Schools in Improvement - 2 (16%)

This School Division -	**Made AYP**	Annual Measurable Objective for Mathematics is	**79**
The State -	**Made AYP**	Annual Measurable Objective for Reading/Language Arts is	**81**

School Division - Summary

This table provides summary information on enrollment, accountability ratings, and whether the school is required to implement a plan to raise achievement in English or Mathematics. Ratings are based on the achievement results on tests taken during the previous academic year and are subject to change based on corrections and additions to student-level records submitted by school divisions.

School Division - Summary

	2007-2008	2008-2009	2009-2010
No of Schools	18	18	18
Student Population	9,338	9,252	9,294
LEP Reading Exempt	<	-	-

Key: < = A group below state definition for personally identifiable results
- = No data for group
* = Data not yet available

Percentage of Students Passing/Tested/Not Tested

Schools, school divisions, and states are rated according to the progress toward the goals of the No Child Left Behind Act of 2001 (NCLB). This federal law requires states to set annual benchmarks for achievement in reading and mathematics leading to 100 percent proficiency by 2014. Schools, school divisions, and states that meet or exceed all annual benchmarks toward this goal are rated as having made adequate yearly progress (AYP). Schools, school divisions, states must test at least 95 percent of students overall, and 95 percent of students in each of the following subgroups: white, black, Hispanic, students with disabilities, limited English proficient students, and students identified as disadvantaged. Annual accountability ratings are based on achievement during the previous academic year or combined achievement from the three most recent years. **Only student subgroups represented are listed.**

Percentage of Students Passing/Tested/Not Tested

Student Subgroup	Type	2006-2007			2007-2008			2008-2009		
		Passed	Tested	Not Tested	Passed	Tested	Not Tested	Passed	Tested	Not Tested
English Performance										
All Students	Division	86	100	0	87	100	0	90	100	0
	State	85	100	0	87	100	0	89	100	0
Black	Division	79	100	0	79	100	0	86	100	0
	State	76	99	1	78	99	1	81	100	0
Hispanic	Division	75	100	0	77	100	0	87	100	0
	State	72	99	1	81	100	0	85	100	0
White	Division	89	100	0	90	100	0	92	100	0
	State	90	100	0	91	100	0	93	100	0
Students with Disabilities	Division	58	99	1	57	100	0	72	100	0
	State	62	99	1	67	99	1	73	99	1
Economically Disadvantaged	Division	78	99	1	79	100	0	86	100	0
	State	73	99	1	77	99	1	81	100	0
Limited English Proficient	Division	72	100	0	82	100	0	85	100	0
	State	67	100	0	79	100	0	83	100	0
Mathematics Performance										
All Students	Division	81	100	0	86	100	0	88	100	0
	State	80	99	1	84	100	0	86	100	0
Black	Division	73	100	0	78	100	0	81	100	0
	State	68	99	1	73	99	1	77	99	1
Hispanic	Division	74	100	0	82	100	0	90	100	0
	State	71	99	1	75	99	1	79	99	1
White	Division	84	100	0	89	100	0	91	100	0
	State	85	100	0	88	100	0	90	100	0
Students with Disabilities	Division	53	99	1	64	100	0	76	100	0
	State	58	99	1	65	99	1	71	99	1
Economically Disadvantaged	Division	73	100	0	79	100	0	84	100	0
	State	67	99	1	73	99	1	77	99	1
Limited English Proficient	Division	77	100	0	84	100	0	89	100	0
	State	70	99	1	75	100	0	79	100	0

Key: < = A group below state definition for personally identifiable results
- = No data for group
* = Data not yet available

AYP Objectives

No Child Left Behind requires states to set annual objectives for proficiency in reading, mathematics and participation in testing in these subjects. In addition, schools, school divisions and the commonwealth also must meet objectives for other indicators of academic achievement, including attendance, science, writing, history/social science and graduation. The table below shows how many and which AYP objectives were met.

AYP Objectives			
Annual Measurable Objectives	2006-2007	2007-2008	2008-2009
English Participation - All Students	Y	Y	Y
English Participation - Black	Y	Y	Y
English Participation - Economically Disadvantaged	Y	Y	Y
English Participation - Hispanic	Y	Y	Y
English Participation - Limited English Proficient	Y	Y	Y
English Participation - Students with Disabilities	Y	Y	Y
English Participation - White	Y	Y	Y
English Performance - All Students	Y	Y	Y
English Performance - Black	Y	Y	Y
English Performance - Economically Disadvantaged	Y	Y	Y
English Performance - Hispanic	Y	Y	Y
English Performance - Limited English Proficient	N	Y	Y
English Performance - Students with Disabilities	N	N	Y
English Performance - White	Y	Y	Y
Mathematics Participation - All Students	Y	Y	Y
Mathematics Participation - Black	Y	Y	Y
Mathematics Participation - Economically Disadvantaged	Y	Y	Y
Mathematics Participation - Hispanic	Y	Y	Y
Mathematics Participation - Limited English Proficient	Y	Y	Y
Mathematics Participation - Students with Disabilities	Y	Y	Y
Mathematics Participation - White	Y	Y	Y
Mathematics Performance - All Students	Y	Y	Y
Mathematics Performance - Black	Y	Y	Y
Mathematics Performance - Economically Disadvantaged	Y	Y	Y
Mathematics Performance - Hispanic	Y	Y	Y
Mathematics Performance - Limited English Proficient	Y	Y	Y
Mathematics Performance - Students with Disabilities	Y	Y	Y
Mathematics Performance - White	Y	Y	Y
Other Academic Indicator - All Students	Y	Y	Y

Key: Y = Met objectives
N = Did not meet objectives
RN = Reduced failure by ten percent but did not meet other academic indicator

Projecting School Enrollment

More art than science, projecting future school enrollment is basically an exercise in educated guesswork that relies as much on good luck as on perceptive judgment. This is particularly true of long-range projections because of the many intangible variables involved. According to the Virginia School Report Card, from the Virginia Department of Education, the student population for the County over the last three school years is:

2007-2008	***2008-2009***	***2009-2010***
9,338	9,252	9,294

Projections from the Weldon Cooper Center are for a slight increase in average daily membership through their report period of 2013-2014.

School Capacity

School capacities are calculated by the School Division on the basis of not just physical space, but also by the constraints placed on physical space by programs. State education mandates, School Board policies, changes in educational philosophy, and desires and expectations of the community can influence program capacities over time. According to the School Division, the school system currently has capacity (as of September 2009) for 9,500 students.

Education and Job Training

Area schools include Pittsylvania County Public Schools; Danville City Public Schools; Piedmont Governor's School for Mathematics, Science, and Technology; Pittsylvania County/Danville City Regional Alternative School; Southside Virginia Regional Governor's School for Global Economics and Technology; Averett University; Danville Community College (DCC); Old Dominion University Satellite Program at DCC; National College; and New College Institute.

Other Job Training: A.L. Philpott Mfg. Extension Partnership at PHCC; Center for

Business, Industry, & Government (C-BIG) at DCC; Center for Innovative Technology at DCC; Regional Center for Advanced Technology & Training (RCATT); Institute for Advanced Learning & Research (IALR); and the West Piedmont Workforce Investment Act Board.

WASTE DISPOSAL

Pittsylvania County owns a 450 acre municipal solid waste landfill facility located in the Dry Fork community. The landfill receives residential, industrial and other non-hazardous waste from waste generators within the County. The landfill is currently in phase 2 of the Landfill Facility Master Plan. This phase encompasses 22 acres, divided into 3 cells. Each cell is subtitle D designed, incorporating a composite liner system and leachate collection and removal system designed to meet the current Federal and State landfill regulations. The landfill has gas monitoring probes and groundwater monitoring wells.

The County will soon need to install the liner system for cell B of the phase 2 area. This project will cost approximately $3 million and will have a useful life of approximately 8 years. The Facility Master Plan also includes a preliminary layout for phases 3 and 4. The full anticipated lifespan of the landfill facility, including these phases, is 149 years. This lifespan is measured from the year 2010 and is based on a waste rate of 125 tons/day.

The County has a series of green boxes and 20 convenience centers, or compactor sites, located throughout the County to collect residential refuse (Figure IV-5). Recycling is available at the convenience centers and at the County Landfill.

In addition, the County has expanded its drop off recycling program to include waste oil, antifreeze, batteries, paper and tires and also participates in the Collection of Household Chemicals Program. The program enables residents to dispose of various chemicals – such as paints, gasoline, brake fluid, pesticides, and drain cleaners – in an environmentally safe manner. These chemicals might otherwise be disposed of via existing storm drainage system or be dumped on the ground and possibly contaminating groundwater. There is also a yard waste facility which processes leaves, grass, and woody waste into mulch and compost.

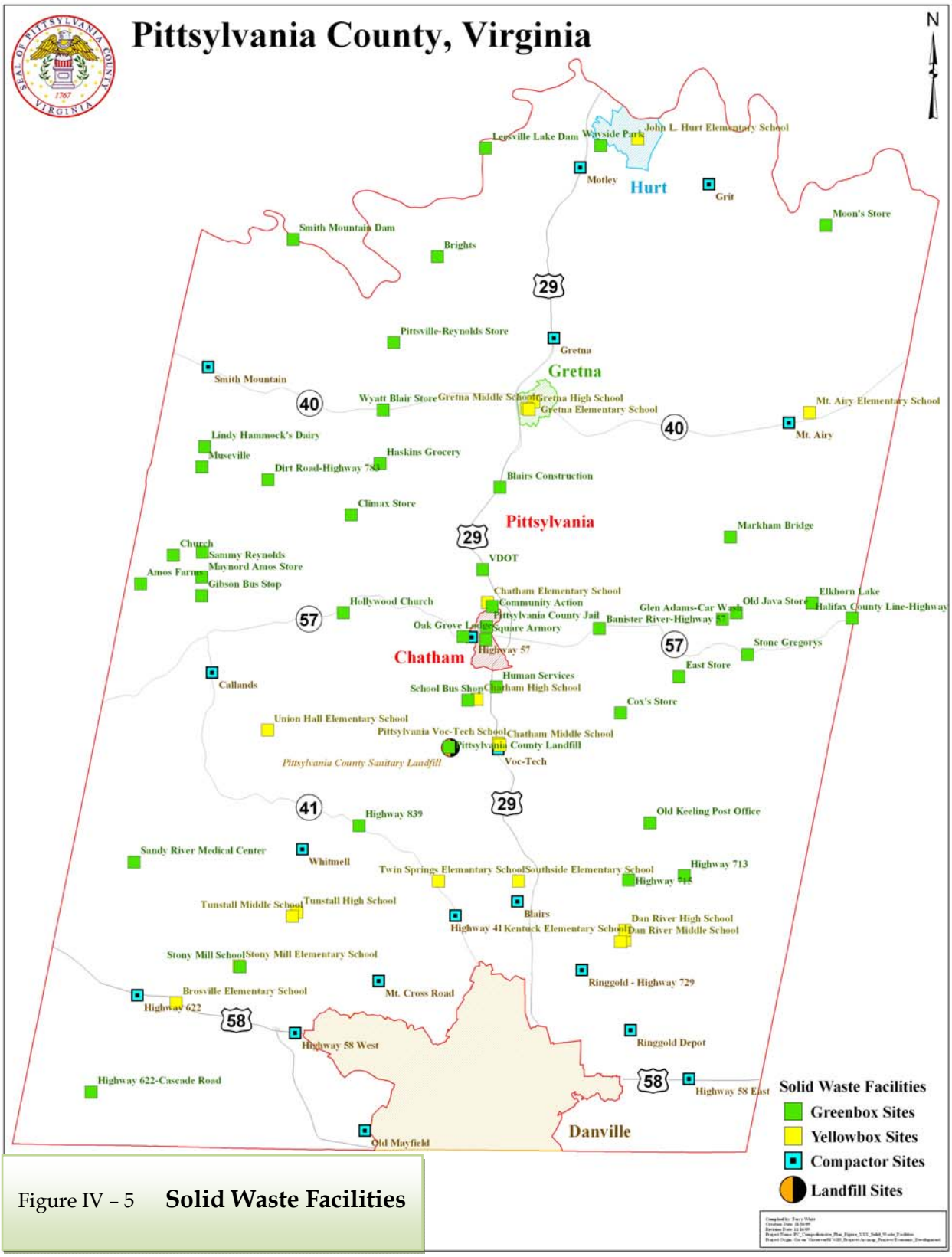


Figure IV – 5 **Solid Waste Facilities**

WATER AND WASTEWATER FACILITIES

Public water and wastewater facilities are a major factor influencing the location and scale of a community's growth patterns. In the county, these facilities are operated and maintained by the Pittsylvania County Service Authority. In addition, the towns of Chatham, Gretna and Hurt operate public water systems and wastewater treatment systems. The Service Authority partners with the Towns and the City of Danville on water and wastewater and receives water from the Henry County Service Authority.

The development and expansion of the County's water and sewer systems has been guided in large part by a Water and Sewer Plan prepared for the Service Authority in 1991. The Water and Sewer Plan delineates six water and sewer service areas. Although the lack of capital funding has not allowed full implementation of the master plan, improvements and expansions to these six area systems have generally been consistent with this 1991 plan. The County's planned growth areas as designated in Chapter VIII of this comprehensive plan generally correspond to the location of the County's utility systems. The exception is the planned growth area in the northwest portion of the County near Leesville Lake. No public utilities are currently available in this area. Figure IV-6 shows the County's existing water and wastewater utility system.

One of the key aspects of orderly, planned growth is the coordination of development with utility resources. Growth can be either encouraged or discouraged based on the availability of water and sewer services. While the 1991 Water and Sewer Plan still provides some useful guidance, the plan needs to be reevaluated and updated. The Pittsylvania County Service Authority should involve the Planning Commission, and the Future Land Use Map included in this comprehensive plan, in the Water and Sewer Plan update so that the close link between utilities and growth can be addressed.

A close working relationship between the Service Authority and The Planning Commission, including County Planning staff, would help in coordinating this link between utilities and growth. There also needs to be coordination in the development of a Capital Improvements Plan, to plan and schedule future infrastructure projects.

The expansion of water and sewer service should be at least partially based on economic return information. The first priority for expansions should be industrial and commercial areas where job creation and service fees can help cover the cost of the water and sewer extensions. The

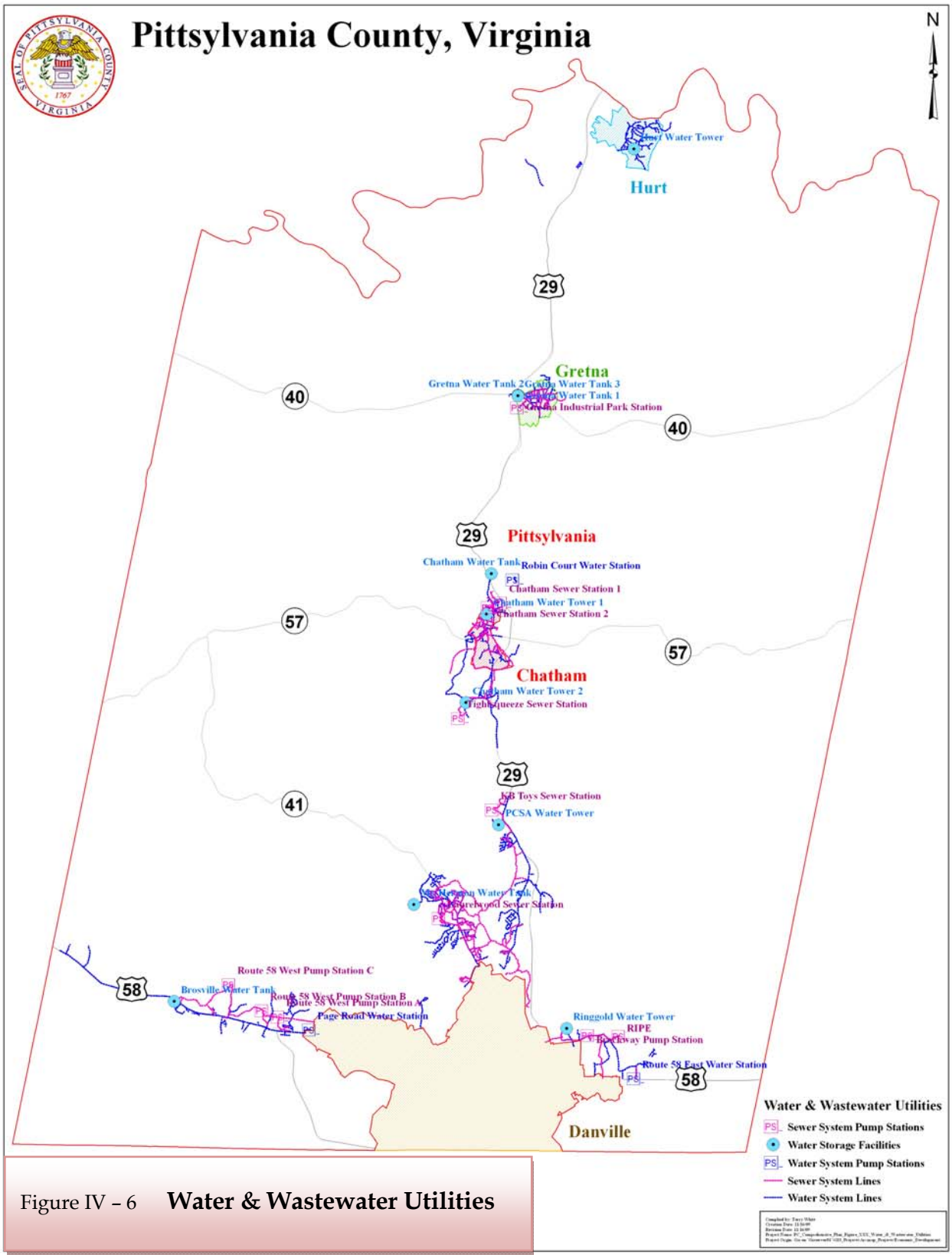


Figure IV – 6 **Water & Wastewater Utilities**

County's Economic Development Corridor, which follows the County's main transportation routes, should be the top priority for utility service, due to its potential for economic development returns.

The County does not currently have a mandatory connection policy for extensions of water and sewer service. This means that residential service lines may have a very poor economic return. While it can be said that citizens deserve water and sewer service, it is also the obligation of the County and the Service Authority to make the best use of its limited financial resources. Any decisions related to new water and sewer lines should consider financial issues and whether the service is in accordance with the County's comprehensive plan and meets the overall goal of planned, orderly growth.

The Service Authority receives drinking water from Henry County, the City of Danville, the Towns of Chatham and Gretna, and Town of Hurt/Campbell County. There have been proposals to create a continuous water service area all along Routes 58 and 29. This County wide service line would have multiple suppliers and could provide all weather dependability based on this redundancy. The County has a permitted water intake site on Leesville Lake that could feed a waterline along Route 29. There is also a proposal to expand and upgrade the water treatment plant at the former Klopman Mills site to feed a waterline that could serve the Town of Hurt, parts of the Leesville Lake area, and Route 29 south to the Town of Gretna. There have been discussions about a waterline between the Town of Chatham and the Town of Gretna; another opportunity to provide redundancy and serve the Route 29 corridor. An update of the 1991 Water and Sewer Study should address the opportunity and benefit of developing a County-wide, interconnected utility infrastructure system.

HIGH SPEED COMMUNICATION NETWORK

Another community asset that is not locally funded but is critically important to the development of Pittsylvania County is the high-speed fiber optic backbone system developed by Mid-Atlantic Broadband Cooperative, with funding supplied by the Virginia Tobacco Indemnification and Community Revitalization Commission. MBC owns and operates 800 miles of fiber in southern Virginia, covering 20 Counties and 4 Cities, as shown on Figure IV-7.

This network follows the key transportation routes in Pittsylvania County and provides a link from the County to key national hubs and data centers. The MBC system, which is accessible to

private companies, is very important to the County's economic development efforts and currently links to all of the County's industrial parks and future economic development areas. This system has the potential to shape land uses and development patterns along its route.

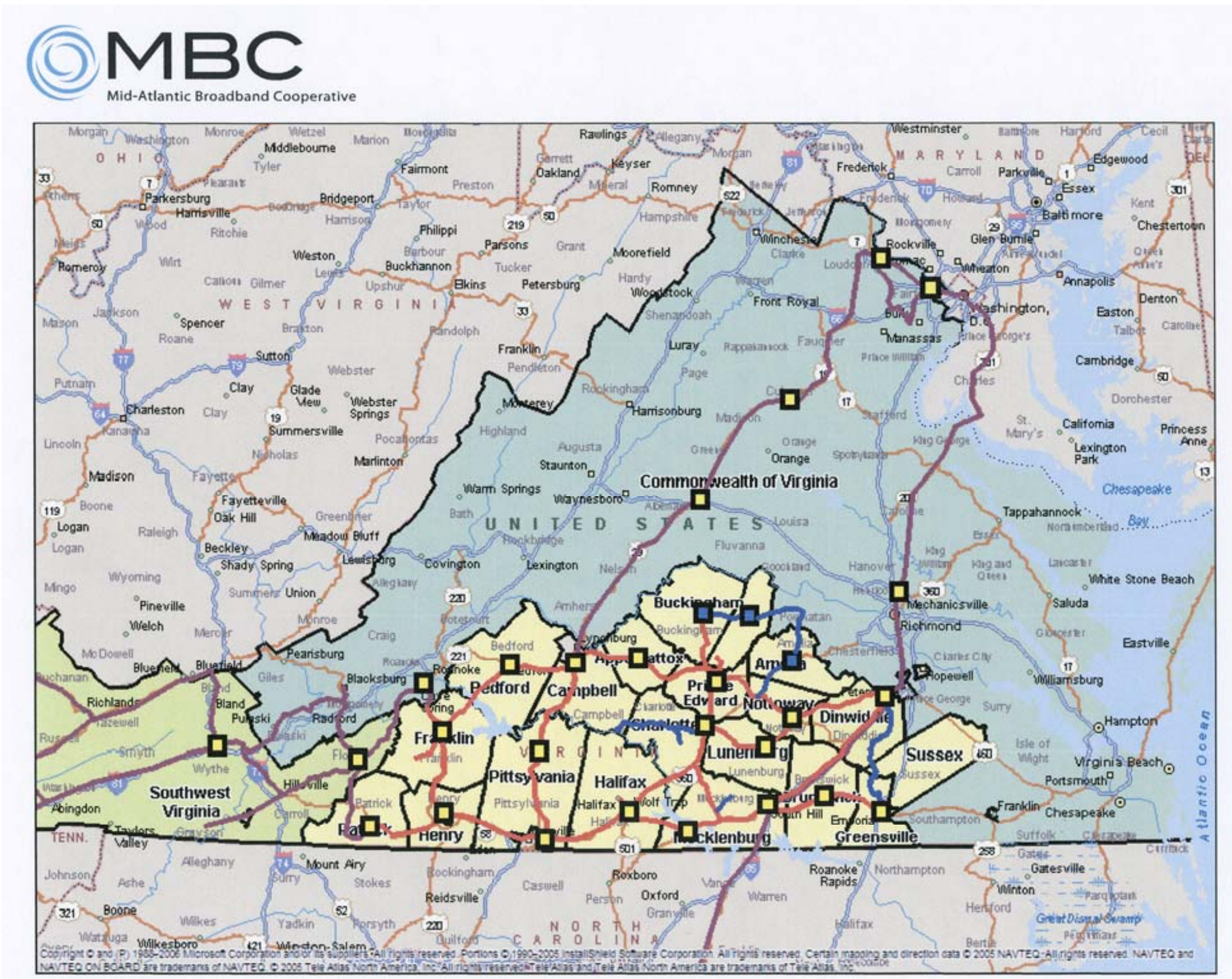


Figure IV – 7 **Broadband System**

GOALS, OBJECTIVES AND IMPLEMENTATION STRATEGIES

COMMUNITY FACILITIES AND SERVICES

Goal #1

To plan for, construct, and maintain needed community facilities is a manner that is cost effective, environmentally sound and consistent with the growth objectives contained in this plan.

Objective #1

Plan for and fund the County's capital facility needs.

Strategies

1. Develop a plan to address administrative facility deficiencies.

2. Prepare and adopt an annual Capital Improvements Project (CIP) list which prioritizes infrastructure and capital facility needs.

3. Pursue funding opportunities to finance public facility improvements.

Objective #2

Provide the facilities and services required to meet the public safety, library and school needs of County citizens.

Strategies

1. Continue to provide a high quality and accessible library system.

2. Develop plans and funding for necessary law enforcement and detention facilities and continue to fund and equip law enforcement personnel.

3. Continue to support the system of volunteers who provide the majority of fire and EMS safety services and investigate all options available to secure the funding necessary to continue fire and rescue service to all areas of the County.

4. Continue to maintain a highly efficient and technologically advanced Emergency Management Department with the resources necessary for disaster preparedness, mitigation and response.

5. In partnership with the School Board, continue to monitor school enrollment projections and continue planning for new facilities and renovations as necessary to maintain a superior public education system.

Objective #3

Provide the facilities and services required to meet the recreational needs of County citizens.

Strategies

1. Prepare a parks and recreation master plan for the County.

2. As funding and opportunities allow, continue the implementation of the 2005 West Piedmont Regional Bicycle Plan (WPRBP).

3. Create a County Recreation Department.

Objective #4

Consistent with this plan, develop and maintain public water and wastewater systems to meet the needs of a growing commercial, industrial and residential base.

Strategies

1. Prepare an updated water and sewer master plan for the County.

2. Develop a County-wide, interconnected utility system to provide water and sewer service to all growth areas of the County and the Economic Development Corridor.

3. Coordinate water and sewer service with the Future Land Use Map to encourage planned, orderly growth by prioritizing utility service to identified residential, commercial and industrial growth areas.

4. Consider a mandatory utility connection fee, or alternative funding system, to make water and sewer extension projects more cost effective.

5. Take full advantage of enabling legislation pertaining to the use of proffers including the use of a cash proffer program to help finance utility infrastructure improvements.

CHAPTER V

Housing

INTRODUCTION

Housing is a commodity that is supplied and consumed based upon market demand. As a commodity, the construction and price of housing is influenced partially by this supply and demand relationship, and also by non-market factors such as the cost of complying with building codes and land use regulations. While housing development is a private sector function, housing development patterns can be directly affected by local government decisions. Government services such as utilities, roads, education, fire and police protection, can affect the availability and location of housing choices.

Shelter is a basic human need, but housing encompasses social as well as physical aspects. Both the physical and social aspects of housing are vital to the planning process. To a great extent, where we live determines whom we socialize with, where our children go to school, where we shop, and where public facilities are needed. Furthermore, the way our neighborhoods are designed can even affect our behavior.

As the County's population has increased, so too has the supply of housing. Over 1100 new dwelling units have been constructed in the County since 2001. The vast majority of these new homes have been single family dwellings. Multi family units represent a small percentage of new dwellings during this period, as do manufactured homes.

Manufactured homes have historically been an important housing option for certain segments of the County's population. The number of manufactured homes in the County continues to increase, yet these units represent a decreasing percentage of the County's total housing stock due to the large number of site-built homes being constructed.

Through its development ordinances, particularly the Zoning and Subdivision Ordinances, the County can influence both the amount and type of housing construction that will occur in the future. Such policy decisions will have to consider the County's future housing needs. There is a clear role for the County to plan and steer the type and quantity of housing within its boundaries. While market factors play an important role in determining housing availability, markets are not perfect and do not operate in a vacuum. There are social goals for the society at large that require government intervention if they are to be achieved. The challenge before the County is to strike the appropriate balance between short-term market forces and long-term County goals and objectives.

REGIONAL HOUSING MARKET

Most housing markets are regional in nature. Pittsylvania County participates in a regional Lynchburg/Danville housing market. Within this regional market, consumers of housing have various options with respect to housing styles, price ranges and location. Yet, not all housing choices or price ranges are available in all jurisdictions. The County's primary role in this housing market is as a location for single-family, site-built, owner occupied housing. Housing developments in the County tend to provide larger lots than would be available in more urban areas. There are smaller lot subdivisions that allow for construction of modest "starter homes". The County also meets a regional need for affordable single-wide manufactured homes located in non-urban areas zoned Agricultural (A-1) or Residential Combined (RC-1).

HOUSING AFFORDABILITY

§15.2-2223 of the Code of Virginia, 1950, as amended requires that comprehensive plans include "the designation of areas and implementation of measures for the construction, rehabilitation and maintenance of affordable housing, which is sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated".

Although definitions vary slightly, it is generally accepted that housing is affordable to an individual or family if they do not need to spend more than 30 percent of gross monthly income on housing costs. Housing affordability can be an issue in the County with population growth and demand for residential property driving up land and housing costs. Affordability in Pittsylvania County is benefited by a very modest growth in population and an overall low cost of living. Table V-1 shows that homeownership in the County compares favorably to our region and the overall state.

	Pittsylvania County	Virginia
Median value of owner occupied housing units	$80,300	$125,400
Homeownership Rate (2000)	80.1%	68.1%

Table V-1

Affordable housing needs in the County are met by the numerous small lot subdivisions which allow for construction of smaller-sized homes that allow for entry into the single-family site built market. The County's zoning regulations also allow for affordable single-wide manufactured homes in areas zoned Agricultural (A-1) or Residential Combined (RC-1). There are also sites in the County zoned for Manufactured Housing Parks (MHP) (Mobile Homes Parks) and Residential Multi-Family (RMF), which allows duplexes, triplexes and apartment complexes.

The County's zoning and subdivision ordinances need to be regularly evaluated to ensure that they allow and designate sufficient areas in the County for a full range of housing types. This requirement can lead to difficult zoning decisions when there is opposition and conflict between single-family detached housing developments and attached multi-family housing projects. Land use compatibility is a key goal of the County's zoning regulations, but there must be some areas available for all types of housing. Affordable housing can also be encouraged by allowing and encouraging planned unit developments in selected areas that incorporate a mixture of residential types integrated with commercial and civic components.

HOUSING REHABILITATION

A community's older homes are often the most affordable based upon their smaller size, lack of modern features and depreciated value due to normal wear and tear or lack of required maintenance. Programs designed to help maintain these older homes can be an important component of a locality's efforts to promote affordability.

There are about 7,500 housing units in the County that were built before 1960 and are now at least 45 years old. As these dwellings continue to age, it is likely that some will need rehabilitation. Although most of the citizen concerns about blight had to do with vacant commercial structures, many citizens spoke also about blighted residential areas, particularly older housing stock, and the need for improvement. Part III of the Virginia Uniform Statewide Building Code (USBC) contains the regulations for the maintenance of existing structures and is enforced at the option of the local government. Adopting this maintenance code would improve the quality of affordable housing in the County, but it would also require increasing the staff in the Building Inspections Department.

More aggressive approaches to promoting affordable housing are also available to localities. State and federal funding programs allow localities to partner with private development companies or local non-governmental organizations to develop land and construct housing. Public funds can be used to develop the necessary residential infrastructure. In exchange the developer agrees to build more affordable units, and/or limit the sales price of new units to a level that is affordable to lower income residents.

DESIGNATION OF RESIDENTIAL URBAN DEVELOPMENT AREAS (UDA)

The Virginia Transportation Act of 2007 required that all localities with a growth rate of 15% or a growth rate of 5% and a population of at least 20,000, such as Pittsylvania County, designate UDA's in their comprehensive plans by 2011. The Urban Development Area or areas are required to accommodate at least 10 years but no more than 20 years worth of growth based on official estimates and projections of the Weldon Cooper Center for Public Service of the University of Virginia, or other official government sources. The size necessary to accommodate such growth will vary based on the residential and commercial densities provided for in the locality's comprehensive plan.

Within these areas, localities will plan for growth by coordinating transportation and utility investments. As a matter of policy UDA's are intended to promote innovative housing communities (new urbanist /neo-traditional) and residential and commercial densities sufficiently high to encourage an active real estate market where investors are encouraged to invest in the community.

Weldon Cooper projects that the county's population will increase by 5,155 persons by the year 2030. Based upon the year 2000 average dwelling unit occupancy of 2.5 persons per dwelling unit, 2062 new dwelling units will be required by 2030 to accommodate the projected population increase. The Smoothed Urbanized Area, as delineated by the U.S. Census Bureau and mapped by the West Piedmont Planning District Commission in Figure V-1, is designated as the County's Urban Development Area. The location of the designated UDA's is shown on the future land use map contained in the land use chapter of this plan.

HOUSING AND NEIGHBORHOOD DESIGN

In addition to the typical, conventional forms of subdivision housing that has been developed in the County, there are also some innovative housing design options that may play a role in future housing in the County.

Traditional Neighborhood Design

Residential development should be designed to provide pleasant and attractive living environments. Poorly designed developments detract from the County's visual appeal and can potentially reduce property values in surrounding areas. Well-designed neighborhoods – with sidewalks, common open space that is owned by and accessible to all the residents, and narrow, tree-lined streets that provide multiple means of ingress and egress – can reduce the strain of new development on County infrastructure, facilities, and services. Incorporating these and other design elements can foster a sense of community among the residents and increase public safety.

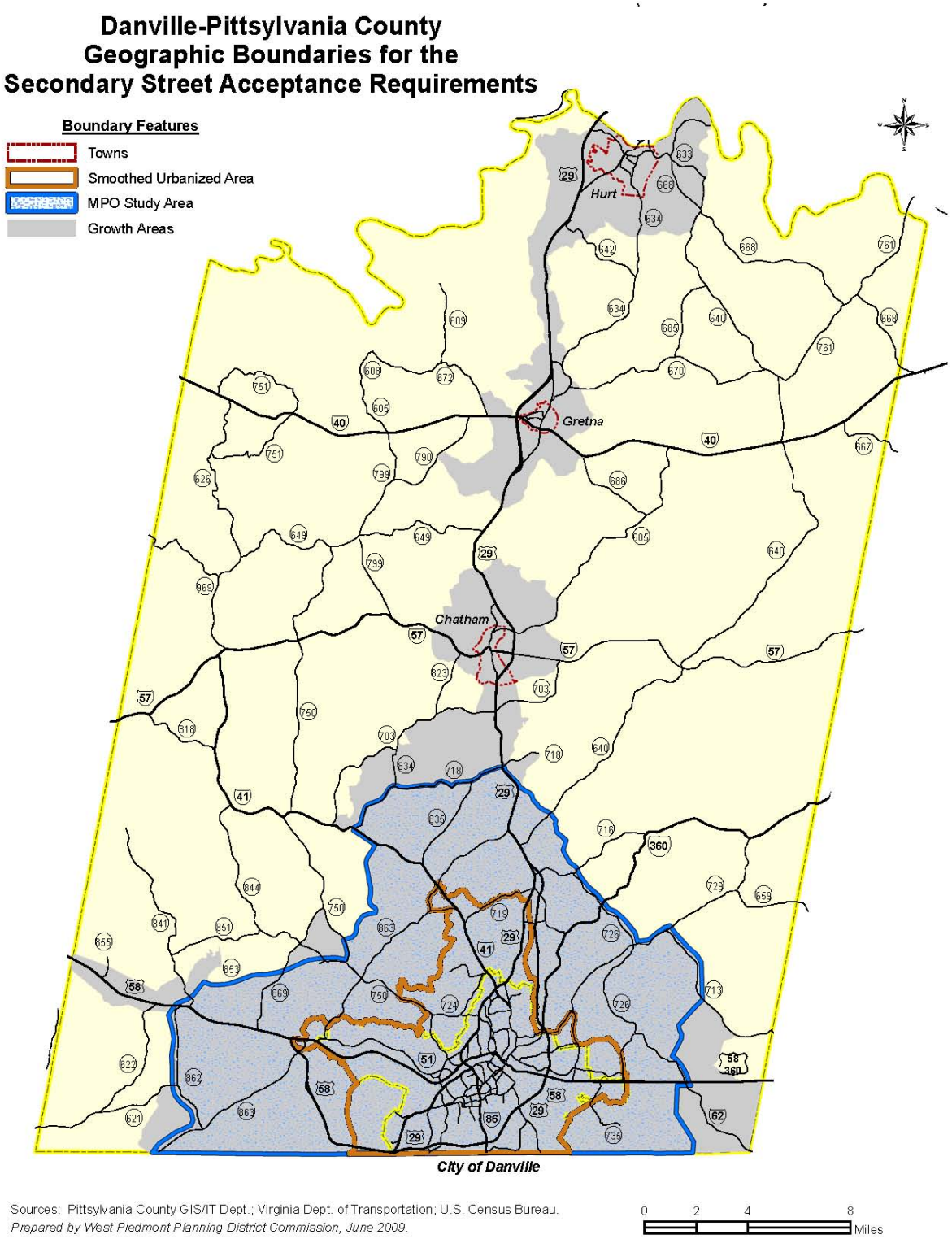


Figure V – 1 **Urbanized Area**

These design elements are some of the critical features of a burgeoning design movement commonly referred to as New Urbanism or Traditional Neighborhood Design." TND is "an approach to land-use planning and urban design that promotes the building of pedestrian-friendly neighborhoods with a mix of uses, housing types and costs, lot sizes and density, architectural variety, a central meeting place such as a town square, a network of narrow streets and alleys, and defined development edges."[1] The mixing of residential and commercial uses in a compact environment with pedestrian linkages enables people to "live, work, play, and shop within their own neighborhood"[2] without ever getting in their cars. The consequent reduction in vehicle trips (and auto emissions) helps to offset the adverse impacts of growth commonly associated with the high residential densities typically required to make a TND successful. Such "live/work" communities have been successfully developed all over the country where single-family detached homes, apartments, condominiums, townhouses, duplexes exist in close proximity to shops, offices, and restaurants within a single pedestrian-oriented development.

Despite the benefits of neo-traditional development in terms of land use efficiency, community appearance, health and recreation, traffic, and economic development, many communities have adopted zoning and subdivision regulations that advertently or inadvertently discourage or even prevent this type of development. A November 2002 American Planning Association report titled Smart Growth Audits notes that although the idea of "a highly livable 'smart growth' development, a mixed-use community that is walkable, close to transit, with plenty of open space and urban amenities" sounds pleasant, "the comprehensive plans and land-use regulations adopted in most communities do not allow this type of development. A community's comprehensive plan, policies, zoning ordinance, and other implementation devices serve, in Randall Arendt's[3] terms, as the 'DNA' that programs a city or county for a certain type of growth in the future. Many local jurisdictions are surprised to discover that their DNA code, their growth policies and regulations, contain the genetic building blocks for sprawl rather than smart

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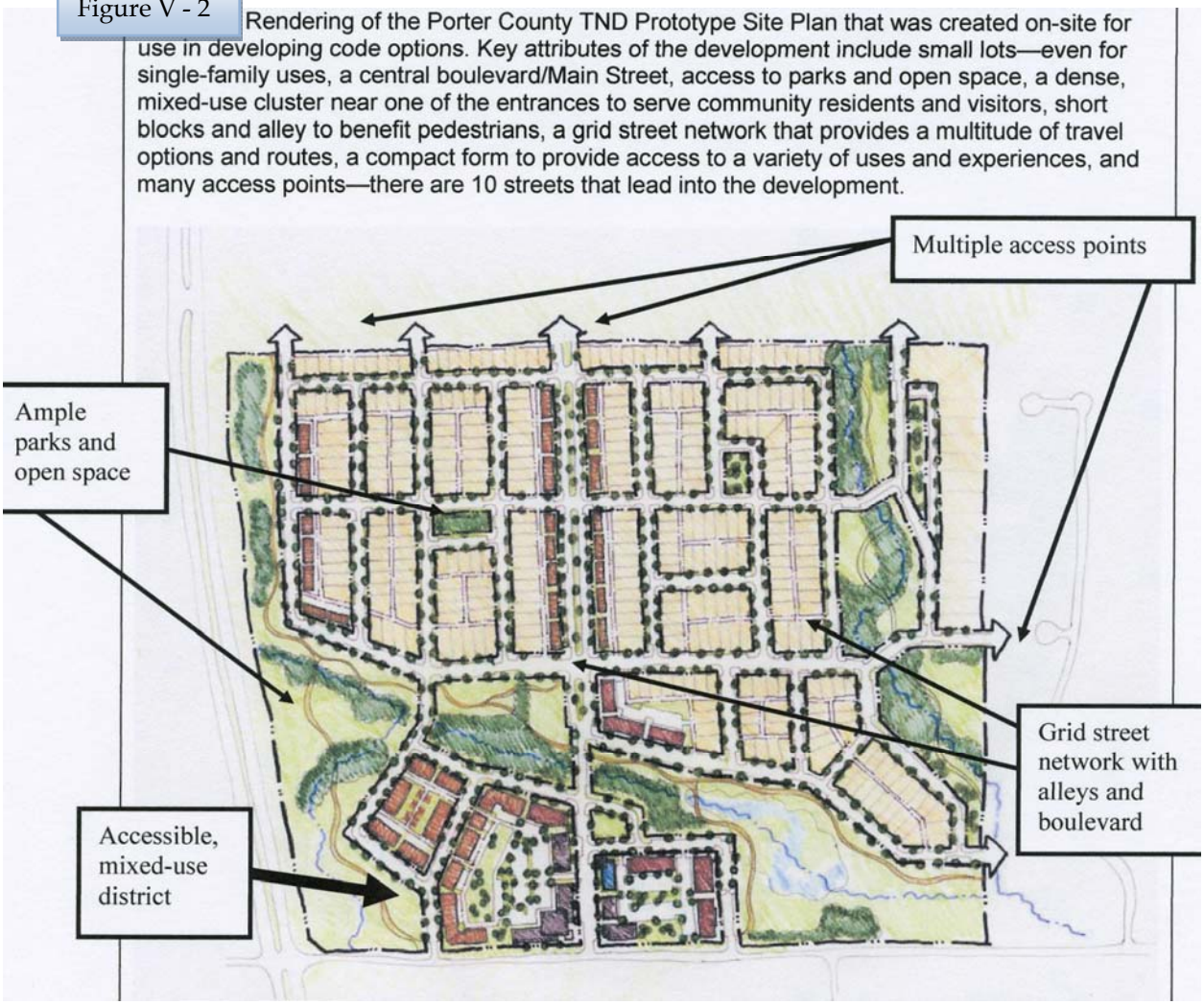
[1] Harvey S. Moskowitz and Carl G. Lindbloom, *The Latest Illustrated Book of Development Definitions*, (Rutgers, The State University of New Jersey: New Brunswick, NJ) p. 406

[2] Moskowitz and Lindbloom p. 406

[3] Randal Arendt, author of *Conservation Design for Subdivisions*, is a noted land use planner, site designer, author, lecturer, and advocate of conservation planning.

Figure V - 2



Example of Traditional Neighborhood Design (TND) Source: U.S. EPA Smart Growth Implementation Assistance.

growth."[4] Zoning that encourages the separation of uses and favors low residential densities, excessive building setback requirements that prevent homes from having any orientation to the street, and street width requirements that mandate subdivision streets that are much wider than they need to be and thus encourage speeding are examples of typical development standards that hinder neo-traditional design. In order to take advantage of the benefits of neo-traditional design, the Residential Planned Development (RPD) standards should be thoroughly analyzed and revised as necessary to provide the design flexibility needed to encourage the utilization of this

[4] Jerry Weitz and Leora Susan Waldner, *Smart Growth Audits (Planning Advisory Service Report Number 542)*, American Planning Association: Chicago, November 2002, p.1

design technique. The TND option would be most appropriate in the medium to high density residential areas shown on the Future Land Use Map in the growth areas around the City of Danville, the Towns of Chatham, Gretna and Hurt, and the developed areas around the Smith Mountain and Leesville Lakes. If it proves too difficult to adapt current zoning districts to TND, it may become necessary to create a new zoning district for these developments.

It should also be noted that pedestrian and bicycle accessibility, tree-lined streets, and open space preservation are not simply TND concepts; they can also be incorporated into traditional single-family subdivisions. These design elements contribute greatly to the residents' quality of life. Street trees and open space are required in most residential subdivisions, but the lack of sidewalks is a major deficiency.

Cluster Development

An additional housing development option is a residential cluster development. In this type of development, dwelling units are clustered together on smaller than typical lot sizes utilizing only a portion of a developed tract. This technique leaves the remainder of the tract in the form of open space. The open space area can be used to provide a recreation space, an environmental conservation area or may be used for agricultural purposes. Because of the large proportion of open space, balanced by the smaller lot sizes, the overall development density may be no different from what it would have been if developed as a conventional subdivision. This technique provides an attractive natural amenity that enhances the marketability of a development while helping to ensure the preservation of environmentally sensitive features. Furthermore, open space development can improve housing affordability through reduced lot sizes and the developer's ability to save costs by shortening utility lines and roads. Because there is no minimum lot size, developers can build a wide range of housing styles in a single development. To achieve the benefits of open space preservation, the County should encourage the use of the cluster provisions, however, the regulations should be reviewed and amended as necessary to ensure that open space is beneficial, both from an environmental and recreational value standpoint, and that the design and layout of the development is truly superior to that which could be achieved through conventional subdivision techniques.

§15.2-2286.1 of the Code of Virginia, 1950, as amended requires that identified high growth localities (10 year growth rate over 10%) must provide cluster regulations applicable to at least 40% of the unimproved land in residential and agricultural zoning districts. Such cluster developments must be permitted by right under the local subdivision ordinance, without a public hearing or any

Figure 7A-2. Site A: Yield Plan

Conventional Subdivision Design - 32 lots

Figure 7A-9. Site A: Drawing in the Lot Lines

Cluster Development Design – 32 lots

Example: Randall Arendt

Figure V - 3

kind of special use permit. Residential cluster developments in Pittsylvania County would be most beneficial in the Agricultural and Rural Residential areas shown on the Future Land Use Map. This housing option could provide both desirable and affordable rural housing and also preserve the woodland and agricultural landscape that citizens consider important.

SENIOR HOUSING

One segment of the housing market that will need particular attention in the future is the rapidly growing senior population. The dramatic increase in the number of older Americans, which will begin in 2011 as the first members of the "baby boom" generation turn 65, will have a significant impact on the housing market.

The term "senior housing" is somewhat misleading since it implies that all seniors are alike and have the same housing needs when, in fact, seniors are a diverse group of individuals with widely varying needs. Many older Americans are physically and financially able to remain in homes where they have lived for many years, while others with limited retirement income and diminishing strength often have difficulty coping with housing expenses and household demands. As a general rule, though, older residents tend to seek housing that is relatively easy to maintain and thus are especially drawn to single-family attached units or smaller, one-story detached units on small lots. While many older people welcome the independent lifestyle that such units offer and others are capable of leading independent lives with limited support services, some need special nursing care.

Developers of age-restricted and age-targeted housing typically tout the low service impact of such housing, particularly with regard to schools since school-age children are not likely to reside in senior housing developments. However, there is evidence that these projects do cause an indirect increase in school enrollment as "empty nesters" in the County sell their homes to younger families that have school-age children. While the incremental impact of any single senior housing project on the maximum build-out population, school enrollment and other County services, and the balance between residential and commercial development may be relatively low, the cumulative impact of a large number of senior housing projects could become significant over time. These impacts should be carefully monitored in the evaluation of future requests for senior housing on property zoned for commercial or lower density residential development, and it should be recognized that the County's capacity to sustain age-restricted and age-targeted housing is not unlimited.

A type of housing that can enable the older population to "age in place" is the accessory apartment, which is an independent living unit developed in connection with an existing single-family detached home. They can be within or attached to the primary dwelling, or they can be in a detached accessory building. Accessory apartments provide opportunities for households with an older relative who needs some degree of assistance to remain independent. They also

provide an opportunity for elderly persons to remain in their homes with a live-in family member, allowing each of them to maintain a certain level of privacy and independence. This type of housing would need to be closely regulated to avoid misuse as multi-family housing.

While the various aspects of senior housing projects need to be evaluated, it should also be recognized that this form of housing could be a significant economic benefit to the area. Because of the County's mid-Atlantic location, mild climate and low cost of living, the area is highly desirable as a retirement location. Well designed housing projects, possibly incorporating Traditional Neighborhood design or Cluster Development concepts, could greatly benefit the entire County.

GOALS, OBJECTIVES AND IMPLEMENTATION STRATEGIES

HOUSING

Goal #1

To promote the creation of residential communities that meets the needs of all County citizens.

Objective #1

Identify and remove barriers that limit housing choice in the County.

Strategies

1. Evaluate, and amend the zoning ordinance as necessary, to allow a full range of housing choice options in the County including multi-family, patio homes, town-houses and condominiums.

2. Adopt a future land use map that designates areas suitable for medium and high density residential development within the County's future growth areas.

3. Promote affordable housing through zoning ordinance amendments including density bonuses in exchange for providing affordable units.

4. Promote and encourage well designed manufactured home communities that are functional, aesthetic, and taxed as real estate.

Objective #2

Explore and participate in housing programs and partnerships designed to assist low and moderate income families.

Strategies

1. Continue the use of Community Development Block Grant funds to finance infrastructure improvements in new residential developments that incorporate housing for low to moderate income residents.

2. Explore partnerships with non-governmental organizations (NGO's) to provide affordable housing opportunities in the County.

Objective #3

Explore programs and initiatives designed to stabilize and maintain the County's older housing stock.

Strategies

1. With the assistance of the Virginia Department of Housing and Community Development, undertake a housing quality assessment in select portions of the County.

2. Encourage and promote restoration, preservation, and new uses for existing structures, continuing to utilize resources available from the Virginia Department of Historic Resources.

3. Explore the use of Community Development Block Grant funds to finance initiatives designed to stabilize and maintain the County's older housing stock.

4. Investigate implementation of a county-wide Building Maintenance Code.

Objective #4

Encourage innovative housing development projects to increase housing options.

Strategies

1. Amend Zoning and subdivision ordinances to allow New Urbanism and Traditional Neighborhood Design housing developments in appropriate areas.

2. Revise ordinances to allow cluster housing projects in residential and agricultural districts.

3. Allow specialized housing for a variety of senior living needs.

4. Educate public and development community on the benefits of innovative housing projects such as Traditional Neighborhood Design and Cluster Development.

CHAPTER VI
Economic Development

INTRODUCTION

Located in the South-Central Piedmont region of Virginia, Pittsylvania Country is well-positioned to serve the needs of manufacturing and other industry – just a day's shipping distance from two-thirds of the U.S. population.

The North Carolina state line and city of Danville form the county's southern boundary. The county has developed a substantial manufacturing and commercial base largely as a result of its skilled workforce, excellent highway, rail systems and transportation systems. The county is part of the Danville Metropolitan Statistical Area (MSA), representing a major market and trade center for Southside Virginia.

Pittsylvania County is 140 miles southwest of Richmond, the state capital; 279 miles south of Washington, D. C.; 45 miles north of Greensboro, NC and 96 miles north of Raleigh, NC.

Localities in Virginia collect a 1% sales tax. They do not tax other items taxed at the State level.

Counties and cities in Virginia are separate taxing entities. Therefore, a company pays taxes to either a county or to a city. If a company is located in a town, it pays town and county taxes except for utility taxes which are paid only to the town and the license tax which is paid only to the town unless town law permits the additional collection of a county tax. Manufacturers pay real estate, machinery and tools, truck and automobile, utility, and sales taxes.

Nonmanufacturers pay real estate, tangible personal property, truck and automobile, utility, and sales taxes. They also may pay either a merchants' capital or a license tax.

Pittsylvania County has the infrastructure, resources and well-trained people in place to increase the size and profitability of business.

WORKFORCE TRAINING AND RESEARCH

Pittsylvania County realizes that the most important asset it can have is an educated, trainable workforce. The county works with several organizations to ensure that all is being done to achieve and sustain a globally competitive labor force.

The regional Workforce Investment Board has programs in place to assist in the educational enterprises of local citizens to further their education and training, enabling them to meet requirements of modern business. This ensures that workforce training and employment initiatives meet the economic development and business needs of our local area businesses and industries.

Pittsylvania County industries are supported by programs developed by the Regional Center for Advanced Training and Technology (RCATT) that directly champion the needs of local industries. Working through the Danville Community College, the programs at RCATT are a resource that ensures our region can provide a local and regional workforce capable of supporting the demands of a global, technology-based economy. RCATT offers advanced manufacturing technology training and certification programs that emphasize the latest manufacturing trends. RCATT's world class Advanced Digital Manufacturing Lab supports industry with state-of-the-art rapid prototyping services for pure and applied research, product design and development, and marketing. RCATT's performance consulting specialists help employers ensure that the right person is in the right job. RCATT specialists use proven tools such as WorkKeys, a nationally renowned employee assessment and job profiling system. Skill gap training options include instructor-led training, as well as computer-based development courses on math, reading, writing, technology, teamwork, and other basic workplace skills.

The Institute for Advanced Learning and Research offers some of the finest research facilities in the nation, and is in partnership with researchers and professionals from Virginia Tech, Old Dominion University and Averett University. The IALR develops and attracts technology and talent critical to Southside Virginia's economic transformation. This partnership between area

educational, governmental and private leadership institutions serves our region through the implementation of strategic research, regional technology access, advanced learning, community conference and business development opportunities. The four research institutes within the IALR directly correlate with the industrial environment in place in the region: AAPPI, (Advanced and Applied Polymer Processing Institute), VIPER (Virginia Institute for Performance Engineering and Racing), Jouster (Joint Unmanned Systems Testing, Experimentation and Research), and High Value Crops research. The Institute for Advanced Learning and Research has transformed Southside Virginia by "attracting talent, technology, entrepreneurs, and national interest."

Pittsylvania County is connected to the world with considerable information technology assets and accessibility to a state-of-the-art broadband network capable of supporting voice, video and data communications. The state-of-the-art network called e-Dan, which is a partnership between Virginia Tech, Pittsylvania County and the City of Danville, offers opportunities in advanced technology to both individuals and businesses in the southern portion of the County. Mid-Atlantic Broadband Cooperative has a high-speed fiber optic backbone system that measures over 800 miles in southern Virginia. The system has a capacity of 400 Gbps and is easily expandable to 800 Gbps. This network connects all of the County's industrial parks to national hubs and data centers. The County has 6 sites that are designated as GigaParks due to their exceptional data handling capacity.

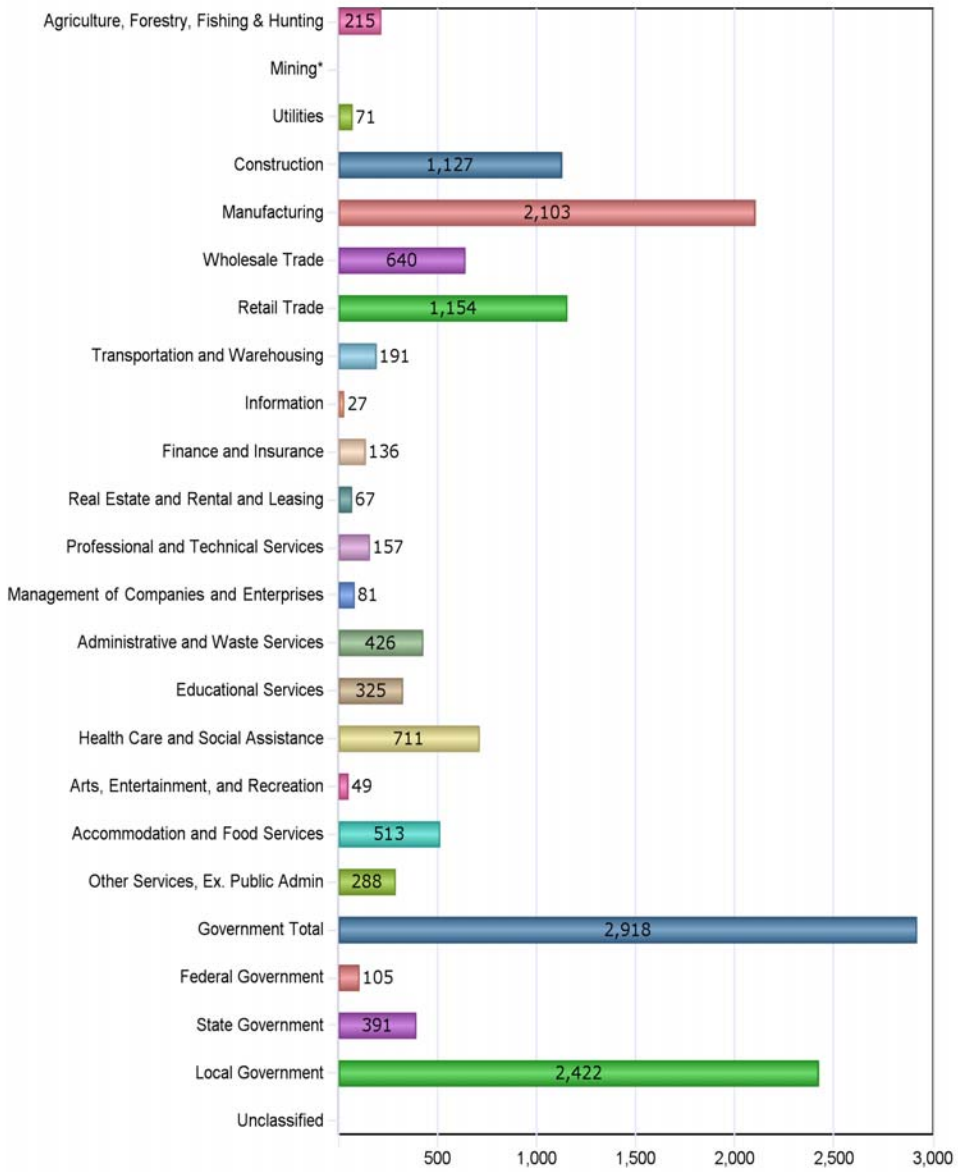
GIGAPARK™
Mid-Atlantic Broadband Cooperative

In addition, the City of Danville, the Town of Chatham and the Town of Gretna all have active Main Street WiFi-Hotzones. Furthermore, additional Internet access is available through a variety of ISDN, leased lines, and dial-up.

TABLE VI-1

Employment By Industry

(As of 1st quarter 2009 – Courtesy VA Employment Commission)



INDUSTRIAL PARKS:

The County has a variety of industrial park sites that each have their own unique attributes. This geographic dispersion and variety of site characteristics allows the County to accommodate most any industrial or commercial need. Among the sites available for development are: Chatham North Industrial Park, Chatham South Industrial Park, East Bowles Industrial Park, Gretna Industrial Park, Key Industrial Park, Cane Creek Centre, Ringgold Industrial Park East, Ringgold Industrial Park West, Berry Hill Mega Park. (See Map for locations – Not to Scale)

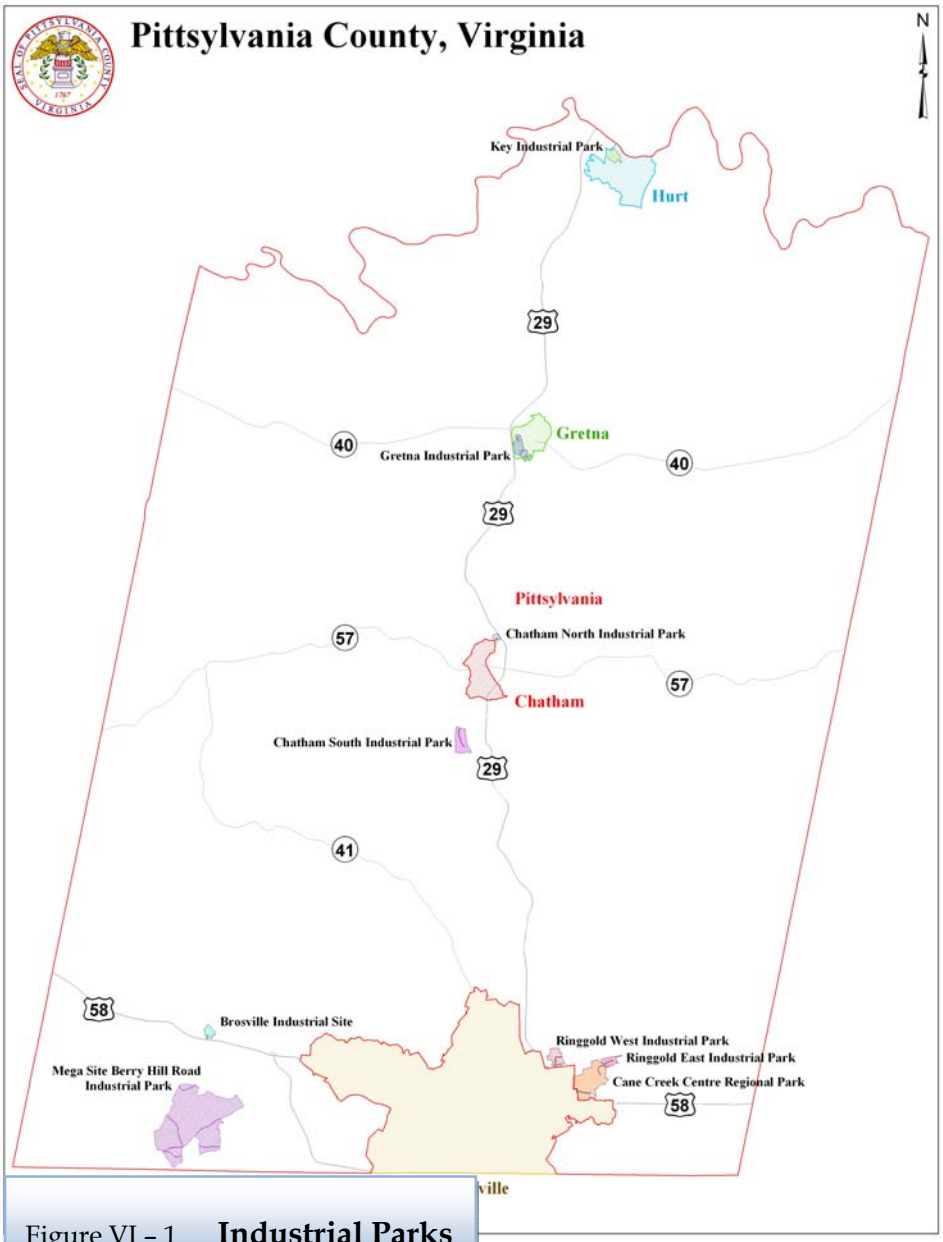
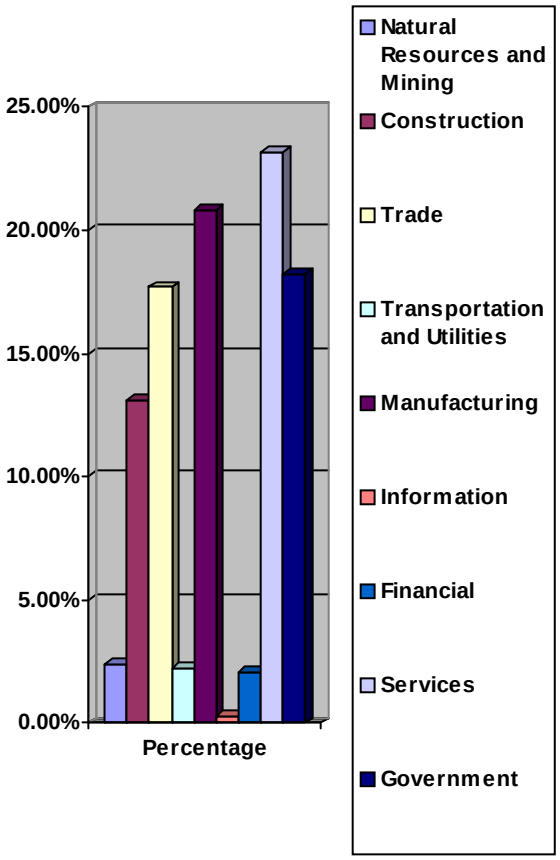


Figure VI – 1 **Industrial Parks**

Table VI-2

Employment by Sector -3rd Qtr. 2008 – Courtesy of VA Employment Commission



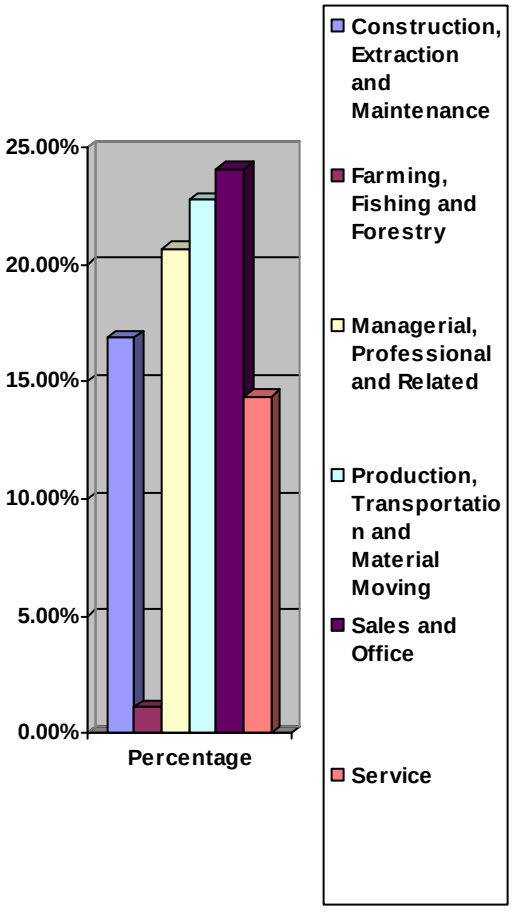


Figure VI-5

Employment by Occupation -3rd Qtr. 2008 – Courtesy of VA Employment Commission

MAJOR EMPLOYERS

Manufacturing

Company	Product/Service Est.	Employment
AC Furniture Contract	Furniture	50 - 99
Columbia Forest Products, Inc.	Wood products	300 - 599
Ennis Business Forms	Business forms	100 - 299
Intertape Polymer Corporation	Pressure sensitive tape	100 - 299
Owens Brockway Glass Company	Glass containers	100 - 299
Swedwood, North America	Furniture Manufacturer for IKEA	100 - 299
Times Fiber Communication, Inc.	Coaxial cable	100 - 299
Yorktown Cabinetry	Kitchen cabinets	50 - 99

Nonmanufacturing

Company	Product/Service Est.	Employment
Blair Construction Inc.	Construction	100 - 299
Davenport Energy	Fuel Distribution	50 - 99
First Piedmont Corporation	Waste Management Services	100 - 299
RACO	Cable company	100 - 299
Unique Industries	Favors/ Party Supplies Dist. Center	300 - 599

Closings, Reductions, Layoffs (1/2007 to date)

These closing and reductions are significant in that a large percentage of the counties workforce has become unemployed and new positions are not arising in other companies to rehire this workforce. Company closings not only affect the employees but also cause economic distress to supporting businesses and the local tax base.

Date Affected	Type	Company	Product/Service	Employees
4/1/2007	Closing	Burlington Ind. Inc. – Hurt	Textile finishing and dyeing	550
12/1/2007	Closing	Caraustar Industries, Inc.	Spiral & convolute Wound tubes & yarn carriers	60
12/1/2008	Reduction	Yorktowne Cabinetry, Inc.	Manufacture wood kitchen cabinets	83
	Closing	eToys	Direct Fulfillment Center	1,000 - 1,499

GOAL, OBJECTIVES, AND IMPLEMENTATION STRATEGIES

ECONOMIC DEVELOPMENT

Goal

Build a healthy and diverse economic base that provides well-paying jobs and generates sufficient revenue to pay for the service needs of both businesses and the citizenry without degrading the County's natural resources or the overall quality of life.

Objectives

1. Continue to expand Pittsylvania County's commercial and industrial tax base.

2. Enhance the long-term visual attractiveness of the County's major commercial corridors.

3. Expand job opportunities for Pittsylvania County residents.

4. Increase visitation and tourism to Pittsylvania County.

5. Promote Pittsylvania County as an attractive location for economic development.

6. Encourage mixed-use development in appropriate areas.

7. Encourage creativity in the design of economic development projects.

STRATEGIES

1. Development of business/industrial parks in the County, with primary emphasis on improving vehicular access and public sewer and water and stormwater management facilities in economic development areas.

2. Assist existing businesses with sewer and water extensions that will facilitate their retention and/or expansion.

3. Promote the adaptive re-use of existing vacant, blighted commercial properties in key, highly visible locations by purchasing selected properties, demolishing existing structures, improving the sites, and preparing them for redevelopment by the private sector.

4. Promote revitalization effort along commercial corridors.

5. Exploit, upgrade, and extend existing rail linkages in Pittsylvania County to promote industrial and warehousing uses.

6. Require landscaping and, to the extent practical, the preservation of existing trees and vegetation in all new economic development and redevelopment.

7. Participate in the development of events and facilities designed both to bring visitors into the area during the shoulder seasons or off-season and to encourage visitors to remain longer.

8. Upgrade the County's Economic Development web site for marketing purposes.

9. Support the development of state-of-the-art telecommunications facilities in appropriate locations in the County.

10. Actively work with regional entities and local colleges and universities to develop and promote regional strategies and plans that will benefit the economic well being of Pittsylvania County.

11. Foster mutual communication and cooperation among the County government, the EDA, and the business community.

12. Provide opportunities for the mixing and integration of different types of uses – both business and residential – within a single development under a coherent overall master plan.

CHAPTER VII

Transportation

INTRODUCTION

Pittsylvania County's transportation system is comprised of more than highways. Air transportation, rail, transit, and bike and pedestrian opportunities are all elements of the County's transportation network. Together, these elements allow for the efficient movement of people and goods. It is essential that the County continually plan for the construction and enhancement of these transportation elements. Doing so allows the economic viability of the County to be retained and enhanced.

It is important to remember the strong reciprocal linkage between land use planning and transportation planning. A community's land use decisions will directly impact the adequacy of existing transportation networks. Conversely, transportation planning decisions have a great impact on community growth patterns and the availability and adequacy of public facilities. The County's primary transportation system is and will continue to be a well developed and maintained system of two- and four-lane primary highway system supplemented by an extensive rural road network of secondary highways throughout the County's 982 square miles.

This chapter discusses the major elements of Pittsylvania County's transportation system with an emphasis on its public highway network.

GENERAL

THE TRANSPORTATION PLANNING PROCESS

Transportation planning in Virginia is undertaken through a partnership of state, local, and federal participants. Pittsylvania County has areas that are urbanizing and included in the Danville (Pittsylvania) Metropolitan Planning Organization's (MPO) Planning Study Area and areas that are rural and are addressed by the Rural Transportation Plan that is developed in concert with the County staff, VDOT staff, and staff of the West Piedmont Planning District Commission, often with consultants assisting the effort. In either the rural or urbanizing area, the transportation planning is intended to be multi-modal and comprehensive.

The Danville Metropolitan Planning Organization (MPO) is a federally mandated planning body comprised of local elected and appointed officials. Responsible for carrying out both

short - and long-range transportation planning initiatives, the MPO is staffed by the West Piedmont Planning District Commission with the VDOT Lynchburg District Transportation Planning Engineer's office also providing continuous assistance. The MPO's activities and scope of authority are limited to the City of Danville and the urbanizing portions of Pittsylvania County. Map VII-1 shows the area served by the MPO.

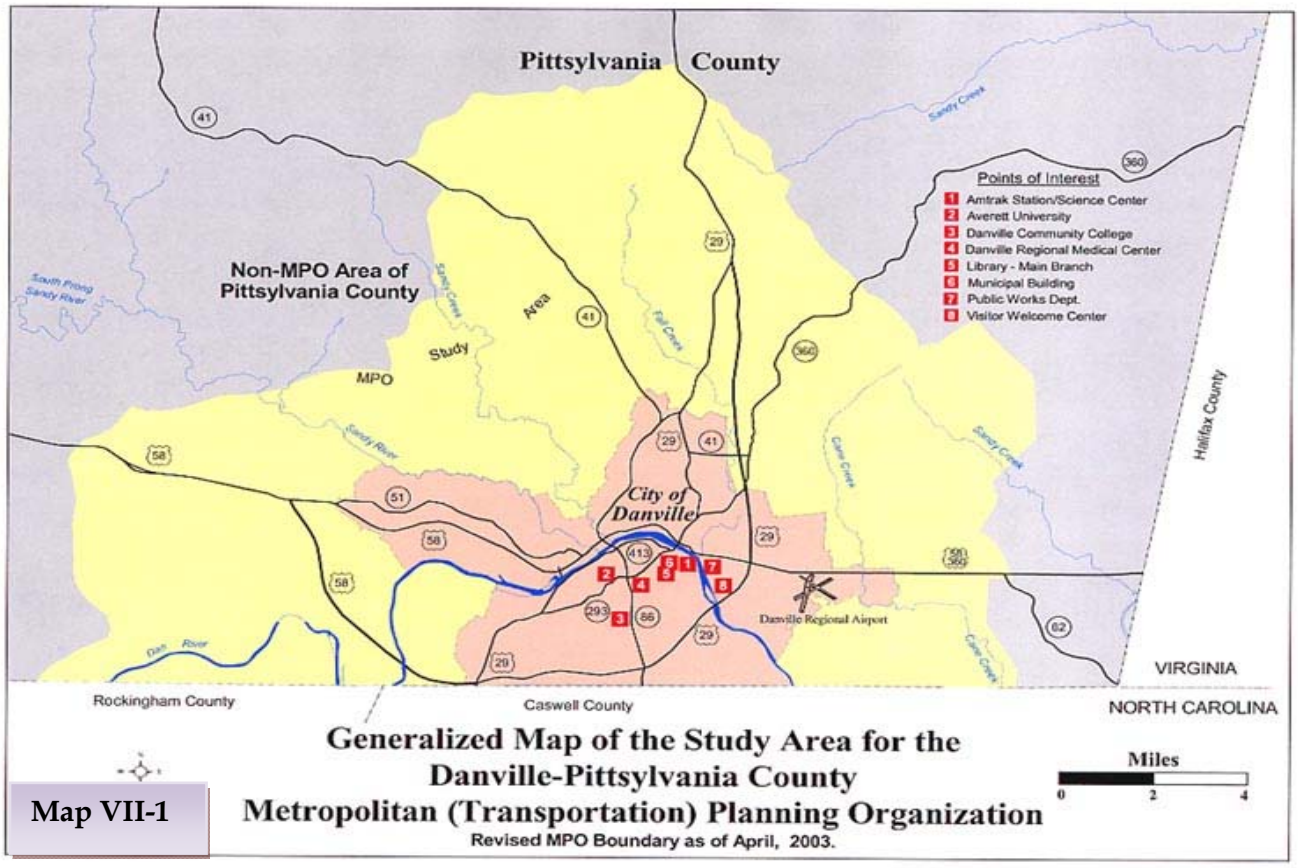
The MPO is responsible for preparing the Danville-Pittsylvania County region's 2035 Long-Range Transportation Plan and identifying existing and future transportation conditions and needs. Each member jurisdiction, including Pittsylvania County, is responsible for supplying the MPO recommendations on its identified transportation needs. The County participated in development of a long-range transportation plan for the Year 2035 which was completed in 2010. The new plan sets out a fiscally constrained list of desired projects—projects that may be expected to be able to be financed by the estimated stream of funds thought to be available from the present to the Year 2035. There is also a list of projects on a vision plan which contains projects that, while desired, their collective costs or priority did not allow their inclusion on the "constrained plan" since the funds expected from now to Year 2035 were not sufficient to cover their costs.

The MPO Long-Range Transportation Plan is used as a basis to develop a short-range plan of needed transportation improvements. Known as a Transportation Improvement Program (TIP), this short-range, four-year plan is a fiscally constrained listing of short-term improvement projects in the region. In developing the TIP, the planners must take into consideration the projects listed in the Six-Year Improvement Program which is approved by the State's Commonwealth Transportation Board. Effectively, the projects that are put into the TIP must take into account the amount of funds available across the Commonwealth of Virginia from federal sources and matching state sources and which are limiting factors on which projects eventually make the project list in this area's TIP, and eventually, to the construction stage. The determinations are driven by the Commonwealth's allocation formulas that play a major role on which area and which projects are given funding. The TIP is coordinated with the County's Six-Year Secondary Road Plan which is updated annually via a partnership between Pittsylvania County and the Virginia Department of Transportation (VDOT).

Since the MPO Study Area does not cover the central and northern portions of the County, there is a substantial area of the County not addressed in the MPO's Long-Range Transportation Plan. The Virginia Department of Transportation helps by partnering with the County Planning Department, the West Piedmont Planning District Commission staff, and with assistance from the private consultant sector to provide Long-Range Transportation Planning for the County's rural areas. VDOT provides funds to the Planning District Commissions to assist it with Rural Transportation Planning and also funds contracts to firms that can assist both VDOT and the PDCs in carrying out planning assistance tasks. Currently, the County is participating in the development of a Regional Rural Long-Range Transportation Plan that is

expected to be completed in the year 2011. This Plan will provide information through VDOT's SPS-2 (State Planning System) database, through website locations with statistical databases, and graphics which can assist the County by providing a list of identified needs and deficiencies based on an orderly planning process; this can be the foundation for future updates of the County Comprehensive Plan's Transportation Element/Chapter. The outputs of the process have been used to improve the current Transportation Element/Chapter in this document.

This transportation planning process relies on VDOT to provide assistance in identifying needs and recommend improvements and for the locality to review and set priorities for these improvements. The Commonwealth and/or federal government provide the majority of funding for slated improvements. Local governments also have the responsibility of making wise land use and community facility decisions that respect the integrity of the existing transportation system and/or anticipate planned and funded improvements.



Map VII-1

Generalized Map of the Study Area for the Danville-Pittsylvania County Metropolitan (Transportation) Planning Organization

Revised MPO Boundary as of April, 2003.

INVENTORY

EXISTING HIGHWAY FACILITIES

Pittsylvania County's highway system allows for the efficient and safe movement of people and goods. The County contains a number of important primary roads and an extensive network of secondary roadways that provide adequate travel routes within the County. Primary Routes US 29 and US 58 are the four-lane main arterials within the County linking the County to the national system of interstate highways in Virginia and North Carolina. Other important primary routes are Route 40, Route 41, Route 57, Route 62, and Route 360.

The VDOT estimates that the County had approximately 3,458 public highway lane-miles within its borders in 2007. This mileage is broken down as follows:

Table VII-1
County Lane Miles by Classification
2007

Primary Roadways	Secondary Roadways	Frontage Roadways	Total Roadways
540	2,905	13	3,458

Approximately 79 percent of County roads maintained by VDOT are paved; 21 percent are surface treated. Table VII-2 contains information on the surface materials of County roads maintained by VDOT.

Table VII-2
Surface Materials by Classification
2007

Roadway Class	Paved Roadways	Surface Treated Roadways	Unpaved Roadways
Primary Roadways	190	0.5	0
Secondary Roadways	1,164	288	0
Total	1,354	288.5	0

ROADWAY CONDITIONS

The Virginia Department of Transportation's Maintenance Division develops a document—State of the Pavement (2008, recent edition) that presents detailed inventory of the conditions prevalent on the roadways in each of the Commonwealth's counties. The following tables enumerate the conditions for Pittsylvania County roadways. Where practical, comparable data was included from counties adjacent to Pittsylvania County to give an impression of how the County ranks in the surrounding region.

Table VII-3
Deficient Lane Miles

	Lane Miles Rated	Deficient Lane Miles	Percent Deficient
Pittsylvania	534.51	131.44	24.59%
Campbell	314.21	32.69	10.40%
Halifax	430.46	50.80	11.80%
Lynchburg Construction District	2,698.48	384.19	14.24%
Franklin	244.24	69.88	28.61%
Henry	348.77	56.54	16.21%
Salem Construction District	3116.92	675.89	21.68%

VDOT has graphic representations of Pavement Condition on Construction District maps that include the member counties. The graphic uses five categorizations: Excellent; Good; Fair; Poor; and Very Poor. Respectively, the CCI Ratings are: 90-100; 70-89; 60-69; 50-59; and 0-49. Reviewing the map graphic for primary route segments that appear as Fair, Poor, or Very Poor, the following routes in the County appear to have segments of compromised condition:

Route 41 segment, near intersection with Route 57, west of Chatham

Route 41 segment, near Mount Herman (now being improved)

Route 360 segment, near Danville

Route 360 segment, near Halifax County line

Route 62/Milton Road

Route 57 segment, east of Callands

Route 57 segment, near Halifax County line

Route 40 segment, west of Gretna

Route 29 Bus segment in Chatham

Route 29 Business segment, south of Hurt

It is appropriate to note that VDOT, with support from the County, is planning to make improvements on most of these segments; in the case of Route 41, for example, projects are either in the works or have been included on the Six-Year Improvement Program. Also, some segments fall inside the MPO boundary and that organization, in cooperation with the City and the County, may place some of the worst segments on the Long-Range Transportation Plan for future improvements.

PRIMARY SYSTEM INVENTORY, CHARACTERISTICS

Pittsylvania County holds 18 percent of the primary system mileage in the Lynchburg District. The surface type is nearly 100 percent bituminous concrete plant mix with a small fraction being surface treated surface. Comparing the mileage in the County to adjacent counties, it has substantially more mileage than Bedford and Halifax counties which are the closest in total primary mileage.

Regarding surface widths in the primary system network in the County, there are 73.8 miles of divided highway which is more than Halifax and Henry Counties at 58.5 and 57.6 miles, respectively. The other principal mileage by width is 6.9 miles in four or more lane roadway, 24.8 miles of two-lane/24-foot width roadway, and 80.8 miles of two-lane/20-foot width roadway.

Table VII-4
Primary System by Surface Types, in Miles
2007

County	Portland Cement Concrete	Bitum. Concrete Cold Mix	Bitum. Concrete Plant Mix	MAC-ADAM	Total Paved	Surface Treated	Total Hard Surfaced	Untreated	Total
Pittsylvania	0.00	0.00	190.13	0.0	190.13	0.43	190.56	0.00	190.56
Campbell	0.51	4.20	111.50	0.0	116.21	0.00	116.21	0.00	116.21
Halifax	0.55	0.00	156.36	0.0	156.91	2.18	159.09	0.00	159.09
Lynchburg District	16.25	12.85	1029.06	0.0	1058.44	2.99	1061.43	0.00	1061.43
Bedford	0.00	2.92	149.64	0.0	152.56	0.00	152.56	0.00	152.56
Franklin	0.20	0.00	88.97	0.0	89.17	4.15	93.32	0.00	93.32
Henry	0.00	0.00	107.38	0.0	107.38	0.00	107.38	0.00	107.38
Salem District	1.70	10.88	965.19	9.0	977.77	10.98	988.75	0.39	989.13

Table VII-5
Primary System by Surface Widths, in Miles
2007

County	Divided	Four or More Lanes	Three Lanes	Two-Lane 24′ or over	Two-Lane 22′	Two-Lane 20′	Two-Lane 18′	Two-Lane 16′ or less	One-Lane	Total
Pittsylvania	73.8	6.9	0.1	24.8	1.9	80.8	2.2	0.00	0.3	190.6
Campbell	50.9	0.7	0.0	16.2	6.1	37.4	4.9	0.0	0.0	116.2
Halifax	58.5	1.5	0.1	6.8	11.4	76.0	3.9	0.8	0.0	159.1
Lynchburg Distr.	332.99	17.47	1.94	81.48	128.95	468.57	28.63	.97	0.43	1061.4
Bedford	37.4	0.4	1.1	14.5	19.3	71.9	5.6	2.3	0.0	152.6
Franklin	27.5	0.9	0.1	1.4	0.1	62.5	0.8	0.0	0.1	93.3
Henry	57.6	7.3	0.2	17.7	13.4	11.0	0.0	0.0	0.2	107.4
Salem District	298.94	40.83	21.57	87.77	130.39	367.71	22.95	17.56	1.41	989.13

SECONDARY SYSTEM INVENTORY, CHARACTERISTICS

The County has 1,452 miles of secondary system mileage which is 23.5 percent of the Lynchburg District's secondary total mileage. Of the total County mileage, 80.2 percent is hard surfaced; 11.9 percent is untreated all weather surface; and 7.8 percent is untreated light surface roadway. Of the hard surfaced roadway, the County's 1,165 miles is substantially higher than the nearest counties, Halifax and Franklin, with 763 and 922 miles, respectively.

Regarding surface widths in the secondary system network in the County, there are 26 miles of two-lane/24-foot width roadway, 79.7 miles of two-lane/22-foot width roadway, 108.4 miles of two-lane/18-foot width roadway, 637.4 miles of two-lane/18-foot width roadway, and 600.5 miles of two-lane/16-foot width roadway. With 1,452.6 miles of roadway, the 24-foot roads are 1.8 percent, the 22-foot roads are 5.5 percent, the 20-foot roads are 7.5 percent, the 18-foot roads are 43.9 percent, and the 16-foot roads are 41.3 percent. The County's roads are 23.5 percent of the Lynchburg District total secondary system.

Table VII-6
Secondary System by Surface Types, in Miles
2007

County	Hard Surfaced	Untreated All-Weather Surface	Untreated Light Surface	Unsurfaced	Total
Pittsylvania	1164.9	174.3	113.6	0.0	1452.63
Campbell	650.7	20.8	6.5	0.0	678.0
Halifax	763.2	76.4	0.0	0.4	840.0
Lynchburg District	4828.1	1022.9	314.8	6.7	6172.5
Bedford	745.6	216.5	26.3	0.0	988.4
Franklin	922.5	76.6	69.8	1.4	1070.3
Henry	684.7	0.77	1.1	0.0	686.5
Salem District	5600.3	1312.5	371.6	30.9	7315.4

Table VII-7
Secondary System by Surface Widths, in Miles
2007

County	Divided	Four or More Lanes	Three Lanes	Two-Lane 24′ or over	Two-Lane 22′	Two-Lane 20′	Two-Lane 18′	Two-Lane 16′ or less	One-Lane	Total
Pittsylvania	0.00	0.00	0.00	26.44	79.73	108.36	637.4	600.52	0.00	1452.6
Campbell	0.17	0.45	0.90	18.46	36.14	94.94	250.23	276.72	0.00	678.0
Halifax	0.00	0.00	0.14	6.28	37.4	47.57	425.01	323.6	0.00	840.0
Lynchburg District	1.18	0.06	0.23	78.68	210.5	500.66	2448.8	2931.95	0.00	6172.5
Bedford	0.55	0.26	0.14	18.15	56.52	174.6	292.04	445.9	0.26	988.4
Franklin	0.14	0.00	1.43	13.45	111.24	290.8	344.11	309.17	0.00	1070.3
Henry	1.35	1.48	0.04	55.94	40.78	119.9	233.09	234.66	0.00	686.6
Salem District	5.54	2.91	1.8	287.3	297.2	1097.6	2167.8	3453.8	1.4	7315.4

VEHICLE MILES TRAVELED COMPARISONS

The following table sets out the conditions for the County's roadway mode of transportation to illustrate the relative position of the County versus other neighboring counties vis-à-vis the Commonwealth of Virginia's measure --Vehicle Miles Traveled. The numbers look at Total State Vehicle Miles Travel and then break the statistics into percentage of Secondary VMT Statewide and percent of Secondary Total Road Length; the numbers are repeated for the Primary System. The County holds a significant share of the state numbers when you compare the percentage for VMT measures versus the share the County has of State population.

Table VII-8
Daily Vehicle Miles Traveled
2008

Jurisdiction	All Roads DVMT	Percent of State Total VMT	Percent of State Total Road Length (mi)	Secondary Percent of all Secondary Total VMT	Secondary Percent of all Secondary Total Road Length (mi)	Primary Percent of all Primary Total VMT	Primary Percent of all Primary Total Road Length (mi)
Pittsylvania	1,745,561	0.78	2.22	1.06	2.32	1.12	1.86
Campbell	1,622,936	0.72	1.11	0.80	1.13	1.17	1.09
Halifax	1,019,140	0.45	1.44	0.48	1.43	0.75	1.68
Lynchburg District							
Bedford	1,673,329	0.74	1.60	0.92	1.62	1.14	1.64
Franklin	1,506,711	0.67	1.65	0.92	1.78	0.96	1.04
Henry	1,625,192	0.72	1.08	0.75	1.09	1.21	1.10
Salem District							

COST FACTORS IN DEVELOPING THE ROADWAY NETWORK

VDOT has prepared and distributed planning level estimates of lane mile construction costs for various highway geometric designs to localities. These are listed in the following table:

Table VII-9
Costs per Lane Mile (CPM)
Typical Rural Section
2009

Facility	Width of Pavement (feet)	Cost Per Lane Mile ($)
Bikeway	5′	240,000
1-Lane	12′	330,000
2-Lane	18′	500,000
2-Lane	20′	830,000
2-Lane	22′	990,000
2-Lane	24′	1,400,000
3-Lane	36′	2,900,000
4-Lane, divided	48′	3,900,000
4-Lane, divided	48′ with 16′ raised median	4,100,000
4-Lane, divided	48′ with 28′ raised median	4,900,000
6-Lane, divided	72′	5,400,000
6-Lane, divided	72′ with depressed median	7,100,000
8-Lane, divided	96′	10,700,000

More refined cost estimates for near-term road improvement projects are reflected in the County's adopted Six-Year Secondary System Improvement Program. Reviewing these cost estimates per lane mile and considering their costs with consideration for the deficient mileages now and what can be expected in the future, it is understandable that there are current concerns for the financing of much needed improvements in the Commonwealth and the County.

SYSTEM SAFETY MEASURES

The Pittsylvania County Sheriff's Office and Danville Police Department were awarded selective enforcement grants by the Commonwealth in 2009. These funds can be used for safety-related regulations enforcement, including sobriety checkpoints, seatbelt enforcement, and saturation patrols. Funds can pay overtime for special patrols to work peak hours and special areas thought to be quite high for drunk driving. They can also be used to address areas where blocked vision/sight distance or too high speeds are problems for the driving public and have led to accidents. While traffic fatalities have decreased percentagewise, the number of

preventable deaths on roadways are still felt to be unacceptably high in the state and the Danville-Pittsylvania County area. Also of note has been the high numbers of pedestrian deaths in the Danville area in particular.

FUNCTIONAL CLASSIFICATION WITH GROWTH AREAS MAP

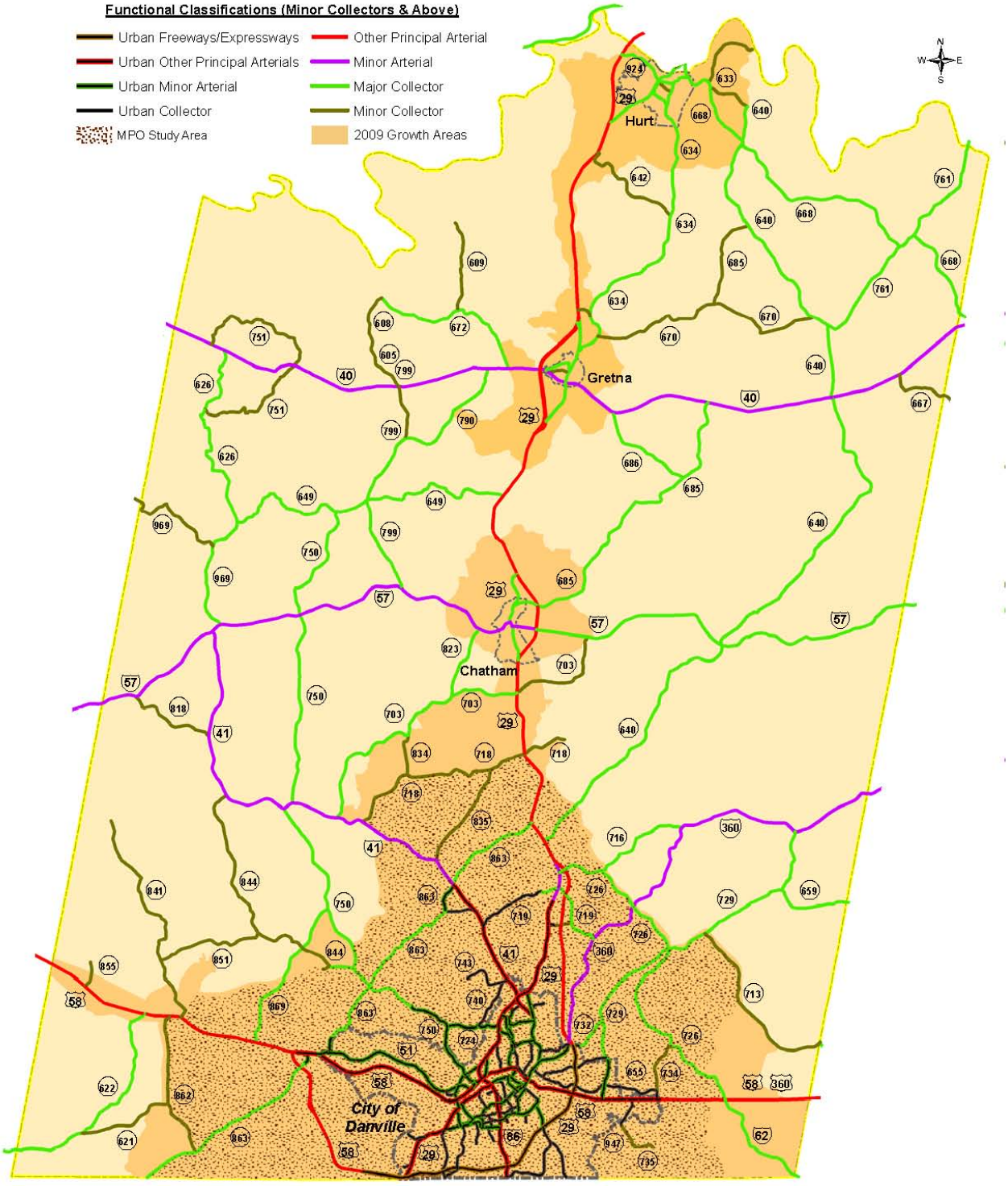
The Virginia Department of Transportation, in cooperation with the County, applies classifications to the County's various roadways. One reason for this classification is to specify the sources of funds that will be applied in carrying out the upkeep/repairs of these roadways. The network is also the basic network over which the rural long-range planning is directing its focus in order to identify deficiencies and needs for the road travel mode of transportation. The Virginia Department of Transportation's Transportation Planning staff has developed mapping to depict the assignment of functional classification over the County's roadway network; this mapping is presented on a following page.

The functional classification map depicts Major and Minor Collectors and Principal and Minor Arterial roads across the County. This means that a substantial number of local roads in the secondary system network do not appear; however, these roads are still addressed by the Board of Supervisors, the VDOT Lynchburg District Administrator's staff, and the Residency Administrator; they are addressed periodically in the Six-Year Secondary Improvements Program. Only roadways functionally classified as major or urban collectors and above are identified as part of the Federal Aid System, thus eligible for specific federal transportation funding for construction and maintenance activities.

The routes that are crucial to the functional classified system and that are central to the Rural Regional Long-Range Transportation Planning efforts include the following:

The Principal Arterials and Minor Arterials designated are US Route 58; US Route 29; Route 360; Route 40; Route 57; and Route 41. The Major Collectors designated are: Route 626; Route 969; Route 649; Route 799; Route 790; Route 672; Route 634; Route 640; Route 668; Route 761; Route 686; Route 685; Route 750; Route 703; Route 823; Route 863; Route 869; Route 622; Route 62; Route 726; Route 659; Route 729; Route 732; Route 844; Route 716. The Minor Collectors designated are: Route 751; Route 605; Route 608; Route 609; Route 799; Route 642; Route 633; Route 685; Route 670; Route 667; Route 969; Route 834; Route 718; Route 835; Route 703 (east of US 29); Route 844; Route 851; Route 841; Route 862; Route 621; Route 721; Route 713; Route 734; Route 947; and Route 735.

Functional Classified Road Network, Map VII-2



Source: Virginia Department of Transportation.

Prepared by West Piedmont Planning District Commission, March 2008.

ASSUMPTIONS

DESIGNATED GROWTH AREAS TO BE ADDRESSED

The County Plan's Land Use and Growth Management chapter (Chapter No. 8) identifies ten designated growth areas. The transportation plan element of the Plan addresses transportation needs in these areas by inclusion of information from the MPO Long-Range Transportation Plan or from the Regional Rural Long-Range Transportation Plan's elements that address Pittsylvania County.

TRANSPORTATION ROLE IN DEVELOPMENT OF VARIOUS LAND USE ACTIVITIES

In discussion of Industrial site growth, it is noted the need to provide adequate transportation routes and transportation modes. The multi-family residential development area is appropriately located within easy access to the regional transportation network, in effect, the transportation modes found in both the MPO area and the rural areas of the County. In respect to agricultural land use and marketing of agricultural products, it will be important to maintain the transportation network generally and the roads network particularly.

FUTURE LAND USE ACTIVITY AREAS RELATIONSHIPS TO TRANSPORTATION

The County Future Land Use Plan envisages the following future land uses spread across the ten growth areas assigned in the County. For each, there are discussion points where some relationship is drawn with the transportation network. It is recognized that there is a strong interrelationship between a land use activity area and adjacent transportation network feature.

Agriculture and Rural Residential Areas

These areas have farming and forestry as principal activities, but also will be low-density residential uses, commercial, and recreational uses. Larger residential lots are to be expected as homes and business will be serviced by wells and septic systems with little public water and sewer systems or extensions thereof to be expected there. It will be important to continue to maintain the transportation network generally and the local and secondary roads network particularly.

Medium- to High-Density Residential Areas

In these areas, it is expected that 0.25- to 1.0-acre residential lots will prevail and that there will be good access to local streets and highways particularly. Development of public infrastructure to service the areas and their location in designated growth areas of the County makes these areas suitable as the County's future Urban Development Areas.

Commercial

In these areas, one assumes some commercial corridor development such as along Route 41 and Route 29, for example. Generally speaking, it is preferable to have commercial clusters within the County where utilities are available and higher traffic volumes can be accommodated. Citizens should see clusters in concentrated areas and crossroads where commercial activities are appropriate and where customers' traffic can be shared. It is desirable to prevent sprawl here and preserve rural character outside the commercial cluster areas. The use of shared entrances and access roads should be considered.

Industrial Use Areas

In these areas, development parcels developed should have direct or nearby access to transportation facilities and public utilities along the transportation corridors. In these areas, development parcels should have direct or nearby access to transportation facilities and public utilities along the transportation corridors. Where new industrial projects are developed, such as the proposed Mega Park Project, it is important to plan transportation improvements that may be needed to accommodate new employees and material transportation vehicles. Necessary transportation improvements should be identified through the Traffic Impact Analysis process and planned for construction as the need is generated.

Economic Development Corridors

The focus here is special designation to recognize the importance of the key transportation routes of Route 58 and Route 29. Also developers want to recognize and employ the multi-modal highway-rail potential of Route 29. Parcel development will want use of full water and sewer services and broadband services on the highway corridors. It is desirable to locate industry projects on or adjacent to the highway corridor. Clustering is desirable in order to reduce sprawl potential. Development will want to employ access management requirements and follow the VDOT guidelines for development.

LAND USE PLAN GOALS, OBJECTIVES, STRATEGIES AND TRANSPORTATION

In reviewing the Plans Goals, Objectives, and Strategies, there were a number of items that appear to fairly directly relate to transportation. One strategy notes that commercial and industrial areas should be encouraged at node locations displayed on the Land Use Plan Map.

An Objective notes discouraging scattered development patterns which are incompatible with the County's ability to provide adequate and cost effective public services and facilities. A strategy recommends amending the County's zoning and subdivision ordinances to provide density bonuses for developments that demonstrate conservation site design principles and/or incorporate low-impact development techniques. Another strategy recommends direct development to areas served, or proposed to be served, by adequate public facilities and infrastructure. There is also a strategy that recommends adoption of zoning and subdivision ordinance revisions to allow and promote

cluster subdivisions within the County. Finally, another strategy recommends development of a highway corridor design manual and highway overlay districts for the County's main gateway thoroughfares.

Demographics

The Plan's section addressing future demographic conditions notes a general stability in the levels of population in the Pittsylvania County and Danville area considered in combination. This implies that, at a minimum, the traffic flows now experienced across the route segments and intersections are likely to remain the same, with chances of increases with growth of industries and businesses in the area's industry and commerce parks across the County and City landscape.

Bicycle and Trails Issues

Under the Community Facilities and Services Chapter of the Plan, it is noted that, as funding and opportunities allow, the County will want to continue to implement the West Piedmont Regional Bicycle Plan.

Airport Mode

The Community Facilities and Services section recognizes the conditions and viability of the Danville Regional Airport that serves the County and City. The section notes that the facility's assets are complemented by a safe, secure business-friendly operating environment with opportunities for growth and development.

Rail Impacts

As noted elsewhere, the County has definitive advantages in respect to rail transportation infrastructure. The co-location of US Route 29 with the Norfolk Southern track on a north-south line down the center of the County. This provides blocks of land that can be developed for industry and business that have two modes of transportation, highway and rail, and adds to the County's competitiveness versus other areas that do not enjoy this benefit.

Enhancement and Protection of County's Visual Resources

The plan considers creation of a highway corridor overlay district that can be used to protect the visual appearance along the most heavily traveled gateway corridor roadways.

Protective Services and Schools

The Plan includes detailed examination and recommendations for Emergency Services, Fire Services, and Police. In these services, it is recognized that there is a need for roads to be maintained in good condition for safe travel and also that they be as free as practical from

congestion that can block or slow responses to emergencies as they may arise. In the same way, it is also important that the roads are in good condition and open for the passage of school transport vehicles in critical morning and afternoon hours.

NEEDS ASSESSMENT

LEVEL OF SERVICE FACTORS

Two indices of highway safety and adequacy are accident data and Level of Service (LOS). Knowledge of these indices is beneficial to County land use and transportation planning activities.

Maps VII–3 and VII-4 present existing 2005 and projected 2035 LOS (Level of Service) data for County road segments. This information was collected as a part of VDOT's long-range transportation planning process. LOS is an indicator used in highway planning to evaluate highway adequacy and available capacities. LOS is typically presented on a scale of A-F. Level of Service "A" defines a road with free-flowing traffic conditions – no traffic induced delays. In contrast, a Level of Service "F" would denote severe congestion and delays due to traffic conditions. A LOS no higher than "C" is desirable for safe and efficient flow. Map VII-3 shows that in 2005 most Secondary roads and all of the Primary roads including Routes 29 and 58 operated at a LOS "C" or better. Higher LOS (D and E) were present on road segments within the three towns and in the urbanizing portion of the county near Danville.

Knowledge of highway safety and functionality as reflected by accident and LOS data can assist the County in its evaluation of land development proposals and can assist the County and VDOT in planning and setting priorities for needed road improvements.

Year 2035 LOS projections are based upon projected population growth and anticipated land use changes as reflected by the County's zoning ordinance, existing planning documents and projected economic development activities. A comparison of 2005 and 2035 shows some modest LOS changes. LOS on a few rural secondary roads has declined from "A" to "B" and a few County segments near Danville have declined from "D" to "E."

Using the databases developed by VDOT and mapping the functional classified road system of the County into segments graded by Level of Service (LOS) class (A thru F, best to worst) for the Year 2005 and project Year 2035, it was possible to identify a number of key routes in the County that will need to be monitored carefully for improvements. Increasing traffic counts, congestion from the interplay of traffic and roadway capacity, and adjacent land use density changes can all combine to produce needs for improvements.

However, a number of locations in the system are anticipated to receive sufficient growth to advance in their LOS rating between the Year 2005 and Year 2035 – effectively, a worsened travel condition on these segments of road. Reviewing Maps VII-3 and VII-4, it is noted that the following are principal road segments that are expected to experience change:

- US Route 29, from Route 834 intersection out to the US 29 Bypass intersection, LOS D to LOS E;
- Route 834, from Route 29 Business intersection out to the Route 904 intersection, LOS D to LOS E;
- Route 750, from Route 866 intersection out to Route 844 intersection, LOS D to LOS E;
- Route 869, from Route 750 intersection out to Route 844 intersection, LOS D to LOS E;
- Route 863, from US Route 29 intersection out to Route 750 intersection; LOS D to LOS E;
- Route 360, from Route 723 intersection out to US 20 bypass intersection, LOS D to LOS E;
- Route 622, from Route 857 intersection out to Henry County line, LOS D to LOS E;
- Route 57, from Route 1428 intersection out to Route 823 intersection, LOS D to LOS E;
- Route 668, from Route 633 intersection out to Route 640 intersection, LOS D to LOS E.

ACCIDENTS/CRASH FACTORS

It was appropriate to examine the information for the rural areas and identify locations which appear to have some concentrations of crash occurrences in the rural segments on the County's network, even though the number of events and locations might be lower than those in the MPO area.

Accident locations with events numerically above average are predictors of points in the transportation network where future attention may be focused. Using VDOT information, key intersections have been identified which should be monitored over time for potential improvement to remove deficiencies as they are identified.

The Rural Long-Range Transportation Plan included map illustrations of locations for some concentrations of crashes (from the VDOT accident database obtained from local and state police). Map VII-5 highlights the location and number of vehicle accidents in the County between 2004 and 2006. A review of maps and data shows that the vast majority of accidents in the County are occurring along and near the Route 29 and 58 corridors, often at or near intersections or median breaks where vehicle turning movements increase the potential for collisions and with concentrations near Danville and the Towns of Hurt, Gretna and Chatham.

As one would expect, substantial crash activity took place in the County's more urbanizing area that is encompassed by the Danville (Pittsylvania) MPO Study Area and therefore should be

addressed in the MPO's transportation planning efforts. However, it was appropriate to examine the information for the rural areas and identify locations which appear to have some concentrations of crash occurrences in the rural segments on the County's network, even though the number of events and locations might be lower than those in the MPO area.

The intersection locations of most note in rural areas of the County are as follows:

US Route 29 and Route 641, near Hurt

Route 668 and Route 640, near Hurt

Route 642 and Route 634, South of Hurt

Route 40 and Route 672, west of Gretna

Route 40 and Route 1327, Gretna

Route 29 and Route 1080

Route 29 and Route 29 Business, South ramp at Chatham

Route 29 and Route 703, south of Chatham

Route 29 and Route 718, Blairs area

Route 869 and Route 844

There were 23 other prominent crash locations in the County, but which are within the MPO Study Area Boundary. The County's urban area intersection locations are as follows:

Route 58 and Route 853

Route 58 and Route 1066

Route 58 and Route 877

Route 58 and Route 876

Route 58 and Route 51

Route 863 and Route 750

Route 750 and Route 1523

Route750 and Route 724

Route 41 and Route 1555

Route 41 and Route 1182

Route 41 and Route 1063

Route 863 and Route 29

Route 863 and Route 745

Route 29 Business and Route 721

Route 29 Business and Route 720

Route 29 and Route 825

Route 729 and Route 726

Route 733 and Route 730

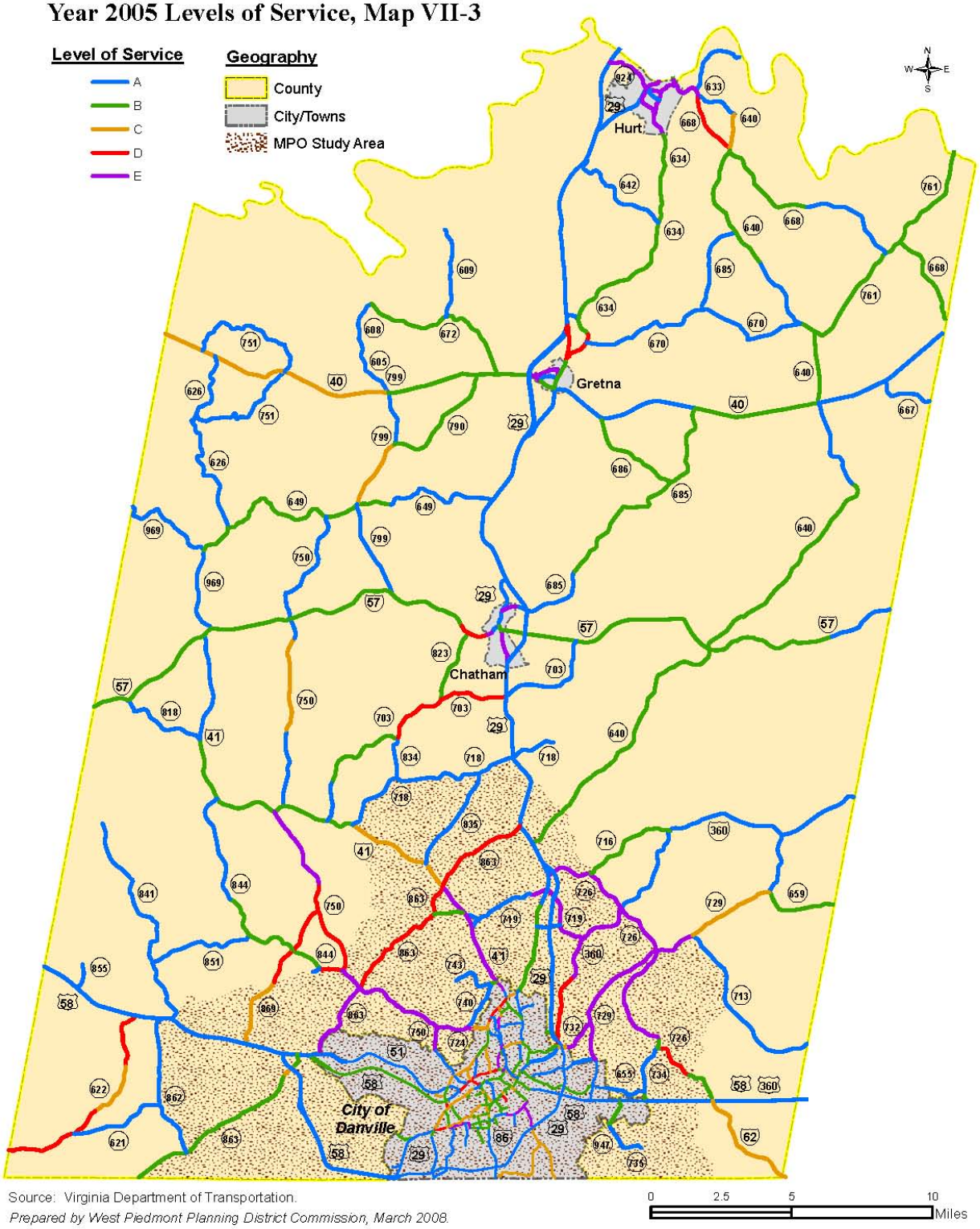
Route 729 and Route 730

Route 58 and Route 734

Route 58 and Route 62

Route 58 and Route 863

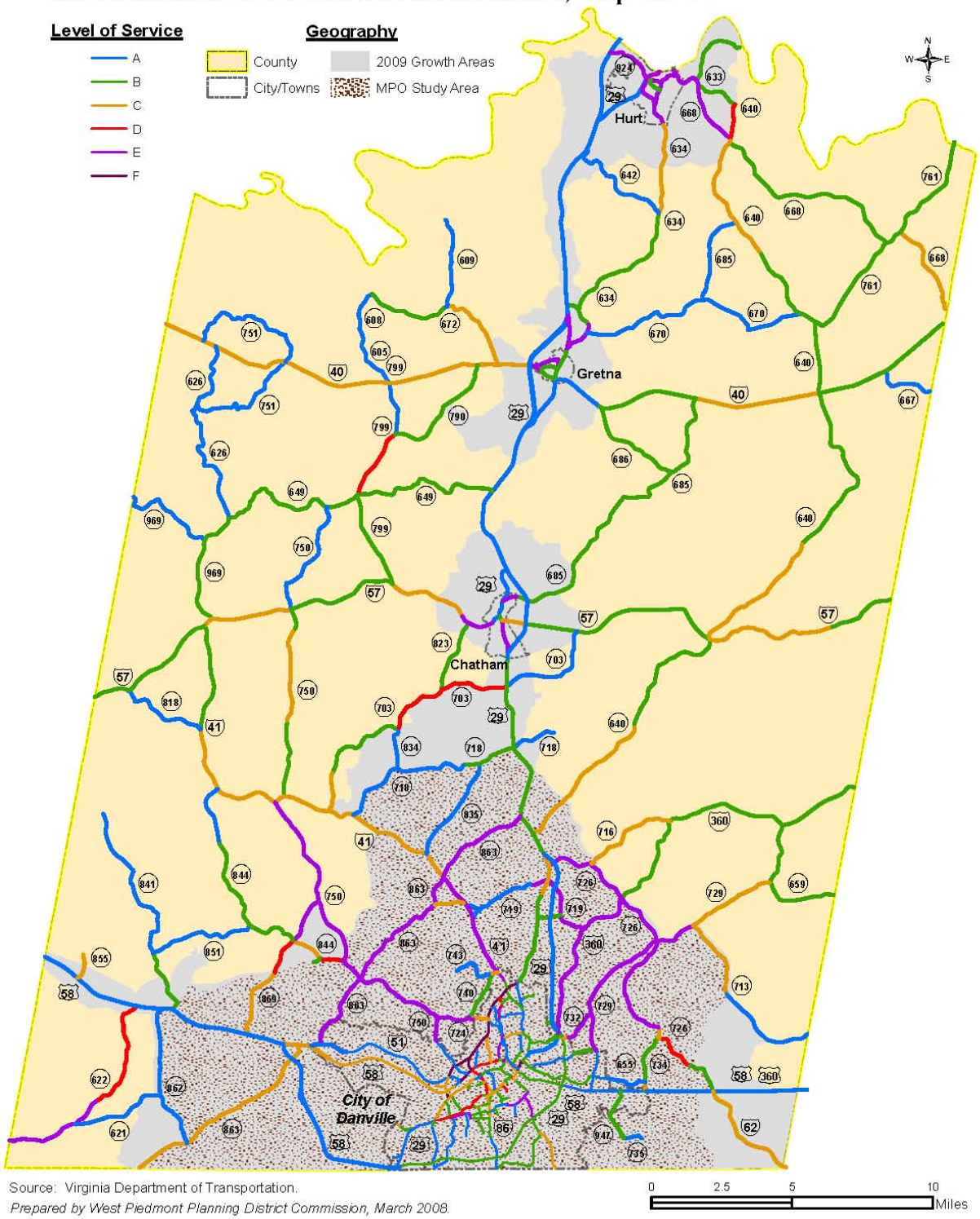
Year 2005 Levels of Service, Map VII-3



Source: Virginia Department of Transportation.

Prepared by West Piedmont Planning District Commission, March 2008.

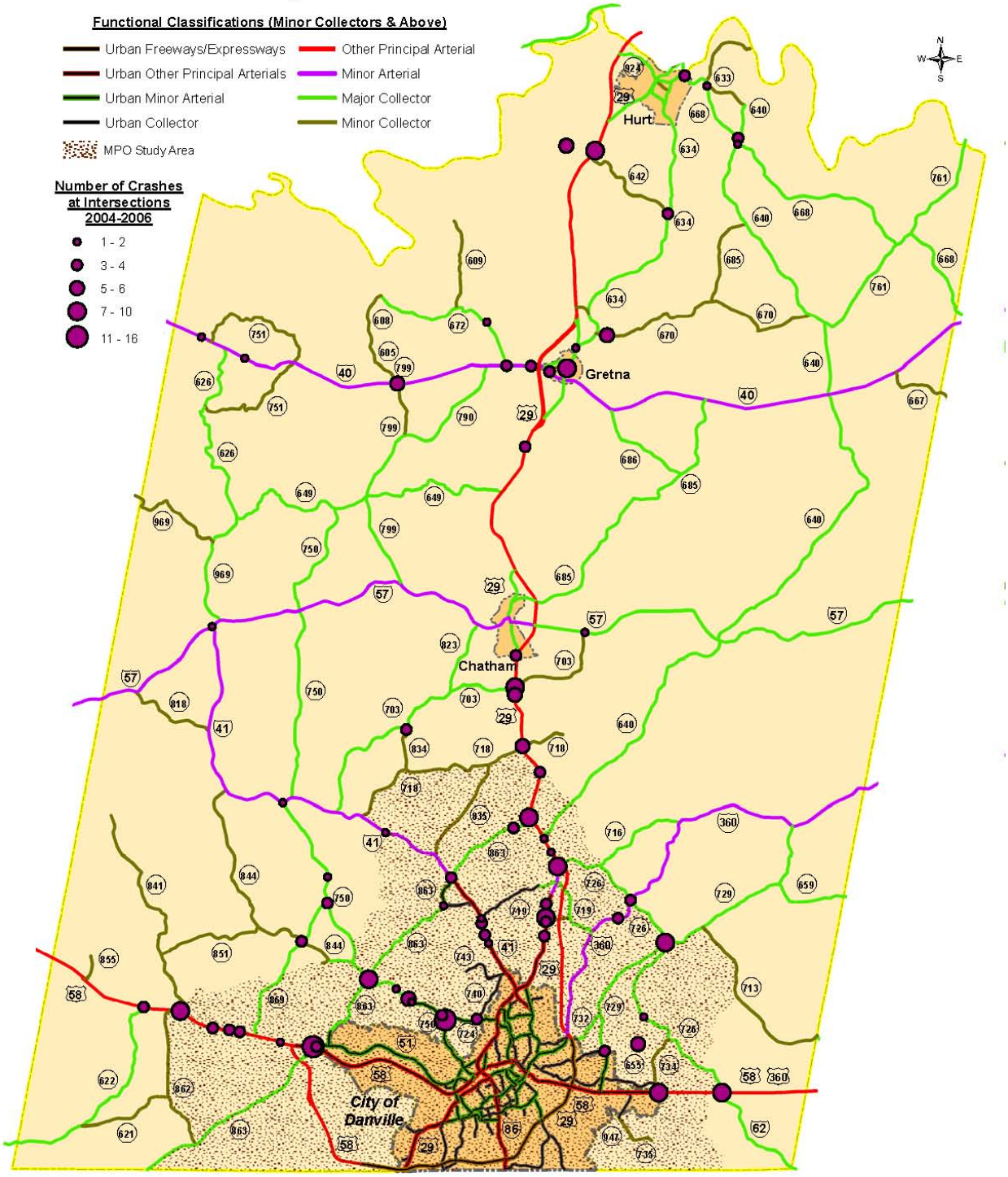
Year 2035 Levels of Service with Growth Areas, Map VII-4



Source: Virginia Department of Transportation.

Prepared by West Piedmont Planning District Commission, March 2008.

Crash Locations, Map VII-5



Source: Virginia Department of Transportation.

Prepared by West Piedmont Planning District Commission, April 2008.

DEFICIENT BRIDGE STRUCTURES IN PITTSYLVANIA COUNTY

The Virginia Department of Transportation has completed in October 2010 an inventory of bridges that have undergone exacting inspection. The inventory includes the route number on which the bridge to be improved or replaced lies, Virginia Structure Number, Federal Structure Number, Year Built, sufficiency rating. Structure Length, Structure Width, Average Daily Traffic on the road segment affected, Road system (Primary or Secondary), Report Date. In the table constructed for the transportation element, the information on each potential structure improvement project site has been limited for brevity; VDOT District Offices (Lynchburg) can supply the detailed inventory to a user as well as assistance in explanation of terms and their application. This Transportation Element's table (Table VII-10) presents the Map Key number to align with the accompanying map (Map VII-6) showing deficient structure locations across the County. The other items by route number are: *Feature Intersected* (stream, railway, etc.); *Year Built*; *Structure Location* (defines segment in relation to other nearby roadways); *Sufficiency Rating*; *Functionally Obsolete* (Yes, No, undetermined); *Structurally Deficient* (Yes, No); and *Estimated Cost of Repair* (in year 2009 dollars).

The table indicates that within Pittsylvania County there are thirty-nine (39) locations of bridge structures which are determined to be deficient to some degree. Of these, twenty-three (23) are thought to be functionally obsolete. Another fifteen (15) are thought to be structurally deficient. VDOT has included estimated cost of repairs in their inventory; the estimates on the thirty-nine (39) bridge deficiency locations in 2009 dollars totaled: $55,800,000. This amount is significant. For comparison purposes, the Danville-Pittsylvania MPO has an estimate of capital available for new construction forecasted for the period FY 2010 through FY 2035; the amount in the constrained plan's budget forecast is $52 million to spend over 25 years—which is actually optimistic given today's budgetary climate and resistance to raise public revenues. On the favorable side, the Commonwealth Transportation Board and VDOT has seen fit to focus on maintenance related projects in the past few years due to the constraints on Virginia's revenues available for transportation; bridges will hopefully receive focus of attention.

The Sufficiency Rating scheme noted above was developed by the Virginia Department of Transportation in concert with the Federal Highway Administration and entities such as the American Association of State Highway and Transportation Officials (AASHTO) and transportation research organizations.

Bridge Sufficiency Rating

A bridge sufficiency rating includes a multitude of factors: inspection results of the structural condition of the bridge, traffic volumes, number of lanes, road widths, clearances, and importance for national security and public use, as examples. The sufficiency rating is calculated by using a formula defined by the Federal Highway Administration. This rating indicates a bridge's sufficiency to remain in service. The formula places 55 percent of its value on the structural condition of the bridge, 30 percent on its serviceability and obsolescence, and 15 percent on whether it is essential to public use. The point calculation is based on a 0–100 scale and compares the existing bridge to a new bridge designed to current engineering

standards. The bridge's sufficiency rating provides an overall measure of the bridge's condition and is used to determine eligibility for federal funds.

Functionally Obsolete

Of the nation's 590,000 bridges, a total of 73,000, about 12 percent, are rated as functionally obsolete. A functionally obsolete bridge is one that was built to standards that are not used today***. These bridges are not automatically rated as structurally deficient, nor are they unsafe.*** Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand, or those that may be occasionally flooded.

A functionally obsolete bridge is similar to an older house. A house built in 1950 might be perfectly acceptable to live in, but it does not meet all of today's building codes. Yet, when it comes time to consider upgrading that house or making improvements, the owner must look at ways to bring the structure up to current standards.

Structurally Deficient

Of the nation's 590,000 bridges, some 80,000 are rated as structurally deficient, about 13 percent. Bridges are considered structurally deficient if:

- Significant load-carrying elements are found to be in poor condition due to deterioration, or
- The adequacy of the waterway opening provided by the bridge is determined to be extremely insufficient to the point of causing intolerable traffic interruptions.

Every bridge constructed goes through a natural deterioration or aging process, although each bridge is unique in the way it ages. *The fact that a bridge is classified under the federal definition as "structurally deficient" does not imply that it is unsafe.* A structurally deficient bridge, when left open to traffic, typically requires significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address deficiencies. To remain in service, structurally deficient bridges are often posted with weight limits to restrict the gross weight of vehicles using the bridges.

Needed: A National Commitment to Significant Investment in Transportation Infrastructure

The National Surface Transportation Policy and Revenue Study Commission estimates that the United States should be investing about $225 billion annually for the next 50 years on all modes of transportation. Today, the U.S. is spending about 40 percent of that.

According to data from the FHWA, it would cost $140 billion in 2006 dollars to immediately repair every bridge that is deficient in the country. Since immediate total repairs would be impossible to undertake, that cost would increase with inflation over time.

All levels of government—federal, state and local—will have to significantly increase transportation investment if the nation is to preserve what has been built and to ensure the transportation modernization essential for future growth. A significant portion of that additional investment would be needed to improve, expand and widen bridges on the nation's highways, its railroads and on its dedicated transit and commuter rail lines.

Table VII-10
Pittsylvania County Deficient Structures

Map Key	Route	Feature Intersected	Year Built	Structure Location	Suff. Rating	Functionally Obsolete	Structurally Deficient	Estimated Cost of Repair (2009 Dollars)
1	29	Norfolk Southern Railway	1936	0.05-Rt 801/1.37-Rt 29 Bus	43.5	No	Yes	$4,700,000
2	29	Sycamore Creek	1927	1.90-Campell CL/0.93-Rt 29	44.9	Yes	No	$1,900,000
3	40	Maggotty Creek	1933	0.60 TO Rt 683 - 0.25 TO Rt 927	49.5	Yes	No	$800,000
4	603	Stream	1932	0.40-Rt 761/2.00/Rt 669	47.4	Yes	No	$600,000
5	605	Roaring Fork Creek	1932	0.65-Rt 793/0.85-Rt 57	37.9	---	Yes	$1,700,000
6	614	Glady Fork	1958	1.15 TO Rt 841 -0.40 TO Rt 1068	48.8	Yes	No	$800,000
7	621	Mountain Run Creek	1932	0.30 TO Rt 862 - 0.70 TO Rt 861	31.7	---	Yes	$800,000
8	622	Cascade Creek	1930	0.25 Rt 859 - 0.30 Rt 855	4	---	Yes	$3,300,000
9	638	Reed Creek	1932	1.15-Rt 884/0.65-Rt 640	45.1	Yes	No	$900,000
10	639	Stream	1932	0.11 TO Rt 761-0.69 TO Halifax CL	47	Yes	No	$500,000
11	642	Sycamore Creek	1932	1.20 TO Rt 641 - 0.70 TO Rt 637	47.1	Yes	No	$1,000,000
12	644	Tomahawk Creek	1957	0.07-Rt 783 / 1.53-Rt 750	41.3	No	Yes	$2,300,000
13	655	Cane Creek	1932	0.62 TO Rt 734 -0.30 TO Rt 1299	38.9	Yes	No	$700,000
14	662	Sandy Creek	1975	1.08-Rt 707/0.80-Rt 713	49.3	Yes	No	$700,000
15	666	Elkhorn Creek	1932	1.10 TO Rt 680 -0.70 TO Rt 1051	48.9	Yes	No	$800,000
16	668	Reed Creek	1952	0.29-Rt 924/0.65-Rt 633	41.6	Yes	No	$4,000,000
17	673	Georges Creek	1932	1.00 TO Rt 665 - 0.70 TO Rt 40	45.9	Yes	No	$700,000
18	676	Whitehorn Creek	1932	1.05-Rt 1069/0.60-Rt 689	18.5	---	Yes	$3,900,000
19	677	Br Allens Creek	1932	0.50 TO Rt 667 - 2.90 TO Rt 640	47.8	---	Yes	$600,000
20	680	Elkhorn Creek	1932	0.00 TO Rt 976 - 1.70 TO Rt 666	34.5	Yes	No	$1,700,000
21	685	Stinking River	1932	3.00 TO Rt 670 - 1.00 TO Rt 40	41.7	Yes	No	$1,000,000
22	686	Shockoe Creek	1932	0.70 TO Rt 682 -0.20 TO Rt 1084	30	---	Yes	$600,000

Map Key	Route	Feature Intersected	Year Built	Structure Location	Suff. Rating	Functionally Obsolete	Structurally Deficient	Estimated Cost of Repair (2009 Dollars)
23	689	Mill Creek	1932	1.00 TO Rt 649 - 1.20 TO Rt 691	48.9	No	No	$500,000
24	694	Cherrystone Creek	1932	0.04 Chatham-0.76 TO Rt 703	33.1	---	Yes	$800,000
25	695	Fall Creek	1932	2.45 TO Rt 721 -1.05 TO Rt 1507	43.8	Yes	No	$700,000
26	701	Sandy Creek	1947	1.10-Rt 662E/2.30-Rt 713	27	---	Yes	$2,000,000
27	713	Sandy Creek	1974	2.01 TO Rt 701 - 1.30 TO Rt 662	42	No	Yes	$800,000
28	729	Norfolk Southern Railway	1961	0.26-Rt 1220/0.40-Rt 730	49	Yes	No	$5,200,000
29	730	Sandy Creek	1948	0.55-Rt 655/1.00-Rt 713	46.4	No	Yes	$2,100,000
30	761	Straightstone Creek	1926	0.30-Rt 639/0.20-Rt 600	28.4	No	Yes	$2,600,000
31	808	Stinking River	1932	1.71 TO Rt 630 - 0.59 TO Rt 40	44.7	Yes	No	$800,000
32	817	Turkeycock Creek	1932	0.30 Rt 819 - 1.50 Rt 57	42.9	Yes	No	$800,000
33	834	Pudding Creek	1932	0.40-Rt 703/1.00-Rt 837	43.2	Yes	No	$600,000
34	840	Sandy River	1932	0.85-Rt 612/1.56-Rt 921	42	Yes	No	$800,000
35	853	Sugartree Creek	1932	0.40-Rt 851/1.80-Rt 878	28.5	---	Yes	$900,000
36	855	Cascade Creek	1932	0.13-Rt 621S/0.17-Rt 1028	47.3	Yes	No	$900,000
37	882	Stewarts Creek	1932	0.50-Rt 703/0.58-Rt 844	49.1	Yes	No	$900,000
38	887	Strawberry Creek	1932	0.94 TO Rt 612 - 0.56 TO Rt 750	47.5	Yes	No	$500,000
39	968	Sandy Creek	1932	1.47-Rt 970/1.45-Rt 726	31.3	---	Yes	$900,000

Source: VDOT Statewide Structure Database, October 2010.

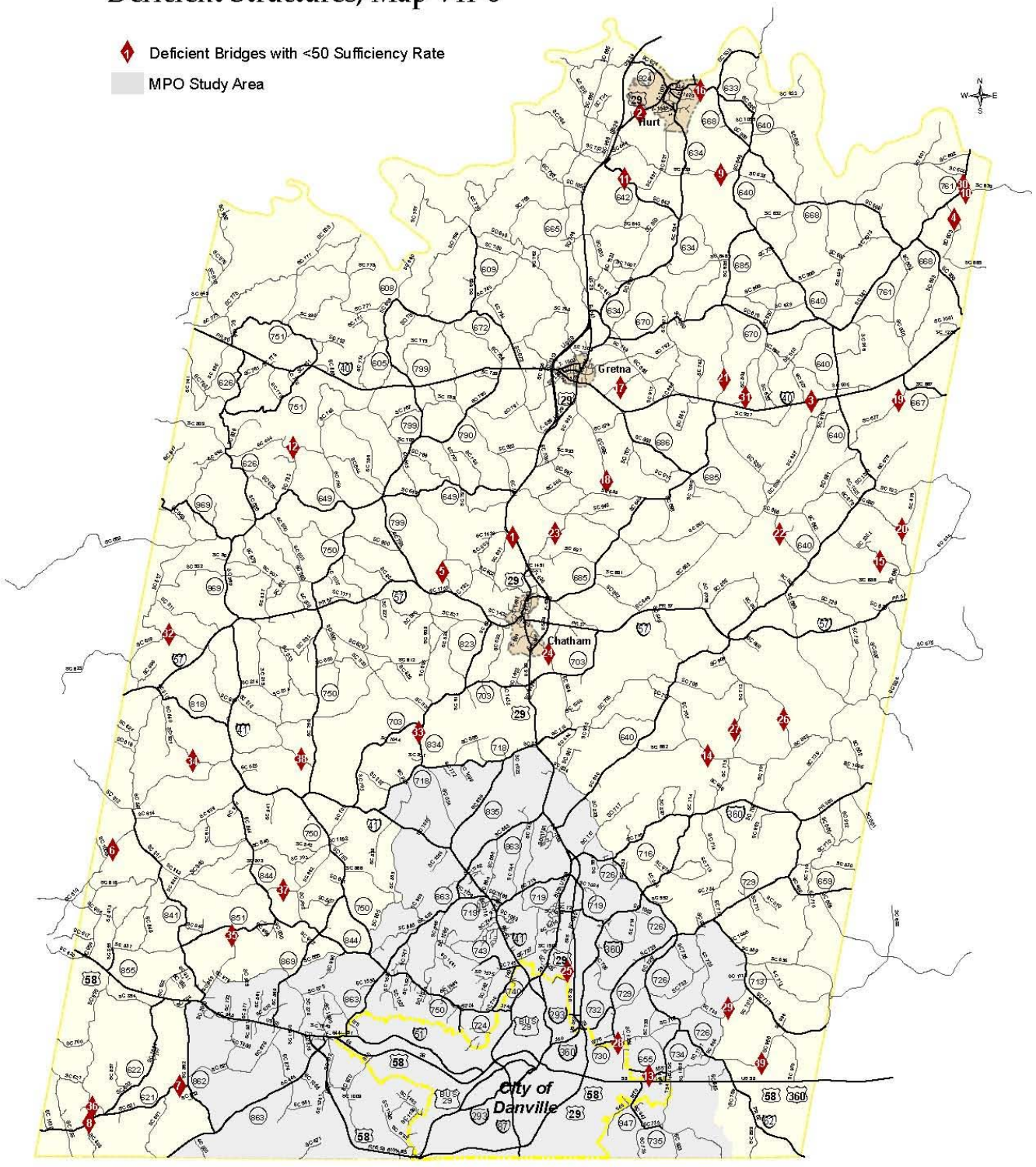
Table VII-11
U.S. Bridges Per State, December 2007

	Number of Bridges	Structurally Deficient	Functionally Obsolete	Total Number of Deficient Bridges	Percentage of Total
Alabama	15,881	1,899	2,158	4,057	25.5%
Alaska	1,229	155	179	334	27.2%
Arizona	7,348	181	600	781	10.6%
Arkansas	12,531	997	1,908	2,905	23.2%
California	24,184	3,140	3,837	6,977	28.8%
Colorado	8,366	580	824	1,404	16.8%
Connecticut	4,175	358	1,042	1,400	33.5%
Delaware	857	20	112	132	15.4%
District of Columbia	245	24	128	152	62.0%
Florida	11,663	302	1,692	1,994	17.1%
Georgia	14,563	1,028	1,888	2,916	20.0%
Hawaii	1,115	142	358	500	44.8%
Idaho	4,104	349	452	801	19.5%
Illinois	25,998	2,501	1,840	4,341	16.7%
Indiana	18,494	2,030	2,004	4,034	21.8%
Iowa	24,776	5,153	1,455	6,608	26.7%
Kansas	25,461	2,991	2,372	5,363	21.1%
Kentucky	13,637	1,362	2,928	4,290	31.5%
Louisiana	13,342	1,780	2,180	3,960	29.7%
Maine	2,387	349	468	817	34.2%
Maryland	5,127	388	980	1,368	26.7%
Massachusetts	5,018	585	1,987	2,572	51.3%
Michigan	10,923	1,584	1,304	2,888	26.4%
Minnesota	13,067	1,156	423	1,579	12.1%
Mississippi	17,007	3,002	1,315	4,317	25.4%
Missouri	24,071	4,433	3,108	7,541	31.3%
Montana	4,980	473	541	1,014	20.4%
Nebraska	15,475	2,382	1,241	3,623	23.4%
Nevada	1,705	47	156	203	11.9%
New Hampshire	2,364	383	358	741	31.3%

	Number of Bridges	Structurally Deficient	Functionally Obsolete	Total Number of Deficient Bridges	Percentage of Total
New Jersey	6,448	750	1,501	2,251	34.9%
New Mexico	3,850	404	294	698	18.1%
New York	17,361	2,128	4,518	6,646	38.3%
North Carolina	17,783	2,272	2,787	5,059	28.4%
North Dakota	4,458	743	249	992	22.3%
Ohio	27,998	2,862	4,001	6,863	24.5%
Oklahoma	23,524	5,793	1,614	7,407	31.5%
Oregon	7,318	514	1,155	1,669	22.8%
Pennsylvania	22,325	5,802	3,934	9,736	43.6%
Rhode Island	748	164	232	396	52.9%
South Carolina	9,221	1,260	808	2,068	22.4%
South Dakota	5,924	1,216	261	1,477	24.9%
Tennessee	19,838	1,325	2,776	4,101	20.7%
Texas	50,271	2,186	7,851	10,037	20.0%
Utah	2,851	233	254	487	17.1%
Vermont	2,712	500	467	967	35.7%
Virginia	13,417	1,208	2,234	3,442	25.7%
Washington	7,651	400	1,661	2,061	26.9%
West Virginia	7,001	1,058	1,515	2,573	36.8%
Wisconsin	13,798	1,302	789	2,091	15.2%
Wyoming	3,030	389	231	620	20.5%
Puerto Rico	2,146	241	822	1,063	49.5%
Totals	**599,766**	**72,524**	**79,792**	**152,316**	**25.4%**

Source: National Bridge inventory, Federal Highway Administration

Deficient Structures, Map VII-6



Source: VDOT Statewide Structure Database, Virginia Department of Transportation.
Prepared by West Piedmont Planning District Commission, October 2010.

ROUTE 29 ACCESS MANAGEMENT NEEDS FOR BLAIRS AREA

The Danville MPO and VDOT worked with the firm of Vanasse Hangen Brustlin to carry out an access management plan that noted needs to move to adjust a number of crossovers along the median of US Route 29, from Route 718 intersection up to Route 726 intersection. Needed adjustments include installing turn lanes, installing some openings, closing crossovers. Projects will occur as demands are made and money is available for the various projects. The County lacks a Corridor Overlay District to address access management. The new plan provides a draft ordinance section available for review, adjustment, and installation in County ordinances.

ROUTE 29 ACCESS MANAGEMENT NEEDS FOR TIGHTSQUEEZE AREA

The VDOT and West Piedmont PDC staffs worked with Kimley Horn Incorporated to develop an access management plan on US Route 29 from the intersection with Route 726 up to the ramps into Chatham just north of Tightsqueeze. Traffic flow on US 29 plus the entering and exiting from businesses at Tightsqueeze has made for conflicts and congestion at various times of day which needs attention. Secondly, there was a need to address the conflict points at and near Chatham Middle School access points which has been of great concern in respect to safety of the students, parents, and teachers who must enter and exit campus during each school day. Changing crossover locations, adding turning lanes, and some signing and signaling changes will need to be addressed.

ROUTE 58 EAST ACCESS MANAGEMENT NEEDS FOR AREA EAST OF CITY LIMITS

An early study of the MPO was an access management plan on US Route 58 east of the Danville City Limits. This area had significant conflict points spread over the entire corridor and today the conflict points have changed little while the traffic counts have increased. The study included recommendations for changing crossovers, adding turn lanes, and exploring possible frontage road opportunities.

PINEY FOREST BYPASS CORRIDOR

After a number of studies of potential improvement on the Route 29 Business/Piney Forest Road which was and is experiencing continued congestion, a corridor study was conducted by the MPO, VDOT, and URS Corporation that recommended a remedy of placing a bypass route from Route 29/Piney Forest Road over to a new entrance to Mount Cross Road near Wal-Mart. The corridor should provide access points but, for most of the corridor, it would be limited access so that a repeat of Piney Forest Road's congestion would not occur.

MOUNT CROSS ROAD CORRIDOR

With the MPO's receipt of complaints and concerns for traffic and accidents through its local government members, the MPO has studied the Mount Cross Corridor in the past and has advanced the proposal to make improvements to the existing corridor while also proposing a alternative route or Mount Cross Parkway. The parkway proposal creates a new connector on new right of way from existing Mount Cross Road east over to Piney Forest Road; it would cross over and connect with the Piney Forest Bypass corridor. The MPO also recognizes that the need to make improvements with a major new corridor at high costs makes its implementation untenable at the present time; at the request of the County representatives, the MPO will proceed to develop alternative improvements of lesser cost to abate the problems in a shorter timeframe.

ROUTE 58 WEST ACCESS MANAGEMENT

With continued interest in developing parcels for business and industry locations along the Route 58 west corridor in the County and concern for the potential traffic conflict points developing in the future as commercial and professional businesses locate on the route to associate with the industrial development of the future, the MPO is moving to assist the County by developing access management plans for the corridor in the future. These can supplement the plan developed by the MPO for the City in 2007 along the Route 58 section from Piedmont Drive intersection westward to the Danville City Limits.

ROUTE 863 CORRIDOR

Route 863 connects Route 29 north to Route 58 west and then continues south into North Carolina. It provides a shortcut path for some commuters and for some truck trips. Its position geographically has encouraged thoughts of improving its width and horizontal/vertical configuration to the point where it could serve as a 'defacto' western or northwestern bypass for the County and City. Past MPO Long-Range Transportation Plans have provided for projects to make these improvements. The County has asked the MPO to look at an improved connector from at or near the Route 750 (Mount Cross Road) and Route 863 intersection southward to connect with US Route 58 west and near where the Route 58 Bypass intersects with Route 58 west. Recognizing the potentials for future industrial and business development along the Route 58 west corridor and potential commutation from various County neighborhoods, there is apparent merit to this study effort.

ROUTE 730 TO ROUTE 360/ROUTE 29 CONNECTOR

The County and City, in their work with the MPO, have expressed concerns for making connections of business and industries to Route 29 north via Route 730 (Eagle Springs Road). Given the City and County support for upgrading the Route 29 Bypass to Interstate 785 status, the direct connection of Route 730 to Route 29 with interchange at the point of existing underpass/overpass location has proven untenable for regulatory, safety, and financial reasons. The MPO has developed a connector approach that accomplishes a connection at the Route 29/Route 360 interchange.

TRAILS

The City and the County have both developed trails. The City's Riverwalk system is extensive and growing. The County's Sutherlin to Ringgold trail is a lengthy rail to trail project. The localities recognize the need to develop an interconnection to the two sets of trails. The MPO anticipates having conducted by consultants an interconnection alternative(s) to eliminate the lack of trail connection.

CTB PRIORITY PROJECTS

Pittsylvania County annually participates in the Commonwealth Transportation Board meetings to take input from localities across the state. The inputs normally involve the locality submitting its list of highest priority projects. The County list of key projects supported in the past is as follows:

1. Escalate completion of the U.S. Route 58 Corridor Improvement Program's remaining projects in western Virginia.
2. Completion of construction of Route 41 four-lane improvement project from Danville corporate limits out to Route 863 intersection.
3. Support for expeditious completion of a connector from North Main Street/Franklin Turnpike/Route 41, City of Danville, to U.S. Route 29 and Route 360, Pittsylvania County.
4. Support for Design and Construction of Route 360 improvements.
5. Coordinate with the State of North Carolina to achieve redesignation of Route 29 from Danville to Interstate 40/85 in Greensboro, NC. to Interstate 785.
6. Support for Interstate 73 project construction employing the selected eastern route.

7. Upgrade Route 40 West to the future Interstate 73 corridor.
8. VA Route 41 Extension – VA Route 729 (0.7 miles north of VA Route 730) to VA Route 360/US Route 29 Bypass.
9. VA Route 730 and VA Route 733 improvements – from VA Route 729 to 0.1 miles south of railroad tracks on VA Route 733.
10. VA Route 750 – VA Route 863 to US Route 29 Business (Piney Forest Road) (Realigned Mount Cross Road).
11. Piney Forest Bypass (Iris Lane Parkway) – connecting Mount Cross Road (Wal-Mart Area) to Route 29 Business.
12. Support for upgrades to VA Route 863 from US 58 West to US Route 29 North.
13. Construct new interchange on US Route 58 Bypass at VA Route 863 (Berry Hill Road).
14. Upgrade VA Route 863 from US Route 58 to North Carolina State Line.

OTHER, NON-HIGHWAY MODES OF TRANSPORTATION

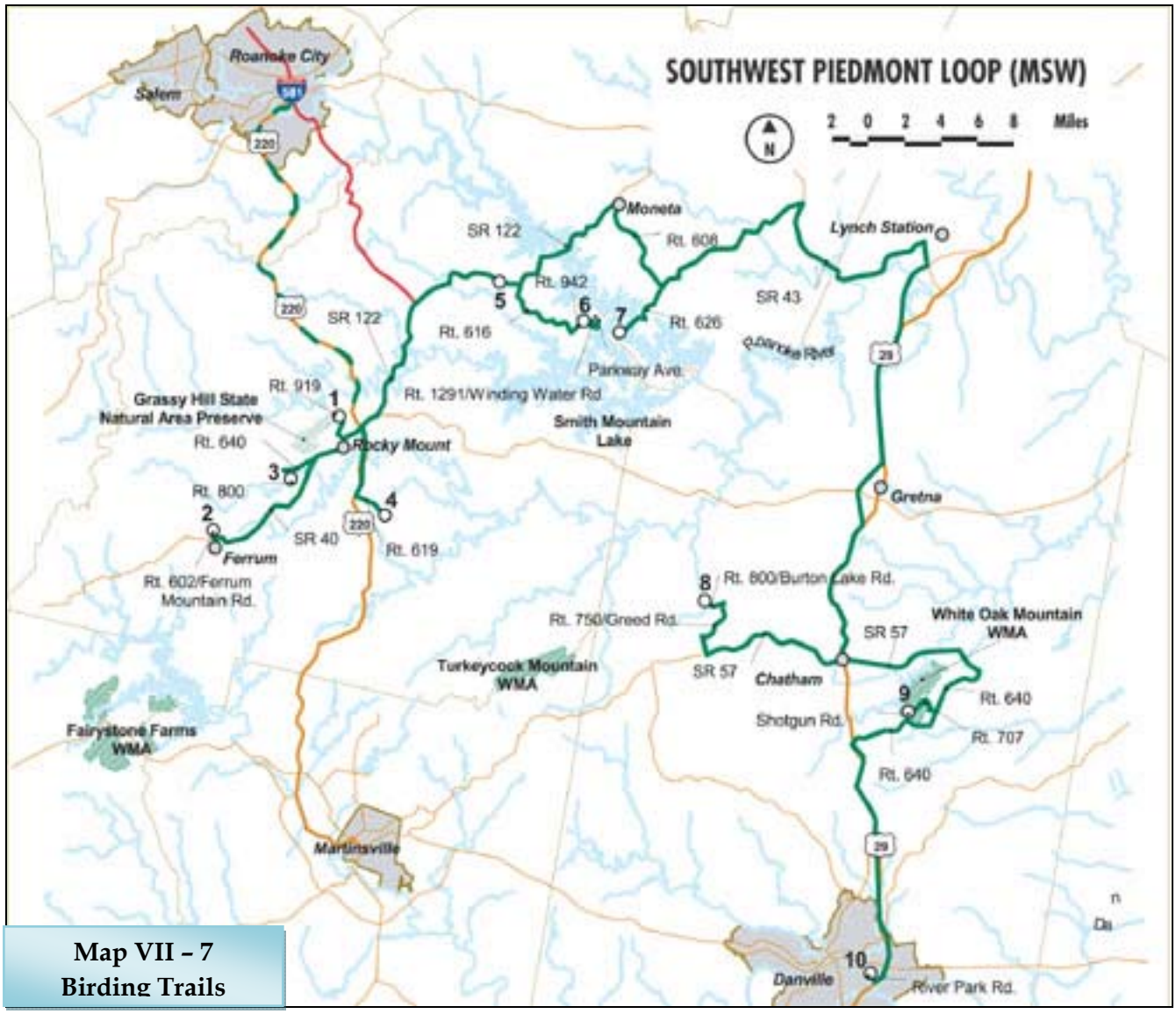
VIRGINIA ROADWAYS IN USE FOR BIRDING TRAILS

The Virginia Department of Transportation has worked with other State agencies and non-profit groups in the development of a series of birding trails across the Commonwealth that integrate the transportation system's network of roads to provide access to designated sites and trails. The state's extensive network of primary and secondary roads allows citizens to visit more remote and quiet areas where the Commonwealth's best bird and other wildlife observation venues lie. The County is fortunate to count birding trails as another resource available to it that enhances the citizenry's quality of life. The succeeding section identifies these resources in a write-up and map.

LOCAL AREA BIRDING TRAIL: DESCRIPTION OF SOUTHWEST PIEDMONT LOOP

Driving the Southwest Piedmont Loop includes the following elements: Begin at Ferrum College and proceed north along Route 40; a side spur can be taken into Waid Park to enjoy trails there; proceeding along Route 40, the visitor can tour Rocky Mount and take a side trip to the Grassy Hill Natural Area Preserve; continuing on Route 40 east, take Route 122 to the north and stop at Booker T. Washington Monument National Park; further on Route 122, turn onto Route 616/Scruggs Road southeast to Smith Mountain Lake Community Park; returning to

Route 122, proceed across the Lake to Moneta; take Route 608 southeast and intersect with Route 626 and proceed on Route 626 to Smith Mountain Lake State Park; proceed back on Route 626 to the northeast and intersect with Route 43; proceed on Route 43 to near Lynch Station and intersect with US Route 29; proceed south on US Route 29 to intersection with Route 57, take Route 57 through Chatham west and into Pittsylvania County; at intersection with Route 800, turn right and proceed to Lake Burton; return to Chatham on Route 57; continuing on Route 57 eastward back into the County turn onto Route 640 and proceed southward to White Oak Mountain Wildlife Management Area; continuing on Route 640, intersect with US Route 29 and proceed south to Danville; staying on the Route 29/Route 58 Bypass around Danville towards Greensboro, get off bypass onto River Park Road and enter the Dan Daniel Memorial Park to enjoy the Danville Riverwalk trail.



Map VII – 7
Birding Trails

SCENIC ROADS

The Virginia Department of Transportation, working in concert with tourism and other agencies, has developed an inventory map of Scenic Roads in Virginia. Virginia has nearly 3,000 miles of special roads that offer something for everyone who loves history and historical sites, the Commonwealth's scenic beauty from the beaches to the Blue Ridge to the Appalachians, and the other wide variety of venues of interest - all of which can be enjoyed by taking a drive on a Virginia scenic road.

In the County, a number of road segments have been identified on the State map as Scenic Roads: US Route 58 from the west corporate limits of Danville west to the Henry County line; the segment of Route 863 from US Route 58 West down to the Virginia-North Carolina state line; and the segment of US Route 29 from its intersection with Route 726 north to its intersection with Route 863. The map also sets out connector routes to Scenic Roads; road segments in the County that perform this function include; Route 862 (between US Route 58 and Route 863); Route 863 (between US Route 58 and US Route 29); and the combination of Route 726 and Route 729 that connects US Route 29 and a Virginia Byway, Route 659, in Halifax County.

RAILROADS

CSX and Norfolk Southern have both provided freight rail service within the County in the past. County residents also benefit from AMTRAK stations located in Danville and Lynchburg. Passenger rail service to County residents is available by departure and arrival at AMTRAK stops in Danville and Lynchburg. In either case, the times of departure and arrivals are in the very early morning or late at night.

Danville officials and Congressional representatives have campaigned for increased railroad access for area residents as the Commonwealth considers new Amtrak rail lines connecting more Virginia cities. Mounting interest in Virginia for infrastructure development and train travel encouraged a study by Amtrak to improve intercity rail travel in Virginia. The January 2008 study recommends two new lines in Virginia with one that would run from Lynchburg to Washington, with stops in Charlottesville, Culpeper, Manassas and Alexandria. The line would cost the state $1.9 million annually to operate. Area officials agree that increased rail services would both serve residents and enhance economic development, but also feel the proposed line leaves Danville out of the bigger picture, and may actually work against it.

One related major issue that local officials would like Amtrak to address is the lack of a physical Danville Amtrak office. Passengers arrive at the Science Center (in the landmark Passenger Train Station), located adjacent to the train tracks, and city-provided security personnel monitor the building during the off-hours the Crescent Line runs. They note that even an automated

machine would benefit travelers, who often come into the Science Center during normal business hours seeking tickets.

TRANSIT SERVICES

Danville Transit System is the closest full service public transit operator to the County. Currently, it serves City of Danville neighborhoods with demonstrable need and that have ridership adequate to justify services. Federal requirements from the Americans with Disabilities Act (ADA) requires disabled persons within a set distance to be offered transit service when a fixed-route service is set up in a locality. Danville Transit has committed to providing Reserve-A-Ride services for meeting ADA requirements.

There is no public transit system in the County. There have been attempts to expand the City of Danville's service into the County, but the funding has not been available and there is not a significant and consistent ridership in place necessary for a successful transit operation. The City and County will continue to periodically evaluate this situation and look for future opportunities for public transit service.

The MPO Administrator and Director of Danville Transit System have been approached by citizens of the County asking for consideration of service provision to County residents. The citizens have been directed to discuss their needs with the Board of Supervisors. The MPO Administrator has conferred with the Virginia Department of Rail and Public Transportation on this service issue. The Department representatives suggest that, in order to move forward, it would help for the Board of Supervisors to pass a resolution to request the Department to conduct a feasibility study which the Department would pursue once study funds for this work were identified. The study could provide the County guidance on what alternative directions it could take in the development of services and allow them more information for making a decision on whether or not to pursue services given its cost to the County and the cost benefit and effectiveness of a system.

In addition to the public transit system, a number of agencies provide more specialized transit services to the area. Unlike the Danville Transit System, these agencies - most of which can be classified as human services or social services type agencies - provide services to eligible County citizens. One example of this type of agency is the Danville-Pittsylvania Community Services Board. Agencies such as this obtain funds from the Virginia Department of Rail and Public Transportation and Federal Transit Administration to buy capital equipment such as buses and vans. The following table is an example of recent purchases of needed equipment for transporting eligible services recipients. Operating funds may come from other sources such as various federal and state grant funding programs.

Other major agencies that provide human services transportation include: Pittsylvania Community Action Agency, Southern Area Agency on Aging, Senior Centers, Hatcher Center, and local churches.

Table VII-12
Community Services Board Capital Items Applied for in Grant Application, Example

Capital Budget					
Capital Items	**Fiscal Year 2010**	**State Funds**	**Federal Funds**	**Local Funds**	**Fund Source**
10-passenger van with lift	$45,000	$0	$36,000	9,000	FTA 5310
5-passenger minivan with ramp	$34,000	$0	$27,200	6,800	FTA 5310
Total Expense	$79,000				
Total Federal Funds	$63,200				
Local Assistance	$15,800				

AIR TRANSPORTATION

The Danville Regional Airport, located on US Route 58 on the east side of the City, provides local facilities for air travel in the region. Since 2006, airport operations have significantly declined due to economic conditions, increasing fuel costs and departure of three locally based corporate jets. While the vast majority of the hangars have been occupied over the past three years, total operations have decreased from approximately 25,000 in 2006 to only 15,311 operations in 2008.

The Danville Regional Airport has not provided regular commercial passenger service since 1995. The facility, however, has been expanding as a general aviation airport. In 2002, the airport completed a $3.5 million project to build a multi-use ramp and two taxi-way ramp connections. The City also constructed a 6,400 square foot hanger, and a corporate tenant has constructed a new hanger as well. Also, one more private corporate hanger and two T-hangers were completed in 2003. Due to weakening demand, no plans for additional hangars are planned at this time. Also, due to the upcoming rehabilitation of the primary runway in 2010, it is anticipated that multi-engine turboprop aircraft and jet aircraft access will not be able to access the field for several months at a time while construction is underway. Therefore, future hangar development is not expected to occur until after the reconstruction work is complete in

2011 or 2012. The City has made efforts to keep rental fees and taxes low at the airport to help attract customers.

Over the past four years, the Danville Regional Airport has been involved with the development of a Master Plan Update at the request of the Federal Aviation Administration. Based on demand for corporate hangar space, the Danville Regional Airport will be assessing opportunities for future growth and expansion as part of its Airport Master Plan Update of 2009. The draft plan indicated need for reconstruction of Runway 2-20; maintenance of Runway 13-31 overlay; expand apron in front of FBO terminal; develop General Aviation area with more hangars; develop City-owned acreage in the west corporate/commercial area. The Danville Airport Commission, with representation from Pittsylvania County, is heavily involved in the marketing and promotion of the airport. The facility is seen as a great economic development asset for the area and as an ideal site for aviation related manufacturing and service industries.

BIKEWAYS, TRAILS AND PEDESTRIAN FACILITIES

The West Piedmont Regional Bicycle Plan, prepared in 2005, is a comprehensive assessment of regional bike facilities and bike route opportunities in the West Piedmont Planning District, including Pittsylvania County. This Regional Bikeway Plan is included as a part of this comprehensive plan by reference. Map VII–8 shows the location of planned and existing bike routes within the County. Existing facilities in the County include the 5.8-mile Ringgold Trail and mountain bike trails within the game reserve and in the Smith Mountain Lake area. Other nearby trails in the City of Danville benefits County residents as well.

In the Regional Bicycle Plan, a number of efforts were suggested for the future in Pittsylvania County. The items are:

- Program bicycling facilities into the future improvements for US Route 29 (north-south) and US Route 58 (east-west) to provide regional access routes.
- Identify spot locations for shoulder improvements along US route 58 to allow for bike lanes, striping, and signing.
- Pursue the extension of the Ringgold Rail Trail west to the City of Danville. Coordinate with the City of Danville to construct a north/south bike route to connect Angler's Park Trails to the Ringgold Rail Trail in the County.
- Encourage the installation of bike racks on main street areas of the Towns of Chatham, Gretna, and Hurt. Bike racks combined with the existing wide pavements

found in these areas will create a great avenue for bicyclists, locally and regionally, to advance the bicycling mode of transportation in the area.

- Adoption of the Bicycle Plan as a part of the County's comprehensive plan, as a statement of support for bicycle friendly infrastructure and land development ordinances.

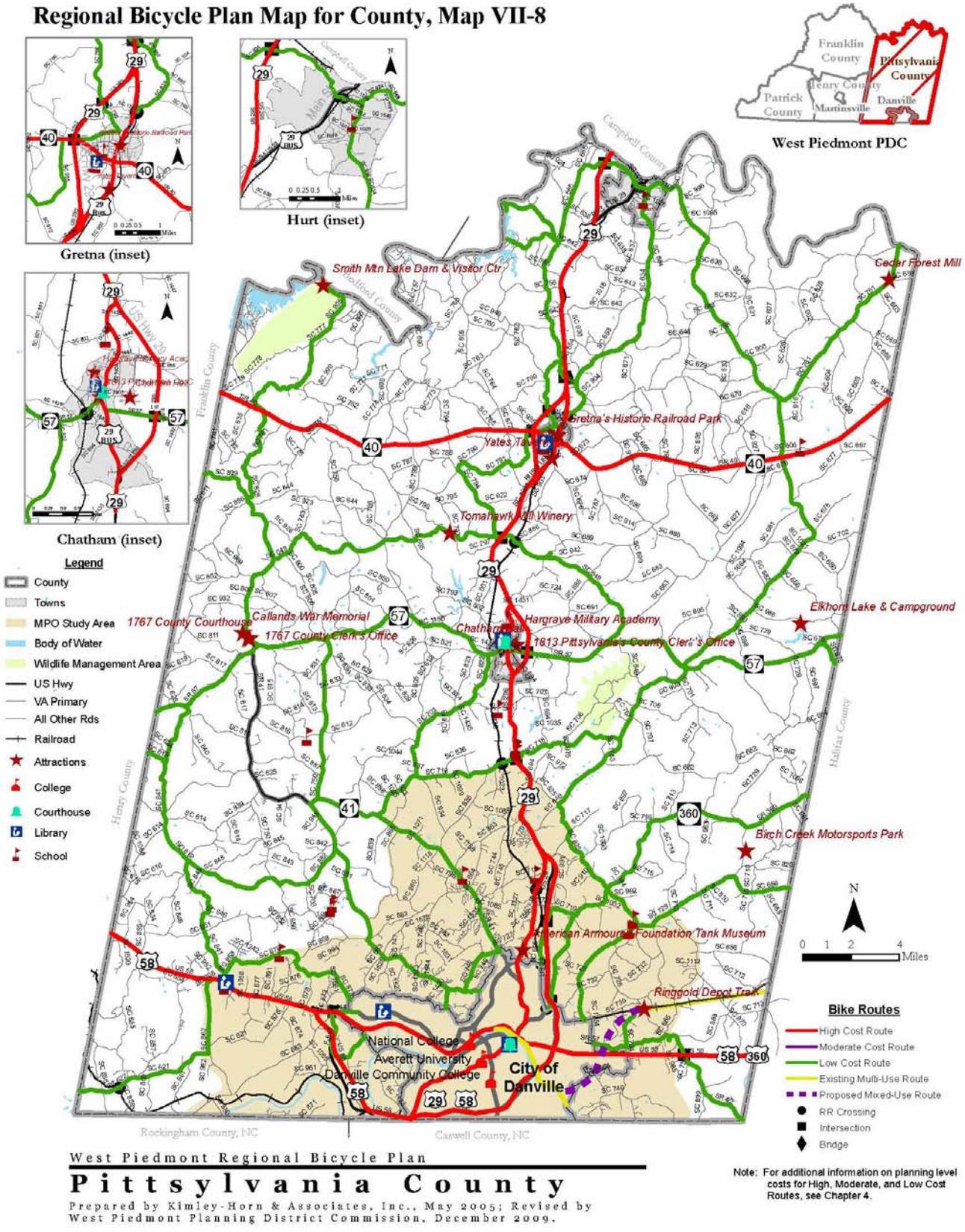
The Bicycle Plan map included in this Comprehensive Plan provides a suggested pattern of bicycle routes that can be used informally or with signs and markings developed more formally as time and budgets permit in the future.

TRAILS

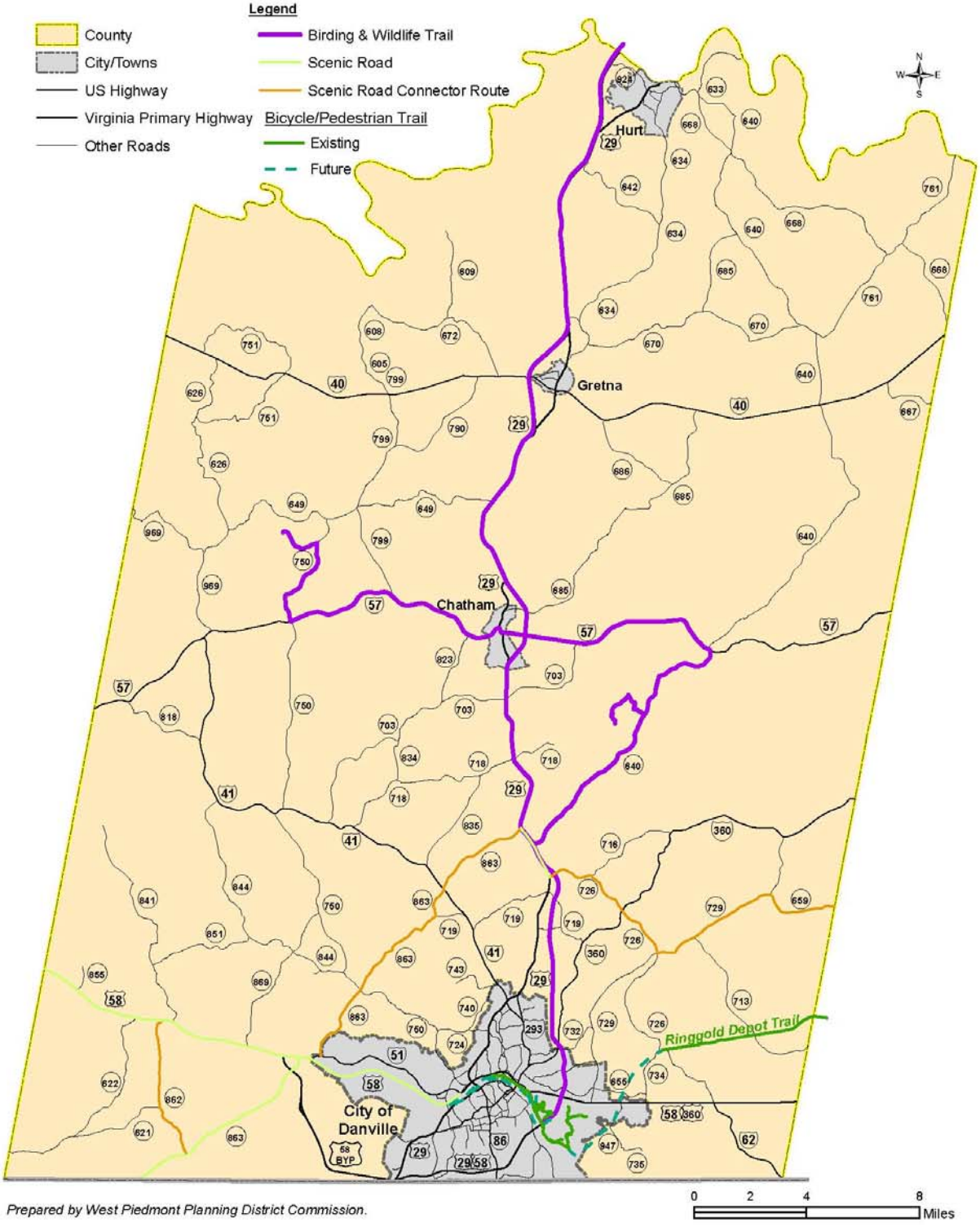
A key effort for the County in respect to trails is to study feasibility of linking the Ringgold Trail with the Riverwalk Trail system in Danville. This system in completed form could then be integrated into a southern Virginia trail that would cross the southern tier of the Commonwealth linking the Hampton Roads area with the Appalachian and Blue Ridge areas and also could be linked to trails out of the Richmond region.

Map VII-9, Pittsylvania County Trails and Scenic Road Inventory, illustrates the location of the Ringgold Trail in the southeast corner of the map represented with a magenta dotted line. The trail's western terminus is in the area of industrial parks and sites; a future feasibility study needs to be developed to provide proposals for joining the trail with the Danville Riverwalk Trail noted earlier as well as with other possible connections to the east of the County.

As noted earlier in the Transportation Element, there is a birding trail that has been state designated and includes substantial segments within Pittsylvania County. The path of the Southwest Piedmont Loop Birding Trail is shown on Map VII-7; it follows US Route 29 for much of its path through the County.


Regional Bicycle Plan Map for County, Map VII-8
Gretna (inset)
Hurt (inset)
Chatham (inset)
West Piedmont PDC
Franklin County
Pittsylvania County
Henry County
Patrick County
Martinsville
Danville
Legend
County
Towns
MPO Study Area
Body of Water
Wildlife Management Area
US Hwy
VA Primary
All Other Rds
Railroad
Attractions
College
Courthouse
Library
School
Smith Mtn Lake Dam & Visitor Ctr
Cedar Forest Mill
Gretna's Historic Railroad Park
Yates Tavern
Tomahawk Hill Winery
1767 County Courthouse
Callands War Memorial
1767 County Clerk's Office
Chatham Hall
Hargrave Military Academy
1813 Pittsylvania County Clerk's Office
Elkhorn Lake & Campground
Birch Creek Motorsports Park
American Armoured Foundation Tank Museum
Ringgold Depot Trail
National College
Averett University
Danville Community College
City of Danville
Rockingham County, NC
Caswell County, NC
Bedford County
Campbell County
Halifax County
Henry County
Franklin County
N
0 1 2 4 Miles
Bike Routes
High Cost Route
Moderate Cost Route
Low Cost Route
Existing Multi-Use Route
Proposed Mixed-Use Route
RR Crossing
Intersection
Bridge
West Piedmont Regional Bicycle Plan
Pittsylvania County
Prepared by Kimley-Horn & Associates, Inc., May 2005; Revised by West Piedmont Planning District Commission, December 2009.
Note: For additional information on planning level costs for High, Moderate, and Low Cost Routes, see Chapter 4.

Trails and Scenic Roads Inventory, Map VII-9



Prepared by West Piedmont Planning District Commission.

SOURCES OF FUNDS: ENHANCEMENT GRANT PROGRAM

The Virginia Department of Transportation has an annual allocation of funds for use in its Transportation Enhancement Grant Program, a federal program administered by VDOT that provides funds to communities for projects that strengthen the cultural, aesthetic, or environmental value of the transportation system. Transportation enhancement projects are selected through a competitive process, and the funds are provided through reimbursement, not grants. Any local government, state agency, group or individual may initiate a transportation enhancement projects. Prior to submission, all projects require a formal endorsement by a local jurisdiction or public agency and an advertised public hearing. Local governments endorsing projects do have responsibilities under the program. The public is encouraged to provide comments during the public hearing workshops and to VDOT as part of the transportation enhancement grant application package. Selected transportation enhancement projects are incorporated into the STIP.

Some examples of local projects receiving Enhancement Grant funds are the Ringgold walking trail, restoration of the rail station at Chatham, a number of grants for developing Riverwalk and the Passenger Rail Station and Science Museum in Danville. There are a substantial number of purposes for which funding may be awarded. The program is competitive and committees are set in place by VDOT to review and make recommendations to the Commonwealth Transportation Board for funding approvals. Projects also undergo screening for environmental assessment in the course of project review prior to Board approval.

OTHER PLANS AND STUDIES

OVERVIEW OF RECENT PLANNING EFFORTS

The County's transportation planning is contained in a number of source documents developed by the County and the Virginia Department of Transportation. This transportation element/chapter consolidates all of the most pertinent portions of the documents into a single transportation element for the Comprehensive Plan.

In 2010, the Danville (Pittsylvania) Metropolitan Planning Organization in concert with the Virginia Department of Transportation completed and submitted its Long-Range Transportation Plan for Year 2035 to the local governments for their consideration. This plan included: planned road improvements, recommended road improvements on existing locations, recommended road improvements on new locations, transportation system management improvements, as well as recommendations for transit, air transportation, rail transportation,

and other non-highway modes. This document is summarized elsewhere in this Transportation Element/Chapter.

The Virginia Department of Transportation also has developed a Six-Year Improvement Program, a planning document that is updated annually and approved by the Commonwealth Transportation Board. The Six-Year Improvement Program addresses a short planning time period and only includes projects on which the Commonwealth intends to obligate funds. The Commonwealth's approach to listing projects has been altered in the past years so that projects for which there is apt to be federal obligations of funds are principally considered versus the older allocation process where the surety of funding a project and keeping it on schedule is less likely.

The Virginia Department of Transportation's planning staff has been involved in development of a statewide multi-modal long-range transportation plan with the overall effort generally being referred to as VTRANS 2025 (VTRANS 2035 to be completed in 2010). Much committee work and public involvement effort was accomplished over the course of the planning program's development.

The Danville-Pittsylvania County area is served by two major state routes, U.S. Route 58 and U.S. Route 29, that are designated as Highways of National Significance (NHS) and are federal primary routes. Route 58 is the area's principal east-west corridor and serves Southside Virginia; Route 29 serves south central and north central sections of Virginia from the North Carolina-Virginia state line up to Northern Virginia's Prince William County and lies east of the Blue Ridge. Both routes have been under major improvement over the past few years and are assets to Pittsylvania County in respect to trade and commerce. These routes connect the area with Interstate 77 to the west, with Interstate 85 and Interstate 95 to the east, to Interstate 66 to the north, and to Interstate 40-Interstate 85 to the south. Historically, the major state highways serving the area are well maintained and efficient, and do not take away from the area's competitiveness as a place to do business.

REGIONAL RURAL LONG-RANGE TRANSPORTATION PLAN

The County staff and staff of West Piedmont Planning District Commission and its member localities (Martinsville and Danville; Franklin, Henry, Patrick, and Pittsylvania Counties; and the Town of Rocky Mount), and the Virginia Department of Transportation have joined together in the development of a Regional Rural Long-Range Transportation Plan to be completed in 2011. This document is being developed in conjunction with the Virginia Department of Transportation which is developing plans that cover the entire Commonwealth so that areas classified as rural or non-MPO (Metropolitan Planning Organizations) study areas are covered by formal, transportation planning documents as part of VTRANS 2035. Non-MPO

areas may be smaller cities, towns, and counties across the state. All of the West Piedmont Planning District is rural, non-MPO except Danville and some surrounding urbanizing (southern) areas of Pittsylvania County.

The planning effort involves the following major steps in addition to various supporting activities: data collection; establishing existing conditions; establishing roads with improvement needs due to safety, congestion, or conditions present; recommendations for improvements in network; estimates of funds required; development of a draft plan and public involvement in plan review; review by VDOT; review and consideration by local governments and PDC Board; printing and distributing of the final document; and planning for future updates.

PITTSYLVANIA COUNTY/CITY OF DANVILLE MEGA PARK PROJECT

Pittsylvania County and the City of Danville are in the early stages of developing a certified mega park project that will be over 3,000 acres in size. The industrial park project is located in the southwestern portion of the County, between U.S. Route 58 and the North Carolina state line. The Future Land Use Map shows the Mega Park area as Industrial land use, but several parcels will need to be rezoned from its current zoning designation. The rezoning will comply with the requirements of VDOT's Chapter 527 review. A Traffic Impact Analysis has been completed and will be utilized in the rezoning process.

As a part of the Danville Metropolitan Planning Organization's Long Range Transportation Plan, adopted by reference as a part of this Comprehensive Plan, development of the Mega Park Project was modeled as a future land use project which could impact the regional transportation system. The Long-Range Transportation Plan was coordinated with the Mega Park Traffic Impact Analysis and includes potential future projects to manage Mega Park traffic.

The Mega Park Traffic Impact Analysis looks at development of the project over a series of phases related to levels of job creation. The examined job creation phases are Phase I - 2,500 jobs (Year 2015), Phase II – 5,000 jobs (Year 2025), and Phase III – 11,500 jobs (Year 2040). The early phases of the project do not require capacity improvements of the existing roadway network. The Traffic Impact Analysis recommended that Oak Hill Road (SR 862) and Berry Hill Road (SR 863) be programmed for improvement to a VDOT Standard Rural Collector (GS-3), to increase public safety. The TIA further recommends that additional traffic analyses be performed as each site plan is developed in the Mega Park and that site entrances and internal road networks be planned to distribute traffic in accordance with VDOT Access Management Guidelines.

ROUTE 57 BYPASS OF CHATHAM

A locally important project that is not located in the MPO area covered by the Long-Range Transportation Plan is an upgraded Route 57 alignment around the Town of Chatham. While no formal study of a western bypass of Chatham has been conducted to date, in years past, there has been discussion of the need for consideration to a western bypass of the Town.

Generally, the concept is to proceed from Route 29 north of the Town on a westerly course and then southerly to intersect with Route 57 west of the Town, utilizing what existing roadway that is feasible to employ in combination with new right of way in order produce a suitable corridor. Problems cited in the past that give rationale for the bypass include the problem with turning radius at the intersection of Route 57 and Main Street in Chatham when trucks are utilizing existing roadway. The noise and vibration generated by trucks passing through Main Street has been cited also. The County will continue to seek funding to study the corridor necessary for this project and will also pursue any available funds for future construction.

RECENT ACCESS MANAGEMENT PLANS

The County planning staff, Virginia Department of Transportation-Lynchburg District, and West Piedmont Planning District Commission/Danville (Pittsylvania) Metropolitan Planning Organization have worked in concert in recent years to develop access management plans for key roadway segments in the County. Most recently, two major projects were completed; both focused on Route 29, which addressed the Route 29 segment from Route 718 intersection to the Route 726 intersection (Dry Fork Road) and the segment from Route 726 up to the ramp into Chatham, where Route 29 Business/Main Street intersects with the Route 29 Bypass.

The products of the plans are document pages noting typical problems with land use-traffic conflicts, depiction of areas with significant crash sites for recent years, and then graphics showing measures that may be taken over time to reduce conflicts and accidents. Remedies include potential spots for closing crossovers, limiting entrances, installation of front or rear frontage roads, shared entrances, and other measures. While depicting in substantial detail the measures for corridor access management improvements, it should be understood that the measures are expected to be taken over a period of time when opportunities arise, not in a short term, major remediation of the corridor.

US ROUTE 29 STATEWIDE CORRIDOR PLAN

In 2008 and 2009, the County participated, with the Virginia Department of Transportation and its consultant teams led by Parsons Transportation Group and McCormick Taylor, in an effort to comprehensively study the options to improve the safety, capacity, mobility, and accessibility of the entire Route 29 Corridor. The study corridor began at the Virginia-North Carolina state line at Danville and ends at Route 29's intersection with Interstate 66 in Prince William County.

The document has been completed and submitted to the Commonwealth Transportation Board for its consideration. The concept for carrying out this extensive study was initiated by the Commonwealth Transportation Board. A number of public outreach meetings were held in the Danville-Pittsylvania County area over the multi-year course of the planning effort.

RECOMMENDATIONS

PLANNED HIGHWAY IMPROVEMENTS

Maps VII-10 and VII-11 show previously identified highway improvement needs as reflected in adopted VDOT improvement programs. Map VII-10 highlights the priority projects for the County's primary routes. These projects include the completion of segments of the Franklin Turnpike Connector and stream mitigation, bridge replacement, and realignment projects. Map VII-11 highlights the location of planned projects currently part of the County's 2010-2015 Six-Year Secondary Highway Improvement Plan. The following sections provide the details on the Six-Year Improvement Programs on the two key road system networks that provide the County's citizens with their principal modes of transportation—the Primary Highway system and the Secondary Highway system. Also included is a listing of additional highway improvements needed by Year 2030 with construction estimates and a summary map (Map VII-12) depicting locations. Since the County has no mass transit or other modes that can practically move the citizens back and forth from home to employment, these two systems are very critical to the County's well-being now and in the future. The West Piedmont Regional Rural Transportation Plan for Pittsylvania County, being developed in 2010, identifies additional roadway segments and spot improvements along with other modal improvement recommendations and will be adopted by reference as part of this comprehensive plan.

PRIMARY SYSTEM SIX-YEAR IMPROVEMENT PROGRAM

The County's transportation system's most critical elements are the primary system of highways and the secondary system of highways. The dispersed nature of the County's development historically has placed the secondary system roads in a key role as they provide many of the routes that take citizens back and forth to work each day, with trips in the County often being quite lengthy for many. The primary system provides the essential access to intrastate economic centers and is the backbone of the Statewide Mobility System that links the state together and to our adjacent states. The development and maintenance of the primary system is borne by the Commonwealth Transportation Board and VDOT and funding for the system for the Lynchburg Construction District to which the County belongs is determined by competition among eight other Construction Districts. Funding for the system has been steeply curtailed in the first decade of the 21st Century, particularly in respect to new construction works.

The following table sets out the Primary Projects programmed for the County for the Fiscal Year 2010 through Fiscal Year 2015 six-year period.

Table VII-13
Primary Six-Year Improvement Program Projects

Map Key	**Franklin Turnpike/Route 41**					
P1	Franklin Turnpike	Primary UPC # 13511 Franklin Turnpike Connector	From: 0.2075 mi. West of Rt. 293; TO: 0.3136 mi. West Rt. 360 1.3826 mi. length	New Construction	Prev. $16,899,000 2010: $470,000 2011: $3,112,000 2012: $3,001,000 2013: $2,432,000 2014: $0 2015: $0	Total: $25,914,000

Map Key	**Franklin Turnpike/Route 41**					
P2	Franklin Turnpike	Primary UPC# 79398 Franklin Turnpike	From: Rt. 640; TO; 0.25 mi. East of Rt. 640; 0.3180 mi. length	Straightstone Creek Restoration Project	Prev. $651,000 2010: $0 2011: $0 2012: $0 2013: $0 2014: $0 2015: $0	Total: $651,000

Map Key	Franklin Turnpike/Route 41					
P3	Franklin Turnpike	Primary UPC# 79955 Franklin Turnpike	From: 0.517 mi. West Rt. 360; TO: 0.1310 mi. West Rt. 360; 0.1310 mi. length	Rt. 265 – Franklin Turnpike connector, New Construction	Prev. $6,887,000 2010: $900,000 2011: $2,158,000 2012: $1,756,000 2013: $0 2014: $0 2015: $0	Total: $11,702,000

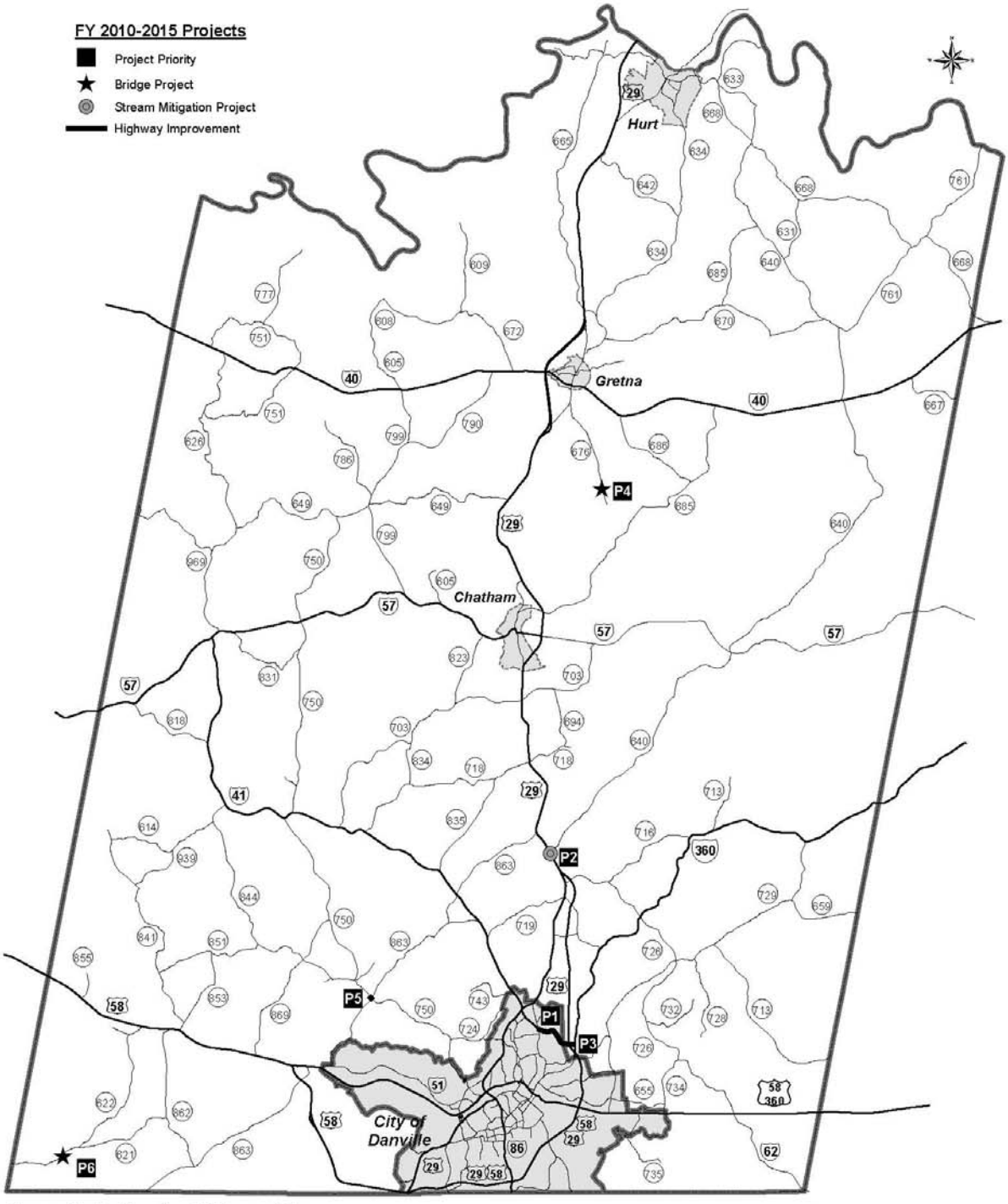
Map Key	Route 676	Taylors Mill Road				
P4	Rt. 676/ Taylors Mill Road	Federal Aid to Secondary UPC# 82516 Taylors Mill Road	0.41 mi. to Rt. 851; 0.2620 mi. length	Bridge replacement and approaches over Whitehorn Creek	Prev. $3,000 2010: $710,000 2011: $899,000 2012: $709,000 2013: $677,000 2014: $0 2015: $0	Total: $2,724,000

Map Key	Route 750	Mt. Cross Road				
P5	Route 750/ Mt. Cross Rd.	Federal Aid to Secondary UPC# 81238 Mt. Cross Rd.	From: 0.12 mi. West of Rt 863; to: Route 863 0.120 mi. length	Rt. 750 – improve the vertical alignment at Rt. 750/ Mt. Cross Rd.	Prev. $410,000 2010: $0 2011: $0 2012: $0 2013: $0 2014: $0 2015: $0	Total: $410,000

Map Key	Route 622	Cascade Road				
P6	Route 622/ Cascade Rd	Federal Aid to Secondary UPC# 8045 Cascade Rd.	From: 0.25 mi. from Rt. 859; To: 0.30 mi. from Rt. 855	Bridge replacement Rt. 622, Cascade Rd. over Cascade Creek	Prev. $0 2010: $0 2011: $0 2012: $0 2013: $0 2014: $1,463,000 2015: $1,124,000	Total: $2,587,000

The following map illustrates the locations of current projects anticipated for development on the County's primary system network in the upcoming years.

Six-Year Primary Improvement Program Projects, Map VII-10



Source: Virginia Department of Transportation.

Prepared by West Piedmont Planning District Commission, January 2010.

THE SECONDARY HIGHWAY SYSTEM SIX-YEAR IMPROVEMENT PROGRAM

The County transportation system's most critical feature for carrying local traffic is the secondary highway system. While the primary system provides the essential access to intrastate economic centers and is the backbone of the Statewide Mobility System that links the state's economic regions together and to our adjacent states, the secondary system plays an essential role in the local economy. The secondary system provides the means for citizens to get from their neighborhoods where they live into the city, the towns, the industrial parks, and the commercial centers where they are employed. They provide the links from home to school, from home to health care and day care, and to food centers and other services on a daily basis.

The Virginia Department of Transportation, through its Construction District Office (Lynchburg) and the various Area Headquarters centers dispersed in the County, is the basic unit for maintenance of the secondary system, planning needed to aid in determining deficiencies and needs, and developing the program of future project development. The Construction District works closely with the County Administrator and the Board of Supervisors in reviewing deficiencies and needs and ultimately developing and approving the final secondary program of projects. In Virginia, the projects are normally programmed over a six-year period.

Currently, economic conditions have dictated a severely curtailed list of projects on the Six-Year Improvement Program. In earlier years, the Board of Supervisors could expect to see twenty to thirty projects listed in the program whereas today the projects can be half of that number or less. The following list sets out the projects as known in late year 2009.

Table VII-14
Secondary Six-Year Improvement Program Projects

Map Key	Route 734	Clarks Mill Road				
1	Route 734	Secondary UPC # 75418 Clarks Mill Rd.	From: 1.1 mi. South of Rt. 58; TO: Rt. 58 1.1 mi. length	Rt. 734 – Trench widening & overlay	Ad, Date 03/13/2012	Total: $491,878

Map Key	Route 726	Kentuck Church Road				
2	Route 726	Secondary UPC# 954 Kentuck Church Rd.	From: Int. Rt. 729; TO; 0.07 mi. South of Int. Rt. 360; 2.0 mi. length	Rt. 726 – recon-struction	Ad. Date: 12/13/2011	Total: $11,147,436

Map Key	Route 676	Taylors Mill Road				
3	Route 676	Secondary UPC#82516 Taylors Mill Rd.	From: 0.06 mi. North Rt. 689; TO: 1.05 mi. South Rt. 1069; 0.3 mi. length	Rt. 676 – bridge replacement & approaches over Whitehorn Creek	Ad. Date 10/8/2013	Total: $3,133,966

Map Key	Route 853	Inman Road				
4	Route 853	Secondary UPC# 87914 Inman Road	0.41 mi. to Rt. 851; 0.0 mi. length	Bridge replacement and approaches over Sugartree Creek	Ad. Date 12/8/2015	Total: $1,561,695

Map Key	Route 750	Mt. Cross Road				
5	Route 750	Secondary UPC# 81238 Mt. Cross Rd.	At Rt. 863 intersec-tion	Rt. 750 – improve the vertical alignment at Rt. 863	Ad. Date: 12/18/2009	Total: $411,666

Map Key	Route 831	Elm Road				
6	Route 831	Secondary UPC# 80065 Elm Rd.	From: Rt. 750; To: Rt. 850; 0.5 mi. length	Reconstruction, surface treatment Rt. 831	Ad. Date: 7/22/2008	Total: $54,464

Map Key	Route 694	Davis Road				
7	Route 694	Secondary UPC# 90916 Davis Road	From: Rt. 703; To: end state maintenance 0.8 mi. length	Reconstruction, surface treatment Rt. 694	Ad. Date: 7/1/2009	Total: $81,150

Map Key	Route 1053	Harper Lane				
8	Route 1053	Secondary UPC# 90926 Harper Lane	From: Rt. 640; To: end state maintenance; 0.3 mi. length	Reconstruction, surface treatment Rt. 1053	Ad. Date: 7/1/2009	Total: $32,931

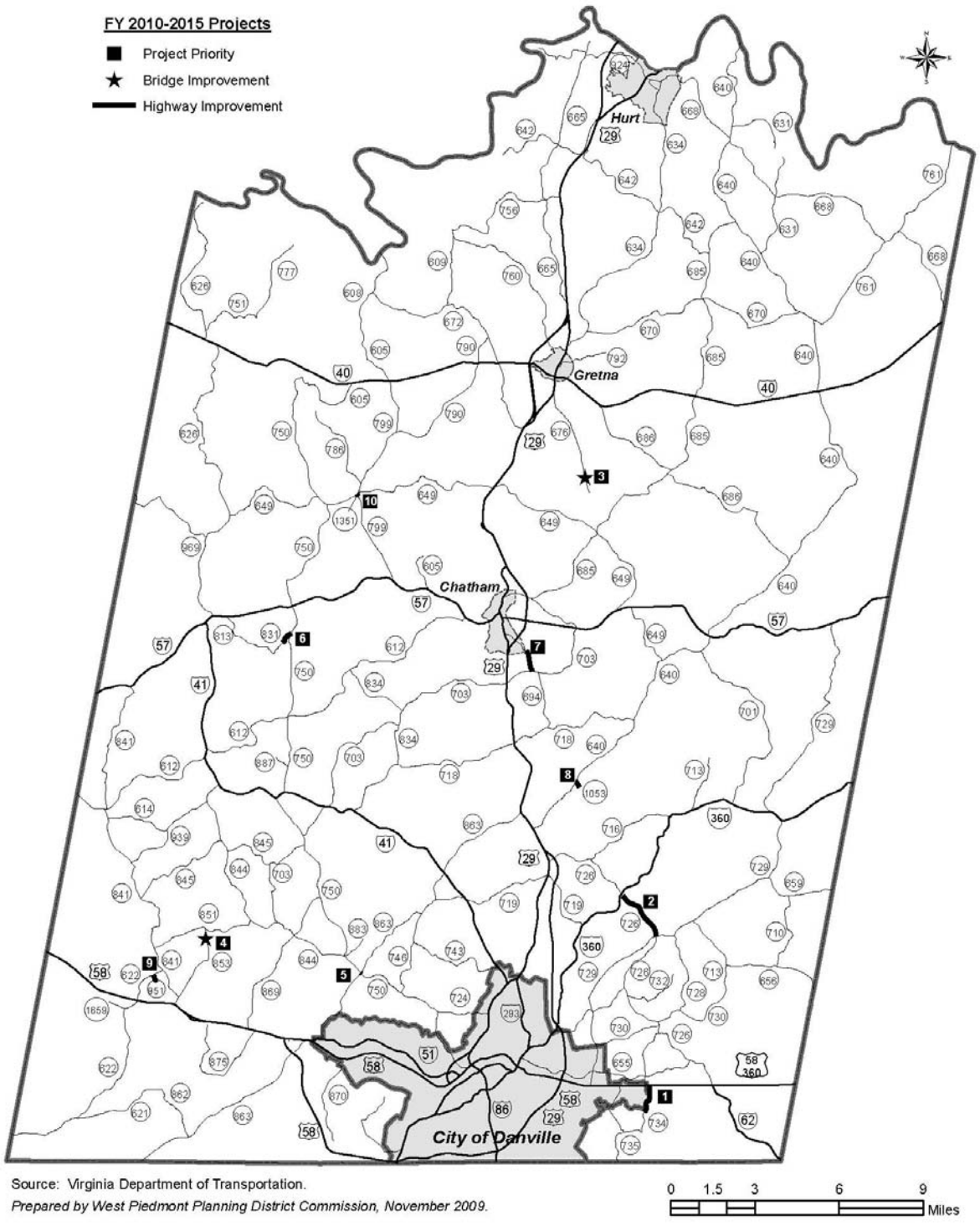
Map Key	Route 951	Yellow Bird Place				
9	Route 951	Secondary UPC# 90927 Yellow Bird Place	From: Rt. 622; To: end state maintenance; 0.3 mi. length	Reconstruction, surface treatment Rt. 951	Ad. Date: 7/1/2009	Total: $37,753

Map Key	Route 1351	Un-named Road				
10	Route 1351	Secondary UPC# 92869 Un-named road	From: Rt. 799; To: Rt. 649; 0.1 mi. length	Reconstruction, surface treatment Rt. 1351	Ad. Date: 9/9/2008	Total: $40,000

MAP – SIX-YEAR SECONDARY PROGRAM

The following map depicts the locations of the various projects cited in the preceding table. This allows the reviewer to see where critical needs exist in the secondary road network of the County. These projects are more numerous and geographically dispersed than those contained in the primary plan.

Six-Year Secondary Improvement Program Projects, Map VII-11



Source: Virginia Department of Transportation.

Prepared by West Piedmont Planning District Commission, November 2009.

RECOMMENDATIONS FROM YEAR 2035 REGIONAL RURAL LONG-RANGE TRANSPORTATION PLAN

Background

As noted in earlier discussion, the Virginia Department of Transportation and Commonwealth Transportation Board commissioned its staff to conduct development of a Rural Long-Range Transportation Plan to integrate with the VTRANS effort at long range transportation planning throughout the Commonwealth. The effort falls in place with the earlier efforts of VDOT and the CTB to work with the existing planning entities, Planning District Commissions, that already covered the entire Commonwealth and had resources and contact with the various localities: Counties, Cities, and Towns. The effort to carry our long range transportation planning on a cooperative, continuous, and comprehensive basis at the rural level had been lacking over the years but has the support of the Federal Highway Administration as it had been being carried out in the urban areas of the state and the nation.

The multi-year planning effort included the VDOT Headquarters staff, District staff, Residency staffs, PDC staffs, and contracted Consultant firms lead by Parsons Transportation Group. The PDCs involved the local government planning staffs directly by including them on the Transportation Technical Advisory Committees (TTACs).

Recommendations

After significant instances of review and input sessions with County staff and the Board of Supervisors a set of seventy-seven recommendations were developed which are set out in the following table(s). The table (Table VII-15) includes a reference column, *Map. No*. that corresponds to related map locations of the projects (see Map VII-12).

The next column, *Location Information*, identifies the area in which the recommended project should take place.

The column, *Deficiencies*, sets out detailed information on the deficiency condition that was identified for the location identified. Deficiency for the Plan can be one of two types; an intersection or road segment may have some safety issues that reviewers felt may exist; secondly, an intersection or road segment may have exhibited levels of congestion currently or forecasted that was deemed to warrant identification as deficient.

The fourth column, *Recommendations*, may be further divided into short-term, mid-term, and long-term recommendations (depending upon the needs relative to the deficiency cited). They may also be delineated into actions to improve safety or reduce congestion or both as is needed given the deficiencies enumerated.

The final column, *Estimated Cost*, sets out the costs needed to address the improvement(s) cited in the Recommendations. As needed, the costs may be divided into Short-Term, Mid-Term, and Long-Term. Regardless, of cost statements by time period, a Total Cost is set out.

A total cost for the entire set of recommendations is $1,240,013,000. This amount is an unconstrained cost estimate for year 2035. A constrained plan cost would require an estimate of the funds flow to the County during the period of 2010 to 2035. This revenue forecast is not available at this time. If it were available, the planners would have the task of matching a set of the projects set out within the Recommendations table, whose costs, when totaled together, would approximate the 2010-2035 totals of revenues available for County projects. This would mean that the table of projects would be broken down into a constrained plan list and an unconstrained plan list; the latter in current planning parlance is called a 'Vision Plan." It should be expected, given the amounts of funds flowing currently for transportation projects, that the constrained list would be relatively short compared to the vision list of projects.

Table VII-15
Pittsylvania County Year 2035 Rural Long-Range Plan Project Recommendations

MAP NO.	LOCATION INFORMATION	DEFICIENCIES	RECOMMENDATIONS	ESTIMATED COST
1	US 58 (Martinsville Highway) at VA 841 (Whispering Pines Road)	Safety: High speeds in conjunction with horizontal curve alignment along both east and west approaches (right angle crash was observed during field review between eastbound and southbound vehicles). Too many access points to/from the Marathon Gas and Market in northeast quadrant. Access to/from Marathon Gas and Market along VA 841 is wide and lack definitions. Congestion: Vehicles from the southbound approach have difficulty finding gaps in mainline traffic flow. (Source: 1)	**Short-Term:** Safety: Consider reducing speed limit through the intersection. Check accident history and conduct warrant analysis. **Mid-Term:** Safety: Implement access management to close access point to Marathon Gas and Market along US 58 closest to the intersection, modify island and other access points to accommodate comfortable entry/exit. Improve definition of the access point along VA 841 by installing a raised grass island. Install directional arrows at all access points. Congestion: Consider signalization to provide gaps for Whispering Pines Road traffic based on preliminary warrant analysis. Installation of the signal would depend on full warrant analysis. (Source: 1)	Short-Term: $40,000 Mid-Term: $560,000 **TOTAL COST:** $600,000
2	VA 665 (Rockford School Road) at VA 642 (Shula Road)	Safety: Stop bars and centerline missing on both approaches of VA 665. Narrow lanes on VA 642. Approaches to VA 665 are skewed. (Source: 1)	**Short-Term:** Safety: Install stop bar and centerline on both approaches of VA 665. **Mid-Term:** Safety: Install appropriate turn lanes along VA 642 based on traffic volume demand. **Long-Term:** Safety: Improve skew of VA 665 approaches by realigning the south leg of VA 665. (Source: 1)	Short-Term: $40,000 Mid-Term: $500,000 Long-Term: $80,000 **TOTAL COST:** $620,000
3	VA 750 (Whitmell School Road) at VA 869 (Tunstall High Road)	Safety: Y-shaped intersection geometry causes driver confusion and unnecessary conflict points. Eastbound left turning vehicles have difficulty seeing northbound through traffic due to intersection geometry. (Source: 1)	**Mid-Term:** Safety: Reconfigure intersection to improve geometry. Reconfigure to a T-shaped intersection with left and right lanes on VA 869 and appropriate turn lanes on VA 750. (Source: 1)	Mid-Term: $900,000 **TOTAL COST:** $900,000
4	VA 40 (West Gretna Road) at VA 799 (Climax Road)	Safety: Local sources stated that intersection has had several severe accidents with fatalities involved. Northbound vehicles pull into path of oncoming eastbound vehicles. Stop bars missing on both northbound and southbound approaches. Several driveways too close to functional area of the intersection in the southwest quadrant. (Source: 1)	**Short-Term:** Safety: Install stop bars on northbound and southbound approaches. Install rumble strips upstream of the intersection on both approaches of VA 40. **Mid-Term:** Safety: Install left and right turn lanes on VA 40. Implement access management to consolidate driveways in southwest quadrant and clearly define entrance/exit point to grocery store. (Source: 1)	Short-Term: $40,000 Mid-Term: $600,000 **TOTAL COST:** $640,000
5	VA 665 (Rockford School Road) at VA 670 (Deer View Road)	Safety: Stop bars missing on both northbound and southbound approaches. Truck traffic observed making northbound to eastbound and westbound to southbound movements. Existing turn radii for northbound right turns and westbound left turns cannot accommodate truck traffic. Intersection and roadway not designed for truck traffic. (Source: 1)	**Short-Term:** Safety: Install stop bars on northbound and southbound approaches. **Mid-Term:** Safety: Improve northbound right turn radius and westbound left turn radius to accommodate truck traffic. **Long-Term:** Safety: Re-direct truck traffic. (look at aerial) (Source: 1)	Short-Term: $40,000 Mid-Term: $80,000 Long-Term: $100,000 **TOTAL COST:** $220,000
6	VA 40 (West Gretna Road) at VA 935 (Lotus Drive/Farmers Mountain Road)	Safety: Stop bars missing on both northbound and southbound approaches. Several driveways too close to functional area of the intersection. Traffic from VA 935 have difficulty finding sufficient gaps in VA 40 traffic flow. Congestion: Vehicles from both the northbound and southbound approaches have difficulty finding gaps in mainline traffic flow. (Source: 1)	**Short-Term:** Safety: Install stop bars and eliminate islands on both northbound and southbound approaches. **Mid-Term:** Safety: Consider signalization based on warrant analysis. Implement access management to consolidate driveways within functional area of the intersection. Congestion: Based on preliminary signal warrant analysis, warrant 3 is not met. Continue to monitor for future signalization. However, if signalization is considered under current conditions LOS would significantly improve as Farmers Mtn Rd traffic would find more gaps in mainline traffic flow. (Source: 1)	Short-Term: $40,000 Mid-Term: $200,000 **TOTAL COST:** $240,000
7	US 58 (Martinsville Highway) at VA 622 (Cascade Road/West Fork Road)	Safety: Westbound left turn lane is too short. Eastbound right turn taper lane and westbound through + right lane may be inadequate to accommodate right turn maneuvers based on speeds through the intersection. (Source: 1)	**Mid-Term:** Safety: Lengthen westbound left turn lane. Install westbound right turn lane and convert eastbound right turn taper to full right turn lane. Final installation of right turn lane will be based on a complete right turn lane warrant analysis. (Source: 1)	Mid-Term: $740,000 **TOTAL COST:** $740,000
8	VA 834 (Jones Mill Road) at VA 703 (Irish Road)	Safety: Both approaches along VA 703 have vertical and horizontal curve alignment issues. Westbound left turns are difficult to make across eastbound through vehicles due to limited stopping sight distance. (Source: 1)	**Short-Term:** Safety: Trim vegetation along north side of intersection to improve sight distance. **Long-Term:** Safety: Flatten horizontal curve alignment to improve sight distance. (Source: 1)	Short-Term: $40,000 Long-Term: $670,000 **TOTAL COST:** $710,000
9	VA 57 Business (Depot Street) at T1403 (Whitehead Street)	Safety: Drivers approaching railroad underpass from either approach on VA 57 cannot see vehicles in the underpass unless the headlights are on. High speeds observed westbound on VA 57 approaching underpass. Sight distance limited for vehicles on T-1403 to see vehicles travelling eastbound on VA 57. (Source: 1)	**Short-Term:** Safety: Install warning signage along both VA 57 approaches alerting drivers to entering side street vehicles and to reduce speeds. Install lighting in underpass to improve visibility of vehicles. **Long-Term:** Safety: Eliminate access to/from T-1403 (Whitehead Street) and provide new access approximately 400 feet to the east between VA 57 and Clement Street to improve sight distance and safer access to VA 57. Address circulation needs due to elimination of existing T-1403 access to VA 57. (Source: 1)	Short-Term: $40,000 Long-Term: $800,000 **TOTAL COST:** $840,000

MAP NO.	LOCATION INFORMATION	DEFICIENCIES	RECOMMENDATIONS	ESTIMATED COST
10	VA 40 (Vaden Drive) at T1303 (Coffey Street at Shopping Center)	Safety: Stop bar missing on northbound approach. Stop sign missing on southbound approach. Sidewalks with curb cuts provided on north side of the intersection but no crosswalk provided. (Source: 1)	**Short-Term:** Safety: Install stop bar on northbound approach. Install tear drop island on southbound approach and install stop sign in island and on right side. Provide ADA required crosswalk on north side of intersection. **Mid-Term:** Safety: Install eastbound left turn lane to accommodate shopping center traffic. (Source: 1)	Short-Term: $40,000 Mid-Term: $270,000 **TOTAL COST:** $310,000
11	VA 924 (East Hurt Road) at T668 (Ricky Van Shelton Drive)	Safety: Stop bar missing on VA 924. Minute Market access point closest to intersection on VA 668 and access point to T.A.'s Place are opposite each other and may promote unsafe movements and rear-end crashes as vehicles slow to turn into either driveway. Through traffic on northbound VA 668 use T.A.'s driveway to pass around vehicles waiting to turn left into Minute Market. (Source: 1)	**Short-Term:** Safety: Install stop bar on VA 924. **Mid-Term:** Safety: Implement access management to close the access point to Minute Market closest to the intersection. Modify island to improve circulation to/from gas pumps. (Source: 1)	Short-Term: $40,000 Mid-Term: $100,000 **TOTAL COST:** $140,000
12	US 29 at VA 792/VA 1307	Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period). (Source: 4)	**Long-Term:** Safety: Deficiency with low priority: Continue to monitor for potential improvements. (Source: 1)	**TOTAL COST:** $0
13	US 29 at VA 703 (Irish Road)	Safety: Crashes at this location exceed the planning threshold (nine crashes over three-year period). (Source: 4)	**Long-Term:** Safety: Deficiency with low priority: Continue to monitor for potential improvements. (Source: 1)	**TOTAL COST:** $0
14	VA 40 from Franklin County Limit to US 29 Bypass	Safety: Need for improvement was identified by SMS database. (Source: 2, 11)	**Long-Term:** Safety: SMS: Rural - 2 Lane 24 Feet; Smith Mountain Lake Study: Upgrade roadway to 12 foot lanes with 4 foot shoulders, straighten alignment, add left and right turn bays at all major routes. Access points should meet VDOT's access management guidelines. (Source: 2, 10)	Long-Term: $90,633,000 **TOTAL COST:** $90,633,000
15	VA 668 from VA 633 South to Hurt Town Limit	Congestion: Segment will operate at LOS D in 2035. (Source: 3)	**Long-Term:** Congestion: Rural - 4 Lane With Median (Source: 3)	Long-Term: $11,814,000 **TOTAL COST:** $11,814,000
16	US 29 Business from VA 1324 to US 29 North Bypass	Congestion: Segment will operate at LOS D in 2035. (Source: 3)	**Long-Term:** Congestion: Rural - 4 Lane With Median (Source: 1)	Long-Term: $11,708,000 **TOTAL COST:** $11,708,000
17	US 29 Business from US 57 North to US 29 South Bypass	Congestion: Segment will operate at LOS D in 2035. (Source: 3)	**Long-Term:** Congestion: Rural - 4 Lane With Median (Source: 1)	Long-Term: $14,906,000 **TOTAL COST:** $14,906,000
18	US 29 Business from VA 924 to Roanoke River	Congestion: Segment will operate at LOS D in 2035. (Source: 3)	**Long-Term:** Congestion: Rural - 4 Lane With Median (Source: 1)	Long-Term: $4,710,000 **TOTAL COST:** $4,710,000
19	VA 790 from VA 40 to VA 799	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 22 Feet (Source: 3)	Long-Term: $23,789,000 **TOTAL COST:** $23,789,000
20	VA 672 from VA 40 to VA 609	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 3)	Long-Term: $21,186,000 **TOTAL COST:** $21,186,000
21	VA 608 from VA 672 to VA 605	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 1)	Long-Term: $11,325,000 **TOTAL COST:** $11,325,000
22	VA 799 from VA 40 to VA 605	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 1)	Long-Term: $7,687,000 **TOTAL COST:** $7,687,000
23	VA 626 from VA 929 to VA 40	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 22 Feet (Source: 3)	Long-Term: $22,608,000 **TOTAL COST:** $22,608,000
24	VA 751 from VA 40 East to VA 626	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 22 Feet (Source: 3)	Long-Term: $24,963,000 **TOTAL COST:** $24,963,000

MAP NO.	LOCATION INFORMATION	DEFICIENCIES	RECOMMENDATIONS	ESTIMATED COST
25	VA 649 from VA 750 South to VA 626	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 1)	Long-Term: $30,768,000 **TOTAL COST:** $30,768,000
26	VA 634 from VA 665 South to US 29 Business	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 1)	Long-Term: $8,164,000 **TOTAL COST:** $8,164,000
27	VA 633 from VA 640 North to VA 668 North	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 3)	Long-Term: $17,256,000 **TOTAL COST:** $17,256,000
28	VA 633 from VA 668 South to VA 640	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 22 Feet (Source: 3)	Long-Term: $8,463,000 **TOTAL COST:** $8,463,000
29	VA 667 from Halifax County Limit to VA 40	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 1)	Long-Term: $14,098,000 **TOTAL COST:** $14,098,000
30	VA 703 from US 29 to VA 57	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 22 Feet (Source: 3)	Long-Term: $20,740,000 **TOTAL COST:** $20,740,000
31	VA 640 from VA 57 to VA 718	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 1)	Long-Term: $31,038,000 **TOTAL COST:** $31,038,000
32	VA 640 from VA 718 to Sandy Creek	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 1)	Long-Term: $26,031,000 **TOTAL COST:** $26,031,000
33	VA 716 from VA 726 to VA 360	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 3)	Long-Term: $23,570,000 **TOTAL COST:** $23,570,000
34	VA 713 from VA 730 to VA 729	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 22 Feet (Source: 3)	Long-Term: $15,505,000 **TOTAL COST:** $15,505,000
35	VA 713 from Halifax County Limit to VA 730	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 22 Feet (Source: 1)	Long-Term: $19,683,000 **TOTAL COST:** $19,683,000
36	VA 869 from VA 844 to VA 750	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 3)	Long-Term: $11,439,000 **TOTAL COST:** $11,439,000
37	VA 851 from VA 844 to VA 841	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 22 Feet (Source: 3)	Long-Term: $20,693,000 **TOTAL COST:** $20,693,000
38	VA 855 from VA 851 to US 58 West	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 3)	Long-Term: $6,167,000 **TOTAL COST:** $6,167,000
39	VA 708 from US 58 East to VA 862	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 1)	Long-Term: $1,625,000 **TOTAL COST:** $1,625,000
40	VA 622 from VA 857 to Henry County Limit	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 1)	Long-Term: $24,571,000 **TOTAL COST:** $24,571,000
41	VA 640 from VA 686 North to VA 57	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 3)	Long-Term: $27,212,000 **TOTAL COST:** $27,212,000

MAP NO.	LOCATION INFORMATION	DEFICIENCIES	RECOMMENDATIONS	ESTIMATED COST
42	VA 1001 from VA 924 to VA 634 West	Safety: Geometric Deficiency (Source: 3)	**Long-Term:** Safety: Rural - 2 Lane 24 Feet (Source: 3)	Long-Term: $9,786,000 **TOTAL COST:** $9,786,000
43	US 29 at VA 649 North	Congestion: Identified by local study for congestion improvements with short-term horizon. (Source: 11)	**Short-Term:** Congestion: Add intersection warning signs. (Source: 10)	Short-Term: $40,000 **TOTAL COST:** $40,000
44	US 29 at Cherrystone Road	Safety: Safety issues due to lack of turn lanes, driveway north of intersection does not meet spacing requirements. (Source: 11)	**Short-Term:** Safety: Add northbound left turn lane **Long-Term:** Safety: Close driveway and add southbound taper. (Source: 10)	Short-Term: $270,000 Long-Term: $100,000 **TOTAL COST:** $370,000
45	US 29 at Fishers Auto Parts crossover	Safety: Driveways do not meet spacing requirements and turn radius for U-turn vehicles is insufficient. (Source: 11)	**Long-Term:** Safety: Close driveway and add U-turn flare out for northbound U-turning vehicles. Sign crossover to prohibit southbound U-turns. (Source: 10)	Long-Term: $100,000 **TOTAL COST:** $100,000
46	US 29 at Atkins Truck Sales driveway	Safety: Trucks turning into driveway slow down in the mainline lanes of US 29. (Source: 11)	**Short-Term:** Safety: Add southbound right turn lane into main entrance (Source: 10)	Short-Term: $270,000 **TOTAL COST:** $270,000
47	US 29 south of gas station	Safety: Continuous right turn lane causes confusion where vehicles are turning. (Source: 11)	**Short-Term:** Safety: Truncate right turn lane by restriping shoulder and adding delineators (Source: 10)	Short-Term: $40,000 **TOTAL COST:** $40,000
48	US 29 at entrance to Chatham Center	Safety: Continuous right turn lane causes confusion where vehicles are turning. (Source: 11)	**Short-Term:** Safety: Truncate right turn lane by restriping shoulder and adding delineators (Source: 10)	Short-Term: $40,000 **TOTAL COST:** $40,000
49	US 29 at McDonald's and Hardee's	Safety: Driveways do not meet spacing requirements and are close to intersection. (Source: 11)	**Long-Term:** Safety: Close driveways as access is also provided by other roadway links. (Source: 10)	Long-Term: $50,000 **TOTAL COST:** $50,000
50	US 29 at SR 1434 (Samuel Harris Lane)	Congestion: Heavy right turn movement in southbound direction slows traffic in right lane of the mainline. (Source: 11)	**Short-Term:** Congestion: Add a southbound right turn bay. (Source: 10)	Short-Term: $235,000 **TOTAL COST:** $235,000
51	US 29 at SR 1437 (Woodlawn Academy Road)	Safety: Location of existing intersection provides poor sight distance in the northbound direction of US 29. (Source: 11)	**Long-Term:** Safety: Relocate intersection to the south approximately 600 feet and add right and left turn lanes in both directions of US 29. (Source: 10)	Long-Term: $1,680,000 **TOTAL COST:** $1,680,000
52	US 29 at Meadow's Service Center	Safety: Southbound right turning vehicles slow down and turn from mainline lanes due to lack of turn bay. (Source: 11)	**Short-Term:** Safety: Add southbound right turn bay (Source: 10)	Short-Term: $235,000 **TOTAL COST:** $235,000
53	US 29 at Copart Auto Auction median crossover	Safety: Location experiences heavy volume of right, left, and U-turning traffic and no turn lanes. (Source: 11)	**Short-Term:** Safety: Add southbound left and right turn lanes, and northbound left turn lane **Long-Term:** Safety: Close driveway to the south and add northbound right turn bay. (Source: 10)	Short-Term: $775,000 Mid-Term: $335,000 **TOTAL COST:** $1,110,000
54	US 29 at median crossover south of Copart Auto Auction	Safety: Tractor-trailers slow down in mainline lanes of US 29 for turning into storage facility. (Source: 11)	**Short-Term:** Safety: Add southbound right turn bay (Source: 10)	Short-Term: $235,000 **TOTAL COST:** $235,000
55	US 29 north of Pittsylvania Career and Technical Center	Safety: Crossover to the north does not have appropriate turn lanes. (Source: 11)	**Short-Term:** Safety: Add a new crossover to permit northbound U-turns only, add shoulder flare out to accommodate large vehicles (Source: 10)	Short-Term: $290,000 **TOTAL COST:** $290,000
56	US 29 at Chatham Middle School/Atkinson Truck Sales, County Solid Waste Center	Safety: Intersections' offset and closely-spaced driveways disrupt traffic flow and result in crashes. (Source: 11)	**Long-Term:** Safety: Add new median opening and combine the school & waste facilities driveways into a single access point. Close existing main school access. Relocate Atkinson driveway to opposite of median opening. Add southbound and northbound left and right turn lanes. Close existing median openings. (Source: 10)	Long-Term: $1,630,000 **TOTAL COST:** $1,630,000

MAP NO.	LOCATION INFORMATION	DEFICIENCIES	RECOMMENDATIONS	ESTIMATED COST
57	US 29 at Chatham Middle School	Safety: Southbound school buses have poor access. (Source: 11)	**Long-Term:** Safety: Add new median opening at existing school bus access to permit southbound left turning buses. The opening should permit southbound left turn movements for buses only. (Source: 10)	Long-Term: $210,000 **TOTAL COST:** $210,000
58	US 29 at Dry Fork Road	Congestion: Right turning vehicles slow through movements on the mainline. (Source: 11)	**Long-Term:** Congestion: Add southbound right turn lane. (Source: 10)	Long-Term: $235,000 **TOTAL COST:** $235,000
59	US 29 from US 29 Business (south of Chatham) to US 29 Business (north of Chatham)	Congestion: Identified by local study for congestion improvements with longer term horizon. (Source: 11)	**Long-Term:** Congestion: Upgrade roadway to 4-lane divided freeway standards on the existing alignment, which would include upgrading three existing interchanges at the following crossroads: Route 832, Route 685, Route 29 Business (north of Chatham). (Source: 10)	Long-Term: $8,840,000 **TOTAL COST:** $8,840,000
60	US 29 from US 29 Business (south of Gretna) to US 29 Business (north of Gretna)	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: Upgrade roadway to freeway standards on the existing alignment as a 4-lane divided facility. Would include two new interchanges at following crossroads: Route 40, Route 29 Business (north of Gretna) (Source: 10)	Long-Term: $39,418,000 **TOTAL COST:** $39,418,000
61	US 29 from US 29 Business (north of Gretna) to Pittsylvania/Campbell Corporate Limits (near Hurt)	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: Upgrade roadway to freeway standards on the existing alignment as a 4-lane divided facility. Would include one new interchange at Route 756 and upgrade existing interchange, at Route 29 Business (south of Hurt) (Source: 10)	Long-Term: $90,218,000 **TOTAL COST:** $90,218,000
62	US 29 at Route 924	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: Interchange Reconstruction (Source: 10)	Long-Term: $33,480,000 **TOTAL COST:** $33,480,000
63	US 29 at Route 29 BUS South of Hurt	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: Interchange Reconstruction (Source: 10)	Long-Term: $33,480,000 **TOTAL COST:** $33,480,000
64	US 29 at Route 756	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: New Interchange (Source: 10)	Long-Term: $44,290,000 **TOTAL COST:** $44,290,000
65	US 29 at Route 29 BUS North of Gretna	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: Interchange Reconstruction (Source: 10)	Long-Term: $33,480,000 **TOTAL COST:** $33,480,000
66	US 29 at Route 40	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: Interchange Reconstruction (Source: 10)	Long-Term: $33,480,000 **TOTAL COST:** $33,480,000
67	US 29 at Route 29 BUS South of Gretna	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: Interchange Reconstruction (Source: 10)	Long-Term: $33,480,000 **TOTAL COST:** $33,480,000
68	US 29 at Route 649	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: New Interchange (Source: 10)	Long-Term: $44,290,000 **TOTAL COST:** $44,290,000
69	US 29 at US 29 BUS	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: Interchange Reconstruction (Source: 10)	Long-Term: $33,480,000 **TOTAL COST:** $33,480,000
70	US 29 at Route 685	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: Interchange Reconstruction (Source: 10)	Long-Term: $33,480,000 **TOTAL COST:** $33,480,000
71	US 29 at VA 57	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: Interchange Reconstruction (Source: 10)	Long-Term: $33,480,000 **TOTAL COST:** $33,480,000
72	US 29 at Route 703	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: New Interchange (Source: 10)	Long-Term: $44,290,000 **TOTAL COST:** $44,290,000

MAP NO.	LOCATION INFORMATION	DEFICIENCIES	RECOMMENDATIONS	ESTIMATED COST
73	US 29 from Route 29 BUS North of Chatham to Route 29 BUS South of Gretna	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: New Road (Source: 10)	Long-Term: $50,740,000 **TOTAL COST:** $50,740,000
74	US 29 from Route 726 to Route 29 BUS South of Chatham	Congestion: Need for improvement was identified by Route 29 Corridor Study. (Source: 11)	**Long-Term:** Congestion: New Road (Source: 10)	Long-Term: $65,360,000 **TOTAL COST:** $65,360,000
75	VA 676 Over Whitehorn Creek	Safety: Identified as needing bridge replacement. (Source: 5)	**Short-Term:** Safety: Replace bridge (Source: 4)	Short-Term: $2,726,000 **TOTAL COST:** $2,726,000
76	VA 622 Over Cascade Creek	Safety: Identified as needing bridge replacement. (Source: 5)	**Short-Term:** Safety: Replace bridge (Source: 4)	Short-Term: $2,587,000 **TOTAL COST:** $2,587,000
77	US 29 from VA 803 to 1.37 Miles from US 29 Business	Safety: Identified as needing bridge replacement. (Source: 5)	**Short-Term:** Safety: Replace bridges in northbound and southbound directions (Source: 4)	Short-Term: $4,546,000 **TOTAL COST:** $4,546,000

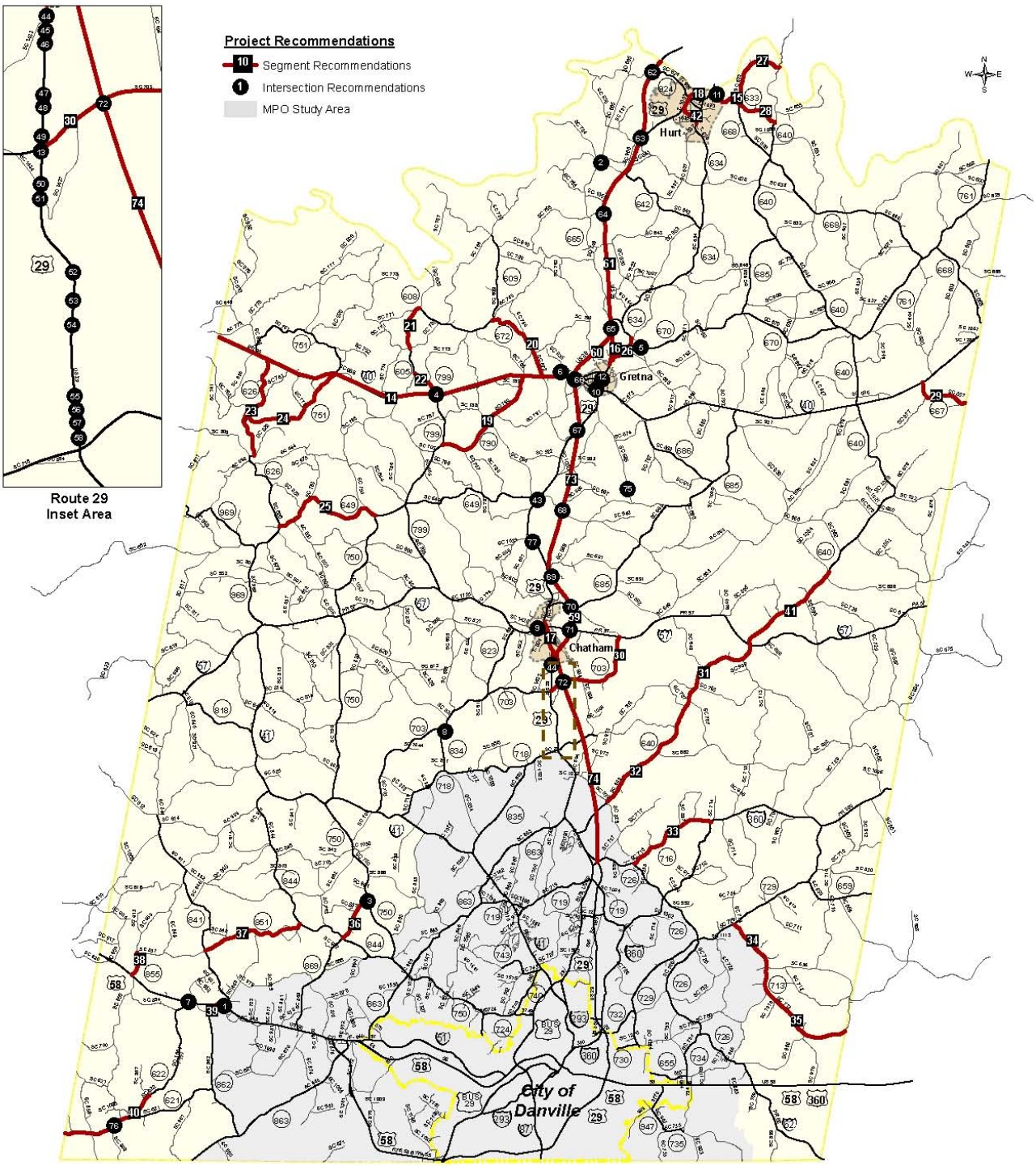
Source of Deficiencies:

1: SCP: Safety/Cong Priority List
2: SMS: SMS (State Mobility System)
3: SPS: SPS database
4: CDA: Crash Database
5: 6YR: Six Year Implement Program
6: SUA: Small Urban Area Plans
7: HRR: High Risk Rural Roads
8: STA: STARS project
9: LOC: Local Recommendations
10: TIA: Proffer/Traffic Impact Analysis
11: OTH: Others

Source of Recommendations:

1: DSL: DSL Studies
2: SMS: SMS (State Mobility System)
3: SPS: SPS database
4: 6YR: Six year transportation improvement program
5: SUA: Small Urban Area Plans
6: HRR: High Risk Rural Roads
7: STA: STARS project
8: LOC: Local Recommendations
9: TIA: Proffer/Traffic Impact Analysis
10: OTH: Others

Project Recommendations for Pittsylvania County
Employing the Rural Long-Range Planning Process, Map VII-12



Source: Virginia Department of Transportation & Parsons Transportation Group.

Prepared by West Piedmont Planning District Commission, May 2010; Revised October 2010.

VDOT has prepared and distributed to localities estimates of lane mile construction costs for various highway geometric designs. These are listed below:

Table VII-16
Costs per Lane Mile (CPM)
Typical Rural Section
2009

Facility	Width of Pavement (feet)	Cost Per Lane Mile ($)
Bikeway	5′	240,000
1-Lane	12′	330,000
2-Lane	18′	500,000
2-Lane	20′	830,000
2-Lane	22′	990,000
2-Lane	24′	1,400,000
3-Lane	36′	2,900,000
4-Lane, divided	48′	3,900,000
4-Lane, divided	48′ with 16′ raised median	4,100,000
4-Lane, divided	48′ with 28′ raised median	4,900,000
6-Lane, divided	72′	5,400,000
6-Lane, divided	72′ with depressed median	7,100,000
8-Lane, divided	96′	10,700,000

More refined cost estimates for near-term road improvement projects are reflected in the County's adopted Six-Year Secondary System Improvement Program. Reviewing these cost estimates per land mile and considering their costs with consideration for the deficient mileages now and what can be expected in the future, its is understandable that there are current concerns for the financing of much needed improvements in the Commonwealth and the County.

RECOMMENDED IMPROVEMENTS TO EXISTING FACILITIES FOR PLANNING HORIZON YEAR 2035

The Virginia Department of Transportation has employed its Statewide Planning System (SPS) to develop a review of existing facilities in Pittsylvania County to produce an extensive set of recommendations. The projects are projected to be accomplished by the Year 2035 -- the planning Horizon Year.

The entire list (all columns) is available through VDOT Lynchburg District Planning Engineer's office. The table that follows omitted some columns but keeps the key, column entries explained below:

Route No.:

The numbers denote the three- or four-digit VDOT route numbers used on the Virginia road network.

Facility Name:

Since the segments of the road network of Pittsylvania County are now given proper names in addition to VDOT route numbers and both are used and are important to the sheriff's department, emergency services, delivery firms, as well as VDOT, the names are listed beside VDOT route numbers.

Segment From; Segment To:

In order to denote the begin point and the end point of each recommended project, the intersecting routes to the project's roadway are given that are, at or near the beginning and ending of proposed construction work.

Improvement Length:

In order to given some indication of the size of an improvement, the length of the proposed improvement is given.

Horizon Year Rec Typical Section:

This column indicates the road cross section anticipated for the Year 2035 Horizon Year. In effect, the code/abbreviation indicates what the road should look like once the road segment is completed between now and the Year 2035. The codes are as follows: R2(24) = Rural 2-lane, 24-foot wide road surface, pavement edge-to-edge; R2(22) = Rural 2-lane, 22-foot wide road surface, pavement edge-to-edge; Rural 2-lane, 20-foot wide road surface, pavement edge-to-edge; R4D = Rural, 4-lane divided, typically 12-foot per lane; U4D = Urban, 4-lane divided, typically 12-foot per lane, curb, gutter.

Horizon Year Typical Section Cost:

This column employs the actual improvement length and multiplies it by an estimated, cost factor for [x dollars per mile] the applicable road type [for example, R2 (24), R2 (22), etc.]

Horizon Year Right-of-Way cost:

Using [ROW cost] factors for the road section types and the project lengths, VDOT calculates the cost of acquiring the necessary right-of-way needed to implement the improvement project.

Forecast Year Bridge Total Cost:

This is VDOT's estimated cost of a bridge or bridge improvement project that will need to be addressed when implementing a particular roadway project.

Horizon Year Total Cost:

These cost numbers are the grand totals for road construction work on a particular project, plus the right-of-way acquisition cost, plus any bridge related cost.

Keynotes:

The numbers in the table should be multiplied by $1,000; for example, the project near Gretna on Route 40, section from Route 751 over to Route 799, may cost $40,726,000, i.e. road work at $29,037,000; right-of-way at $7,259,000; and bridge work at $4,430,000. It should be noted that the Table's costs are estimated; however, VDOT uses real-world examples of costs for projects as similar as is practical to those set out in the Pittsylvania County Table.

Table VII-17
Recommended Improvements: Existing Facilities, Year 2035

ROUTE NO	FACILITY NAME	SEGMENT FROM	SEGMENT TO	IMPROVE-MENT LENGTH	HORIZON YR REC TYP SEC	HORIZ ON YR TYP SEC COST	HORIZO N YR RW COST	FCAST YR 4 BRIDGE TOTAL COST	HORIZON YR TOTAL COST
29	DANVILLE EXPRESSWAY	NCL DANVILLE	RTE 360 OFF RAMP	0.32	R4D	4198	1050	2800	8048
40	GRETNA RD	FRANKLIN CL	RTE 751 EAST	4.62	R2(24)	34881	8720	0	43601
40	GRETNA RD	RTE 751 EAST	RTE 799	3.9	R2(24)	29037	7259	4430	40726
40	GRETNA RD	RTE 799	RTE 672	3.96	R2(24)	29807	7452	1014	38273
40	GRETNA RD	RTE 672	RTE 29 BYPASS	1.05	R2(24)	7928	1982	0	9910
41	FRANKLIN TURNPIKE	RTE 864(HUNTING HILLS RD)	RTE 863 NORTH	1.1	R4D	8305	2076	0	10381
58	SOUTH BOSTON RD	RTE 1024	RTE 62	2.25	R4D	17290	4323	0	21613
609	BRIGHTS RD	RTE 672	RTE 768	3.5	R2(20)	11725	2931	0	14656
621	HUNTINGTON TRAIL	RTE 622	RTE 862	3.4	R2(20)	11367	2842	300	14509
626	MUSEVILLE ROAD	RTE 649	RTE 929	3.4	R2(22)	15266	3817	0	19083
626	MUSEVILLE ROAD	RTE 929	RTE 40	4.32	R2(22)	19078	4770	3333	27181
633	STONE MILL ROAD	RTE 640 NORTH	RTE 668 NORTH	2.8	R2(24)	15512	3878	0	19390
633	CLOVER ROAD	RTE 668 SOUTH	RTE 640	1.66	R2(22)	7453	1863	0	9316
634	PROSPECT STREET	RTE T-1001	SCL HURT	0.81	R2(24)	4487	1122	0	5609
640	JAVA ROAD	RTE 686 NORTH	ROUTE 57	4.23	R2(24)	23434	5859	0	29293
642		RTE 29	RTE 1018	2.4	R2(24)	13108	3277	1675	18060
649	ANDERSON MILL RD	RTE 603	RTE 750 SOUTH	2.45	R2(24)	13573	3393	0	16966
655	TOM FORK RD	ECL DANVILLE	CANE CREEK	1.22	R2(22)	3457	864	0	4321
655	TOM FORK RD	CANE CREEK	RTE 734	0.15	R2(22)	2694	674	0	3368
659	LAUREL GROVE RD	HALIFAX CL	RTE 729	2.6	R2(24)	14404	3601	0	18005
668	GRIT RD	RTE 640 NORTH	RTE 633 SOUTH	2.27	R4D			0	0
668	GRIT ROAD	RTE 633 SOUTH	SCL HURT	0.86	R4D			0	0
668	ADAMS STREET	SCL HURT	CAMPBELL CL	0.52	R4D			852	852
672	COTTON PATCH RD	RTE 40	RTE 609	3.21	R2(24)	17783	4446	0	22229
685	CHALK LEVEL RD	RTE 690	RTE 40	4.71	R2(22)	21054	5264	990	27308
703	IRISH ROAD	RTE 838	RTE 834 SOUTH	3.26	R2(24)	18282	4571	0	22853
703	IRISH ROAD	RTE 834 SOUTH	RTE 29	4.6	R2(24)	25141	6285	3061	34487
703	TIGHTSQUEEZE RD	RTE 29	RTE 57	3.89	R2(22)	17466	4367	0	21833
713	ROCK SPRINGS ROAD	RTE 730	RTE 729	3	R2(22)	13470	3368	0	16838
716	KEELING DR	RTE 726	RTE 360	3.6	R2(24)	19944	4986	0	24930
718	DRY FORK RD	RTE 41	RTE 836 EAST	5.25	R2(24)	29085	7271	0	36356
719	LAWLESS CREEK RD	RTE 29	RTE 360	2.57	R2(24)	13933	3483	2714	20130
721	LIVESTOCK RD	RTE 29	UAB/RAILROAD TRACK	0.02	R2(24)	1219	305	0	1524
721	LIVESTOCK ROAD	UAB/RAILROAD TRACK	RTE 719	0.83	R2(24)	3330	1665	1451	6446
726	RINGGOLD DEPOT RD	RTE 58	RTE 655	1.38	R2(24)	7645	1911	0	9556
726	RINGGOLD CHURCH RD	RTE 730 NORTH	RTE 729	4.13	R2(24)	22936	5734	0	28670
726	RINGGOLD CHURCH RD	RTE 729	RTE 360	2.04	R2(24)	11302	2826	0	14128
726	MALMAISON RD	RTE 360	RTE 29	3.47	R2(24)	19224	4806	0	24030
729	KENTUCK RD	RTE 730	NCL DANVILLE	0.08	R4D	393	98	2340	2831
732	LITTLE CREEK RD	RTE 729	ECL DANVILLE	1.22	R2(24)	6759	1690	0	8449
735	CEDAR RD	RTE 947	RTE 734	0.65	R2(22)	2919	730	0	3649
740	IRIS LANE	RTE 724	RTE 743	1.81	R2(24)	9972	4986	0	14958
743	ORPHANAGE RD	RTE 41	RTE 740	0.15	R2(24)	831	416	0	1247
750	MOUNT CROSS RD	NCL DANVILLE	RTE 724	0.75	U4D	9188	4594	0	13782
750	MOUNT CROSS RD	RTE 724	RTE 746	1.59	U4D	19478	4870	0	24348
750	MOUNT CROSS RD	RTE 746	RTE 844	2.63	R4D	19857	4964	0	24821
750	MOUNT CROSS RD	RTE 844	RTE 883	0.02	R4D	151	38	0	189
750	WHITMELL SCHOOL RD	RTE 883	RTE 866	3.48	R2(24)	19279	4820	0	24099
750	WHITMELL SCHOOL RD	RTE 866	RTE 41 WEST	3.19	R2(24)	17673	4418	0	22091
750	WHITMELL SCHOOL RD	RTE 41 EAST	RTE 612	2.78	R2(24)	15274	3819	1133	20226
750	STRAWBERRY RD	RTE 612	RTE 829	3.38	R2(22)	15149	3787	274	19210
750	STRAWBERRY RD	RTE 829	RTE 57	0.71	R2(22)	3188	797	0	3985
751	GRASSLAND DRIVE	RTE 40 EAST	RTE 626	4.74	R2(22)	21395	5349	256	27000
790	PINEY ROAD	ROUTE 40	RTE 799	4.38	R2(22)	19666	4917	0	24583
799	CLIMAX ROAD	RTE 649	RTE 790	2.62	R2(24)	14515	3629	0	18144
818	MAPLETON DRIVE	RTE 840	RTE 57	0.49	R2(22)	2200	550	0	2750
823	CONCORD ROAD	RTE 57	RTE 703	2.69	R2(22)	12078	3020	0	15098
834	JONES MILL RD	RTE 718 WEST	RTE 703 SOUTH	1.6	R2(22)	7162	1791	221	9174
841	WHISPERING PINES RD	RTE 851	RTE 882	3.7	R2(22)	16617	4154	1344	22115
844	MOUNT CROSS ROAD	RTE 750	RTE 868	0.93	R2(24)	5152	1288	0	6440
851	SUGARTREE CHURCH RD	RTE 844	RTE 841	3.87	R2(22)	17215	4304	1680	23199
855	MARTIN DRIVE	RTE 851	RTE 58 WEST	0.9	R2(24)	4986	1247	0	6233
863	BERRY HILL RD	NORTH CAROLINA SL	RTE 862	1.97	R2(24)	10914	2729	0	13643
863	BERRY HILL RD	RTE 862	RTE 878	4.54	R2(24)	25152	6288	0	31440
863	BERRY HILL RD	RTE 878	.78 MI NORTH RTE 878	0.78	R2(24)	4321	1080	0	5401
863	BERRY HILL RD	.78 MI NORTH RTE 878	RTE 58	0.38	R2(24)	2105	526	0	2631
863	MOOREFIELD BRIDGE RD	WCL DANVILLE	RTE 873	0.5	R2(24)	2770	693	0	3463
863	MOOREFIELD BRIDGE RD	RTE 750	RTE 746	3.39	R2(24)	18692	4673	805	24170
863	LANIERS MILL RD	RTE 746	RTE 719	0.75	R2(24)	4155	1039	0	5194
863	ROBERTSON LANE	RTE 41	RTE 29	3.85	R2(24)	21179	5295	1357	27831
869	STONY MILL RD	RTE 844	RTE 750	1.8	R2(24)	9972	2493	0	12465
924	POCKET RD	WCL HURT	RTE 29 BYPASS	1.1	R2(24)	6094	1524	0	7618
947	MOUNTAIN HILL RD	RTE 735	UAB DANVILLE	0.93	R2(24)	5152	1288	0	6440
947	MOUNTAIN HILL RD	UAB DANVILLE	SCL DANVILLE	0.17	R2(24)	942	236	0	1178
1001	SPENCER RD	RTE T-924	RTE T-634	1.22	R2(24)	6759	3380	0	10139

DANVILLE (PITTSYLVANIA) LONG-RANGE TRANSPORTATION PLAN

The Danville (Pittsylvania) Metropolitan Planning Organization (MPO), as noted earlier, develops a Long-Range Transportation Plan periodically; updates of the prior Plan are to be provided every five years. The former Plan was adopted by the MPO in 2004; the new Plan was completed in 2010. An interim Long-Range Transportation Plan was adopted by the MPO on November 30, 2009; this Plan stayed in effect until the Year 2035 plan was adopted in August 2010.

The MPO is the designated transportation planning entity for the Metropolitan Planning Study Area; the MPO is required to have an adopted, up to date Long Range Transportation Plan. For projects on the federal assisted portion of the transportation network to receive federal aid the project desired must be included in the adopted long range transportation plan. The Plan's development occurs in a cooperative and coordinated effort that includes assistance of staffs from the VDOT Central Office, VDOT District Office, VDOT Residency Administrator, Pittsylvania County, City of Danville, MPO Administrator/WPPDC, and typically a consultant team. The current plan was assisted in substantial part by URS Corporation of Richmond.

The following table sets out projects from the new "Constrained" Year 2035 Plan. A second table sets out the projects from the "Vision" Year 2035 Plan. The Constrained Plan projects are those projects that can be funded with federal and state dollars that are forecasted to be available for project use in the period 2010 through 2035. A map (Map VII-13) showing project locations keyed to the table is also presented.

Table VII-18
Constrained Plan Projects List

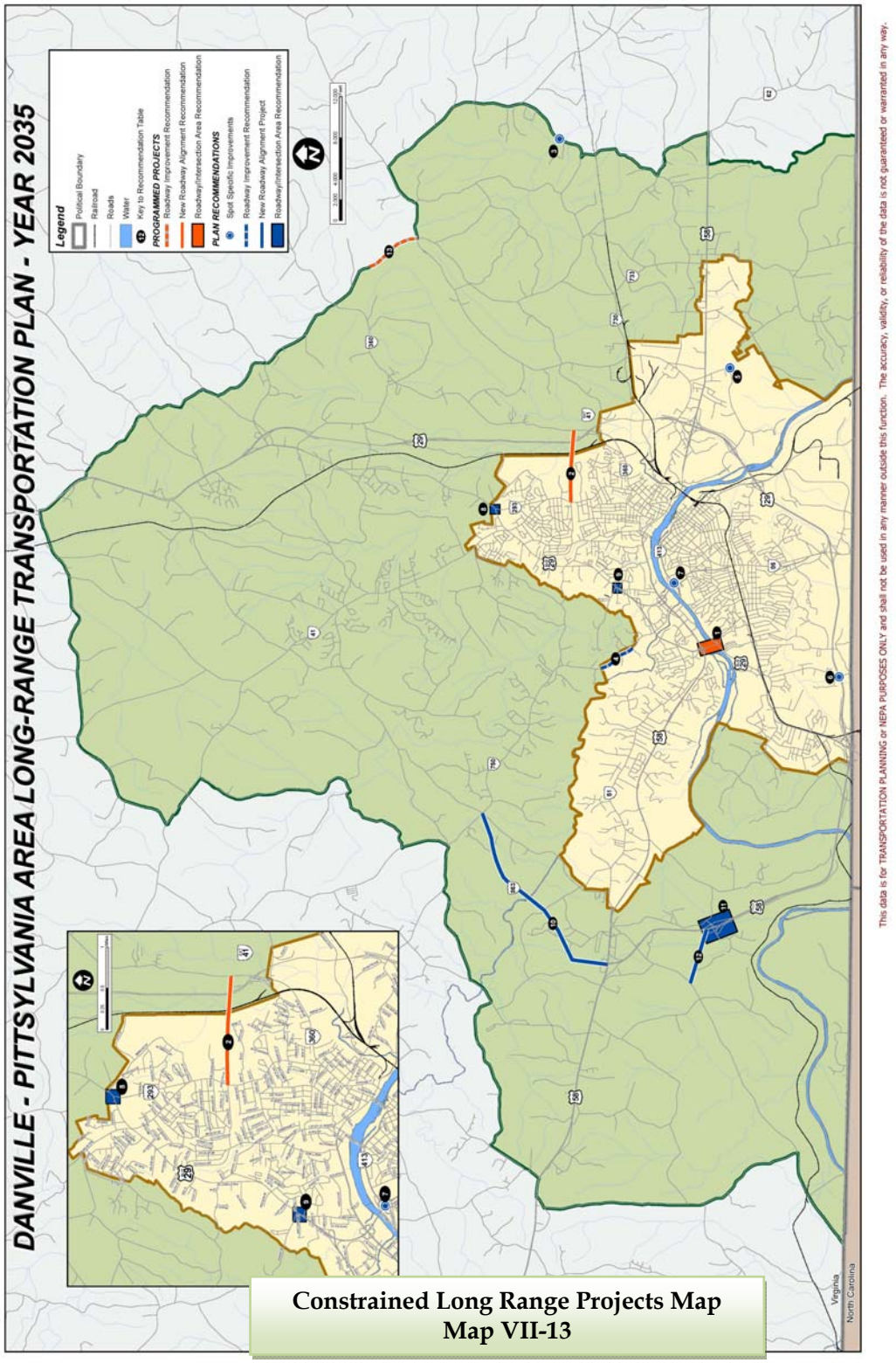
Map Key (1)	Project Description (From/To)	Estimated Cost (2)	Locality	Remarks
1	Robertson Bridge	$48,288,000	City of Danville	Replace Robertson Bridge and Improve Approaches
2	VA 41 Extension -- US 29 Bypass to VA 293	$38,172,000	Pittsylvania County	Construct new roadway (Route 265-Franklin Turnpike Connector)
3	Sandy Creek Bridge Replacement (Rt. 730)	$2,040,000	Pittsylvania County	Replace Bridge
4	Mt. Cross (Rt. 750) - City Line to Old Mt. Cross	$22,050,000	City of Danville	Widen to 4 Lanes
5	Airport Dr. at Stinson Dr.	$830,000	City of Danville	Geometric improvements

Map Key (1)	Project Description (From/To)	Estimated Cost (2)	Locality	Remarks
6	US 29 Bypass at Elizabeth Street (Rt. 1128) - Ramp and Road Improvements	$9,690,000	City of Danville	Improvements to the ultimate interchange ramps as well as improvements on Elizabeth St. and Holland Road
7	US 29 (Central Boulevard) at VA 413 (Memorial Drive)	$1,950,000	City of Danville	Improve alignment of southbound to westbound ramp
8	Piney Forest Road (US 29 Bus.) at North Main Street (VA 293)	$3,550,000	City of Danville	Upgrade and signalize intersection, modify circulation patterns (including re-alignment of Seminole Drive)
9	Piney Forest Road and Central Boulevard at (US 29 Bus.) -- Piney Forest Road to Parker Road	$11,670,000	City of Danville	Intersection and circulation improvements (includes shift of Piney Forest Road connection to opposite Parker Road)
10	VA 863 -- US 58 to 0.8 miles south of VA 750	$33,010,000	Pittsylvania County	Construct roadway on new alignment
11	Oak Ridge Farms Interchange (w/ US 58 Bypass)	$11,160,000	Pittsylvania County	Interchange improvements
12	Mega Park Connector Road - Oak Ridge Farms Interchange (w/ US 58 Bypass) to Megapark	$26,520,000	Pittsylvania County	Construct 4-lane roadway on new alignment
13	VA 726 (Kentuck Church) -- Rt. 729 to 0.1 MS VA 360	$6,820,509	Pittsylvania County	Reconstruct 2 lane (UPC #954)
N/A	Safety/ITS/Operational Improvements	$4,500,000	N/A	Various Improvements
N/A	Transportation Enhancements/ Byway/Other Non-traditional Transportation Projects	$284,348	N/A	Various Improvements
N/A	Rail Crossing Safety	$40,582	N/A	Various Improvements
N/A	Bridge Rehabilitation/Replacement/ Reconstruction	$8,090,896	N/A	Various Improvements

NOTES:

(1) Map ID number matches number on Constrained Long Range Projects Map, Map VII-13.

(2) Planning-level cost estimates based on average estimates for typical section or project description. Inflation has been included in estimate computation.



Constrained Long Range Projects Map
Map VII-13

VISION PLAN PROJECTS

In the process of developing the Long-Range Transportation Plan, it was recognized that there were desirable projects that needed to be included in the Constrained Plan, but because of the total cost estimate for these being so high versus the funds forecasted to be available in the period between the present and the horizon Year 2035, the projects would need to be relegated to a "Vision" Plan. A number of key projects occupy the initial listings; they include: intersection and circulation improvements on Piney Forest Road; further extension of Route 41; safety and access management work on Route 58 east; improvements to Airport Drive at Stinson Drive; improvement on the US 29 Bypass at Elizabeth Street. A number of these are also more reasonable as to cost estimates as compared to the latter half of the project list. A map (Map VII-14) illustrating project locations keyed to the table is also provided.

Table VII-19
Vision Plan Projects List

Map Key (1)	Project Description (From/To)	Estimated Cost (2)	Locality	Remarks
1	Piney Forest Road (US 29 Bus.) -- Audubon Drive to Beaver Mill Road	$20,700,000	City of Danville	Intersection and circulation improvements (includes shift of Beaver Mill Road/ Wendell Scott intersection; connect Pineview Drive and Deer Run Road to Beaver Mill Road)
2	VA 41 Extension -- VA 730 (0.4 miles west of VA 729) to VA 360/US 29 Bypass	$29,600,000	Pittsylvania County	Construct roadway on new alignment
3	S. Boston Rd. (US 58) - Rt. 29 Exp. To City Line	$7,500,000	City of Danville	Safety & Access Management
4	S. Boston Rd. (US 58) – City Line To Ringgold Depot Rd. (Rt. 726)	$5,800,000	Pittsylvania County	Safety & Access Management
5	Airport Dr. at Stinson Dr.	$1,500,000	City of Danville	Geometric improvements
6	US 29 Bypass at Elizabeth Street (Rt. 1128) - Ramp and Road Improvements	$13,000,000	City of Danville	Improvements to the ultimate interchange ramps as well as improvements on Elizabeth St. and Holland Road

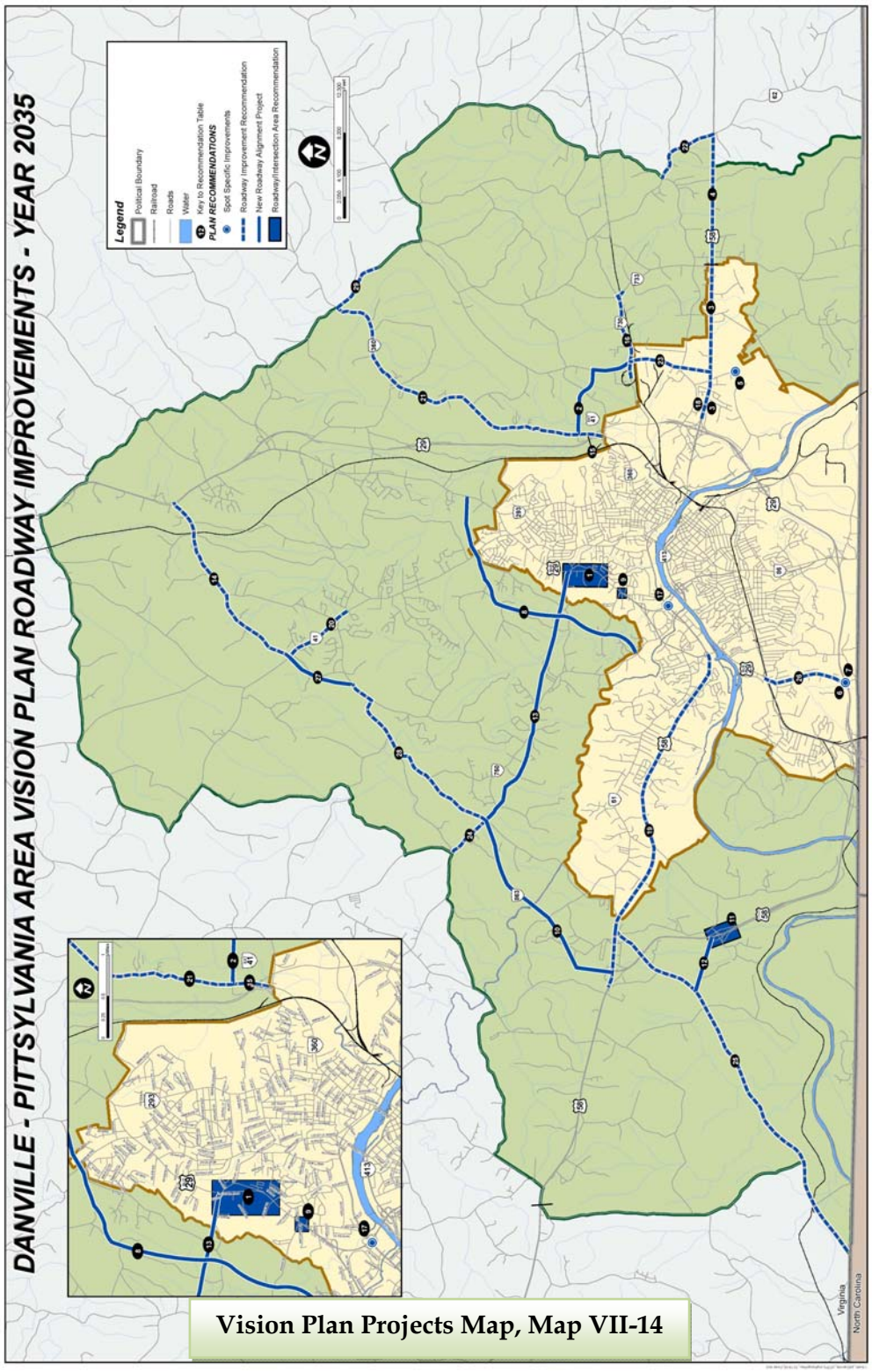
Map Key (1)	Project Description (From/To)	Estimated Cost (2)	Locality	Remarks
7	US 29 Bypass at Elizabeth Street (Rt. 1128) - Bridge Construction	$10,500,000	City of Danville	Bridge Construction across Rt. 29 and bridge approaches
8	Piney Forest Parkway (US 29 Bus.) -- Mt. Cross Rd. to US 29 Bus.	$156,000,000	Pittsylvania County/City of Danville	Construct 4-lane parkway on new alignment
9	Piney Forest Road and Central Boulevard (US 29 Bus.) at -- Piney Forest Road to Parker Road	$13,400,000	City of Danville	Intersection and circulation improvements (includes shift of Piney Forest Road connection to opposite Parker Road)
10	VA 863 -- US 58 to 0.8 miles south of VA 750	$59,600,000	Pittsylvania County	Construct roadway on new alignment
11	Oak Ridge Farms Interchange (w/ US 58 Bypass)	$15,000,000	Pittsylvania County	Interchange improvements
12	Mega Park Connector Road - Oak Ridge Farms Interchange (w/ US 58 Bypass) to Berry Hill Road (VA 863)	$35,600,000	Pittsylvania County	Construct 4-lane roadway on new alignment
13	VA 750 (Mount Cross Parkway) -- VA 863 to US 29 Business (Piney Forest Road)	$150,000,000	Pittsylvania County/City of Danville	Construct 2-lane parkway on new alignment (in 4-lane ROW)
14	VA 863 -- VA 41 to US 29	$32,000,000	Pittsylvania County	Improve two-lane facility
15	VA 360 -- Danville corporate limits to VA 41 Extension	$17,500,000	Pittsylvania County	Widen to four lanes
16	VA 730 and 733 -- VA 41 Extension to 0.1 miles south of railroad tracks on VA 733	$28,700,000	Pittsylvania County	Reconstruct to current two-lane standards, includes improvements to intersection at VA730/ VA 733
17	Interchange at US 29 Bus. and US 58 Bus.	$87,500,000	City of Danville	Reconstruct interchange of US 29 Bus. and US 58 Bus.
18	US 58 Widening - from 29 Bypass to Rt. 729	$29,800,000	City of Danville	Widen to 6-lanes
19	Riverside Drive (US 58 Bus.) Piedmont Dr. to Westover Dr.	$13,300,000	City of Danville	Safety & Access Management

Map Key (1)	Project Description (From/To)	Estimated Cost (2)	Locality	Remarks
20	VA 41 -- VA 719 west to VA 863	$41,500,000	Pittsylvania County	Widen from 2 to 5 lanes
21	VA 360 -- VA 41 Extension to study area boundary	$57,000,000	Pittsylvania County	Improve two-lane facility
22	VA 726 -- US 58 to Rt. 655	$13,000,000	Pittsylvania County	Improve 2-lane facility
23	VA 729 (Kentuck Road) -- US 58 to VA 730	$30,900,000	City of Danville	Widen to four lanes
24	VA 750 -- VA 863 to VA 883 (study area boundary)	$18,600,000	Pittsylvania County	Widen to four lanes
25	VA 863 -- Study area boundary (North Carolina line) to US 58	$76,000,000	Pittsylvania County	Improve two-lane facility
26	Elizabeth Street/Edgewood Drive - - US 29 to US 29 Business	$15,000,000	City of Danville	Improve two-lane facility
27	VA 863 -- 0.5 miles south of VA 719 to VA 41	$15,600,000	Pittsylvania County	Construct roadway on new alignment
28	VA 863 -- 0.8 miles south of VA 750 to 0.5 miles south of VA 719	$38,000,000	Pittsylvania County	Improve two-lane facility
29	VA 726 (Kentuck Church Rd) -- .7 mi. north of VA 729 to intersection of VA 360	$24,400,000	Pittsylvania County	Improve two-lane facility

NOTES:

(1) Map ID number matches number on Transportation Vision Plan Map, Map VII-14.

(2) Planning-level cost estimates based on average estimates for typical section or project description. Inflation has been included in estimate computation.



Vision Plan Projects Map, Map VII-14

POLICIES

SECONDARY STREET ACCEPTANCE REQUIREMENTS (SSAR) DEVELOPMENT REGULATIONS

The Commonwealth Transportation Board (CTB) approved the Secondary Street Acceptance Requirements (SSAR) at its meeting on February 19, 2009. These regulations became effective upon its submittal to the Registrar of Virginia, which took place on March 9, 2009. The SSAR supersedes the 2005 edition of the Subdivision Street Requirements (SSR). The regulation establishes requirements that newly constructed streets will need to meet to be accepted into the secondary system of state highways for perpetual public maintenance. The Virginia Department of Transportation (VDOT) recognized that all parties involved with the development process will need to become familiar with the contents of the SSAR. Therefore, during April 2009, VDOT conducted 12 statewide educational sessions for local governments, the development community, the general public, and VDOT staff. Also VDOT has offered to provide additional SSAR training to localities, development firms, and community organizations.

VDOT staff has prepared a number of documents to assist interested parties in the interpretation and application of this new regulation. These include: SSAR regulation document; SSAR guidance document; SSAR presentation; Virginia Area type map; Road Design Manual Appendix B(1); upcoming VDOT secondary street inspection manual.

SSAR Overview. Recently, the number of streets being accepted into the system and the levels of congestion has increased while transportation funding has decreased, resulting in a situation where existing policy must be revisited. The most significant aspect of the revised regulation is that it introduces a change in public policy regarding the design and function a street must meet in order to be added to the state system. In essence, the regulation revises the public-private partnership between the Commonwealth and the development community.

The Commonwealth agrees to maintain streets built by developers and accepted by counties to the benefit and marketability of their developments. In exchange, the developer must build streets that connect with the surrounding transportation network in a manner that enhances the capacity of the overall transportation network and accommodates pedestrians.

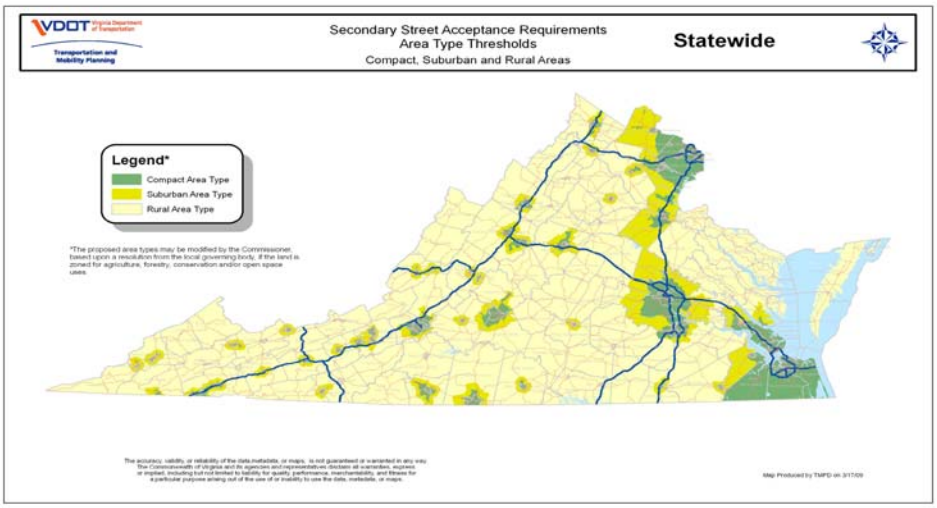
The following describes the policies within the SSAR which are new to Virginia:

1. Area types – The division of the state into three categories based on long-term local, regional and federal planning boundaries. The area types recognize the

diversity of development and infrastructure needs throughout the Commonwealth by establishing graduated connectivity standards for developments based on the area type in which they are located. These area types include Compact, Suburban, and Rural.

2. Connectivity – Standards to ensure connectivity of streets between adjacent developments and undeveloped parcels. Improved connection of newly constructed secondary streets to the existing street network and future developments will improve the network's overall efficiency.
3. Add streets to the system as network additions – The acceptance of new streets for a phase or an entire development as a single addition instead of acceptance of each street individually.
4. Pedestrian accommodations – Standards to ensure that pedestrian accommodations are provided where appropriate.
5. Context sensitive street design – Revised street design requirements to provide initial design that will serve as built-in traffic calming and help ensure appropriate vehicular speeds. The SSAR also offers increased flexibility to use low impact development techniques to help reduce stormwater runoff.
6. Third-party inspections – the creation of an alternative to traditional VDOT inspection of additions to the secondary system.

New development proposals initially submitted to counties and VDOT after June 30, 2009, must comply with the requirements of the SSAR.



The SSAR regulations are a result of legislation introduced at the request of Governor Tim Kaine and unanimously adopted by the General Assembly during the 2007 Session. The legislation is identified as: Chapter 382 of the 2007 Acts of Assembly (SB1181) added § 33.1-70.3 to the Code of Virginia. The legislation requires the CTB to develop the SSAR to determine the conditions and standards that must be met before secondary streets constructed by developers, localities and entities other than VDOT, will be accepted into the state secondary system for maintenance by VDOT.

Based on §33.1-70.3, the SSAR was developed to specifically include three legislative goals: ensuring the connectivity of road and pedestrian networks with the existing and future transportation network; minimizing stormwater runoff and impervious surface area; and addressing performance bonding needs of new secondary streets and associated cost recovery fees. These provisions will help ensure that streets built by developers will enhance the overall capacity of the transportation network by providing additional transportation connections to adjacent developments.

In the past, many developments had been built with only one ingress and egress point. Developments with this type of street network place an unsustainable burden on the regional transportation network by requiring that all trips – both local and long-distance – use the regional transportation network. Additional transportation connections between adjacent developments will allow local trips and the local portion of long-distance trips to remain on local streets.

TRANSPORTATION POLICY ISSUES

The following transportation issues emerged during the discussions and analysis undertaken as part of the preparation of this plan.

Like many jurisdictions in Virginia, Pittsylvania County's need for road improvements is outpacing available funding for roads. Limitations of state transportation funding and competing priorities for local funds have resulted in the deferral of needed road improvements. A quick analysis of the County's Secondary Six-Year Improvement Program and the tabulations of deficient road lane mileage show that fully funding identified road needs will require fiscal resources from sources not yet identified.

The current fiscal environment for road funding necessitates that the County be proactive in transportation planning. The following initiatives are recommended:

COUNTY-WIDE ACCESS MANAGEMENT PROGRAM

The County's highways are an important public resource and represent a major public investment that should be preserved. They provide the means for residents' trips to work, to shop, to go to school, to travel. Highways are essential for commerce, trade and tourism. Yet, as land develops along a road, the potential exists for highway corridors to become lined with numerous, closely spaced entrances, traffic signals, and median openings - many of which do not have proper left/right turn lanes. These deficiencies lead to a high rate of accidents, congestion, and a reduction in the traffic carrying capacity of the road.

The goal of access management is to achieve a safe and efficient flow of traffic along a roadway while preserving reasonable access to abutting properties. By applying a set of traffic control methods, the quality of the County's network of roads can be maintained and improved. Techniques for managing access include:

- Standards for the location, spacing, and design of driveway entrances;
- Median treatments;
- Providing exclusive right and left turn lanes;
- Connecting the parking lots and streets of neighboring land uses; and,
- Increasing the distance between traffic signals.

Pittsylvania County, in partnership with VDOT and the West Piedmont Planning District Commission, has initiated an access management study for portions of Route 29. Localities that have implemented access management controls have reduced traffic related accidents, injuries, and fatalities; have enhanced the economic vitality of the area by providing a more efficient movement of people and goods; and reduced the need for expensive road widening improvements. For example, studies have demonstrated that a four-lane highway with good access management can serve as many vehicles as a six-lane highway. It is less expensive to control access than to build new highways.

Access management objectives can be achieved through land use strategies that discourage strip development and promote clustering of land uses into commercial/residential nodes near existing developed areas and at major highway intersections. The functional classification of the road network and the location of future land uses should be coordinated so they compliment each other.

Corridor access management plans or overlay districts can be used to prevent future access problems and to provide solutions to existing issues on high priority corridors. A highway corridor is analyzed in terms of roadway design, traffic characteristics, existing and future land use, and existing access points. The study would recommend standards and policies for medians, signal location, entrance spacing, inter-parcel connections, turn lanes, and clustering of land development within the corridor. Certain measures may need to be implemented over time - for example, the addition of more parking to accommodate an expansion of a business can be used to consolidate entrances, install turn lanes, and link adjacent land uses.

A County program would seek to include access management standards in the zoning and subdivision ordinances. These would include entrance, median crossover, and traffic signal spacing and design standards; requirements for joint access and inter-parcel connections; cluster zoning and minimum lot frontage; and rules for reverse frontage lots in subdivisions. Enforcement of County standards and regulations can be achieved through site plan and subdivision plat review. Traffic impact studies can be required for larger developments during the rezoning process.

Coordination is important at every stage of access management, from the development of the programs and studies, to the review of development proposals. Access management decisions will involve input from various County Departments (i.e. Planning, Fire and Emergency Services), the Planning Commission, and the VDOT Residency and District staff. Successful coordination and collaboration between agencies is necessary to manage access effectively.

HIGHWAY CORRIDOR OVERLAY DISTRICT

The consultant studies included provision of a template for a future ordinance section that can be developed by the Planning Commission and staff and then inserted into the County Zoning Ordinance. This template is for a Highway Corridor Overlay District that will go far to assist the County in implementation of the access management program in the future on not only the two segments of US Route 29 but other segments on US Route 29 and on US Route 58, east and west of Danville.

IDENTIFY AND PROTECT CRITICAL TRANSPORTATION CORRIDORS

In the future, as the population of Pittsylvania County continues to grow, transportation planning will become increasingly important. Of particular importance will be the identification and protection of the necessary rights-of-way for new or expanded road corridors.

Identifying the need for new and expanded road corridors is a technical process based upon current traffic volumes and patterns, and projecting expected increases and road needs due to community growth and changes in land use patterns. Protecting the identified corridor is a

more challenging endeavor. Funding limitations generally limit local government's ability to control the rights-of-way in advance of when they will be required. Zoning and subdivision standards can be used to help ensure structures and private facilities are not located in areas that will be needed for rights-of-way.

Pittsylvania County should identify and protect new road corridors and identify existing road corridors in need of expansion. In addition, the County should adopt zoning and subdivision ordinance amendments to require the reservation of rights-of-way identified as necessary for future road improvements. Finally, if new future road corridors are identified in future planning documents, the County should adopt an amendment to this plan to formally designate each identified corridor.

PROMOTE A BALANCED TRANSPORTATION SYSTEM

As stated previously, Pittsylvania County's transportation system is comprised of more than just highways. Air transportation, rails facilities, bikeways and pedestrian facilities are all elements of the County's transportation network. Although its authority and resources are limited, the County should continue to promote a balanced transportation system. Specifically the County can:

- Encourage the development of transit and rail options for County citizens.
- Request that bike lanes, consistent with the year 2005 Regional Bikeway Plan, be incorporated into VDOT road projects. The County's subdivision and zoning ordinances should be reviewed to ensure compatibility with bike and pedestrian facilities.
- Encourage and look for new ways to improve secondary roads including new funding sources.

LINK TRANSPORTATION AND LAND USE DECISIONS

Understanding the role that land use decisions play in transportation efficiencies (or inefficiencies) is critical if the County is to have a safe and adequate highway network. The County must evaluate all future land use decisions partially on the basis of how well the proposed land use preserves the integrity of the safety and capacity of the transportation system. Pittsylvania County can also be very proactive in ensuring transportation efficiencies. For example, the County can:

- Work with VDOT and the MPO to periodically update the regional thoroughfare plan. Ensure that all updates take into consideration the land use and growth management recommendations contained in this plan.

- Adopt new zoning and subdivision ordinances that contain standards and requirements for access management, traffic calming, and rights of way dedication.
- Require traffic impact studies for all new development expected to generate or attract over 250 vehicles per day.
- Evaluate all rezoning and special exception requests partially on the basis of the proposed land use impact on the County's transportation system.
- Plan and locate major capital facilities partially on the basis of how the facility will affect the direct and indirect demands on the County's transportation network.

GOALS, OBJECTIVES AND IMPLEMENTATION STRATEGIES

TRANSPORTATION

Goal # 1

To develop and maintain a safe and efficient transportation system.

Objective #1

To establish and maintain a level of service of "C" or better for all secondary and primary highway intersections in the County.

Strategies

1. On an annual basis, work with the Virginia Department of Transportation to prepare a six-year secondary road improvement plan based upon locally identified needs and available resources.

2. Work with the General Assembly to obtain increased state funding for transportation enhancements.

3. Develop and adopt a comprehensive access management program for the County.

4. Continue to consider road adequacy and safety as criteria when evaluating development requests. Require applicants to provide formal traffic impact studies in accordance with state legislation.

5. Continue to participate as a member of the Danville Area Metropolitan Planning Organization (MPO).

6. Ensure that all established growth areas within the County are connected by arterial corridors.

7. Consistent with the recommendations contained in the land use chapter of this plan, promote an efficient land use pattern that promotes new residential areas within the county's designated growth areas.

8. Plan for and encourage through rezoning actions and subdivision approvals pedestrian and vehicular interconnectivity between neighborhoods and activity centers such as shopping areas, schools, libraries, and community centers.

9. As part of an annual CIP and budget process, consider the allocation of additional local funds for identified transportation system needs.

10. Work with VDOT to continue the Rural Transportation Plan process and secure funding for implementation.

Goal #2

To encourage a balanced efficient transportation system

Objective # 1

Promote transit and van pool ridership in Pittsylvania County.

Strategies

1. Work with Danville Transit to identify cost-effective route extensions within the County.

2. In accordance with the recommendations contained within the land use chapter of this plan, promote residential development at densities sufficient to support transit in the southern growth areas of the County.

3. Support and promote van pooling opportunities in the County.

Objective # 2

Develop a minimum of ten miles of bike lanes or off-road bike paths within the County within the next ten years.

Strategies

1. Implement the Pittsylvania County recommendations and policies contained within the West Piedmont Regional Bicycle Plan (WPRBP).

2. Encourage and require bike lanes and bike paths within new residential developments.

3. Request VDOT to design and incorporate bikeways into new road projects as designated in the WPRBP.

4. Consider bike lanes and bike paths "public facilities" to be considered as part of any future proffer policy adopted by the County.

Objective #3

Support all rail opportunities within the County.

Strategies

1. Participate in state rail planning initiatives and identify opportunities for future rail services/facilities in the County.

2. Work with the County's congressional representatives to ensure Amtrak stations remain in Danville and Lynchburg.

3. Encourage local rail providers to support industry requests for new rail facilities and sidings when such requests are consistent with the land use recommendations contained in this Plan.

Goal #3

Plan for the County's future highway needs.

Objective # 1

Identify and protect new highway corridors needed to serve the long term needs of the County.

Strategies

1. Continue to work with the MPO to prepare and adopt updates to the MPO's long-range transportation plan.
2. Adopt zoning and subdivision ordinance amendments necessary to protect future rights-of-way needed for new corridors or the improvement of existing corridors.
3. Utilize the County's official map authority to formally designate future road corridors.
4. Identify alternative funding sources, including cash proffers that might be needed to acquire planned road corridors.

CHAPTER VIII
Land Use and Growth Management

INTRODUCTION

The County's existing land use pattern has been influenced by many factors. Prior to government intervention, land use patterns in the County were influenced solely by market forces and the environmental characteristics of land. Later, with the adoption of local regulatory and policy tools (subdivision and zoning ordinance; capital improvement program, comprehensive plan, etc.), the County began to play a much more active role in shaping land use patterns. County decisions on public facility locations, specifically public water and wastewater lines, also have influenced existing growth patterns. This section is intended to provide information to help guide the Planning Commission and the Board of Supervisors as decisions are made on rezonings, special use permits, subdivision approvals and infrastructure projects.

EXISTING LAND USE

The County is approximately 982 square miles in size. Approximately 87 percent of the County is forested or in farm production. The Virginia Department of Forestry estimates that approximately 43 percent of the County's land area is forest land, some of which is commercially owned and managed. The 2007 Census of Agriculture estimates that approximately 44 percent of the County's land area is devoted to farmland. Since most new development occurs on land previously used for forestry or agricultural purposes, the 87 percent of the County that is currently "undeveloped " will likely decrease to accommodate future growth demands.

The remaining 13 percent of the County's land area is currently devoted to residential, commercial, industrial, or public uses, with residential consuming most of this 13 percent. Developed areas are primarily in the southern portion of the county near Danville and in and near the towns of Chatham, Gretna and Hurt.

CONSTRAINTS TO FUTURE DEVELOPMENT

Not all land in the County is suitable for development. Environmental factors play a major role in delineating an area's suitability for development. Slope considerations, soil characteristics, the presence of floodplains and/or wetlands and air and water quality are just six of many environmental factors that should be considered when planning for the future growth and

development of the County. These factors, and others, were considered in developing the future land use map contained in this plan, and should be considered as the County adopts policy and code changes to implement this plan's recommendations. They should also be considered as the County evaluates rezoning requests and specific land development proposals.

DESIGNATED GROWTH AREAS

Figures VIII-1, VIII-2, VIII-3, and VIII-4 show the location of the County's ten designated growth areas, and current zoning within these areas. They are located in the Danville area and north along the Route 29 corridor to Hurt. In the southern portion of the County, five of the growth areas coincide with the communities of Brosville, Mount Hermon, Blairs, Kentuck and Ringgold. In the central portion of the County, the Chatham and Gretna growth areas are inclusive of the two towns and additional County land areas outside the town limits and along the Route 29 corridor. In the north of the County, the three designated growth areas are areas around Hurt, and largely residential areas in proximity to Leesville Lake and Smith Mountain Lake.

The shape of these growth areas is based on a Pittsylvania County population density map and urbanized area map developed by the West Piedmont Planning District Commission (Figure VIII-5). The final boundaries have been further defined based on existing utility service areas and projections of where utility service could be reasonably extended. It is expected that most of the development in the County, over the 20 year period of the plan, will take place in these growth areas. The future land use plan also shows an Economic Development Corridor. This corridor follows the main transportation routes, including the railroad, and represents the areas most suitable for commercial and industrial development.

Figures VIII-1, VIII-2, VIII-3, VIII-4 and VIII-5

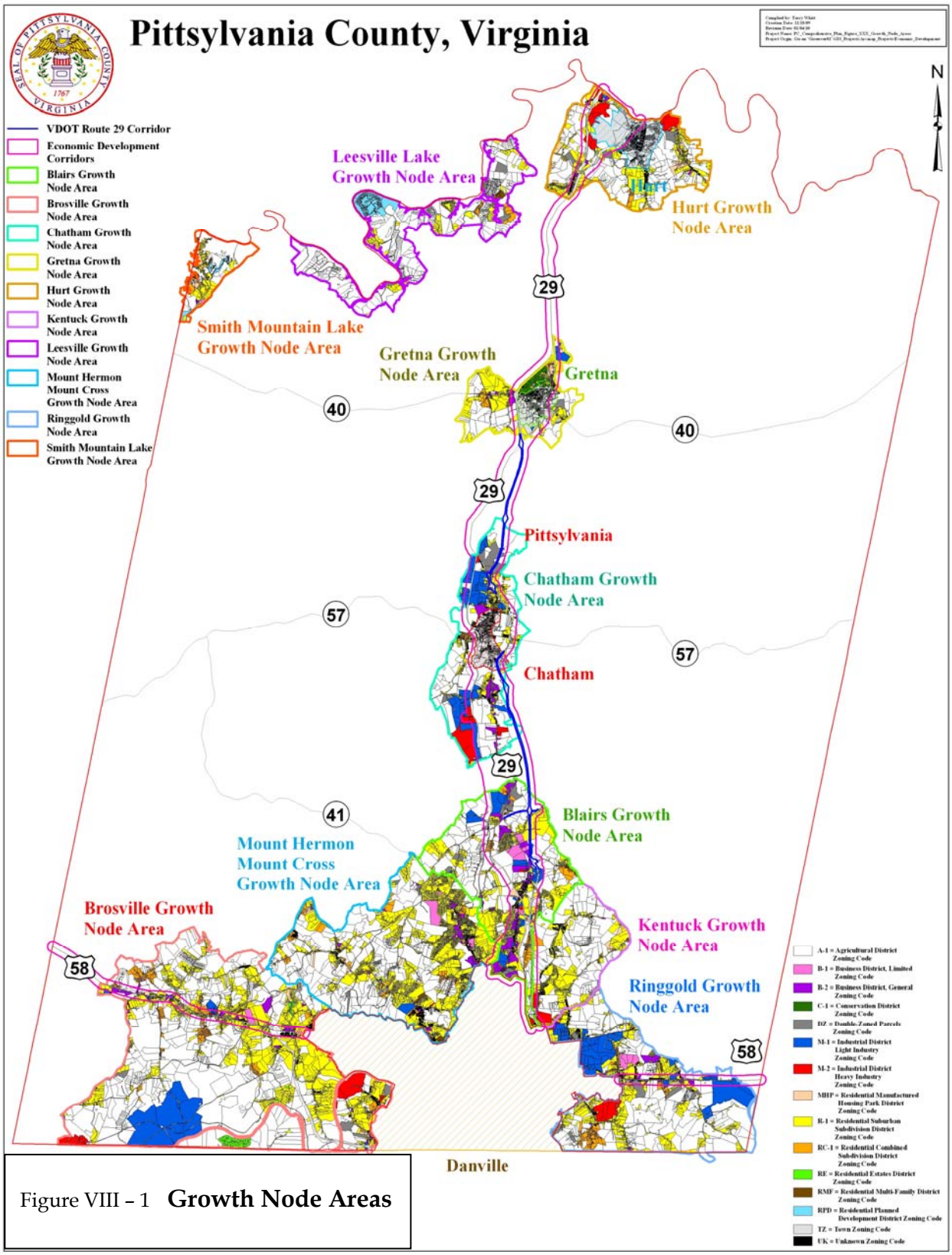


Figure VIII – 1 **Growth Node Areas**

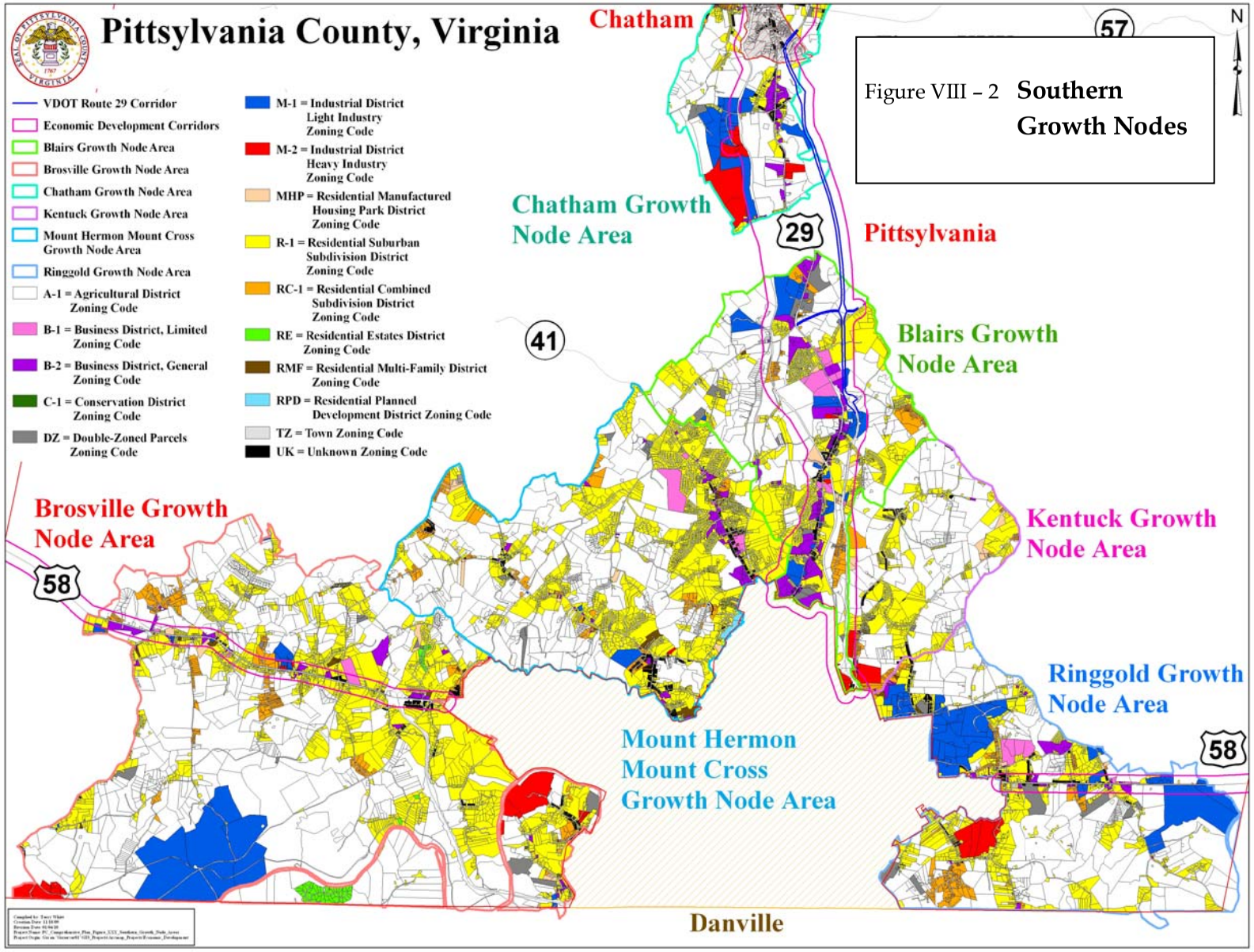


Figure VIII – 2 **Southern Growth Nodes**

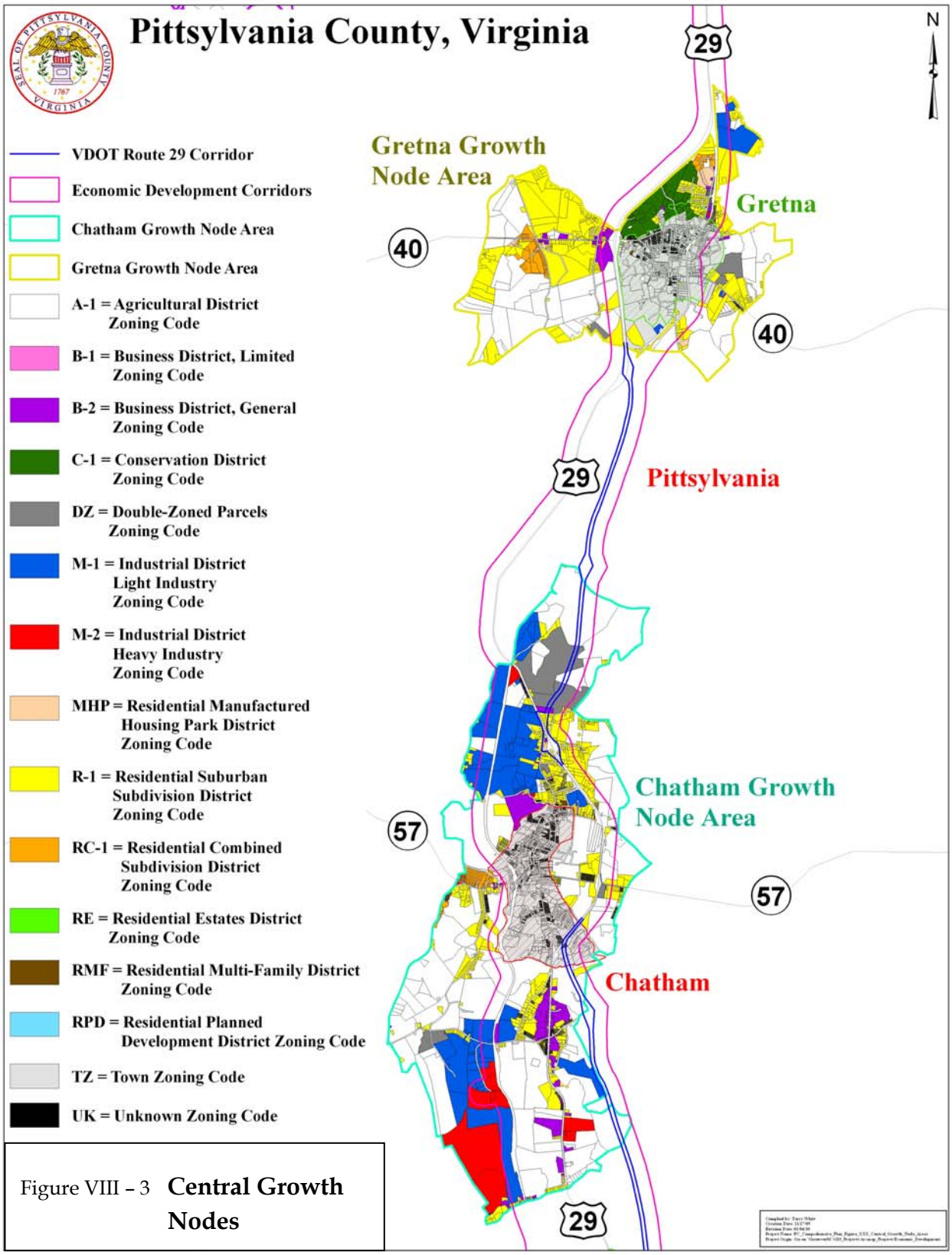


Figure VIII – 3 **Central Growth Nodes**

Figure VIII – 4 **Northern Growth Nodes**

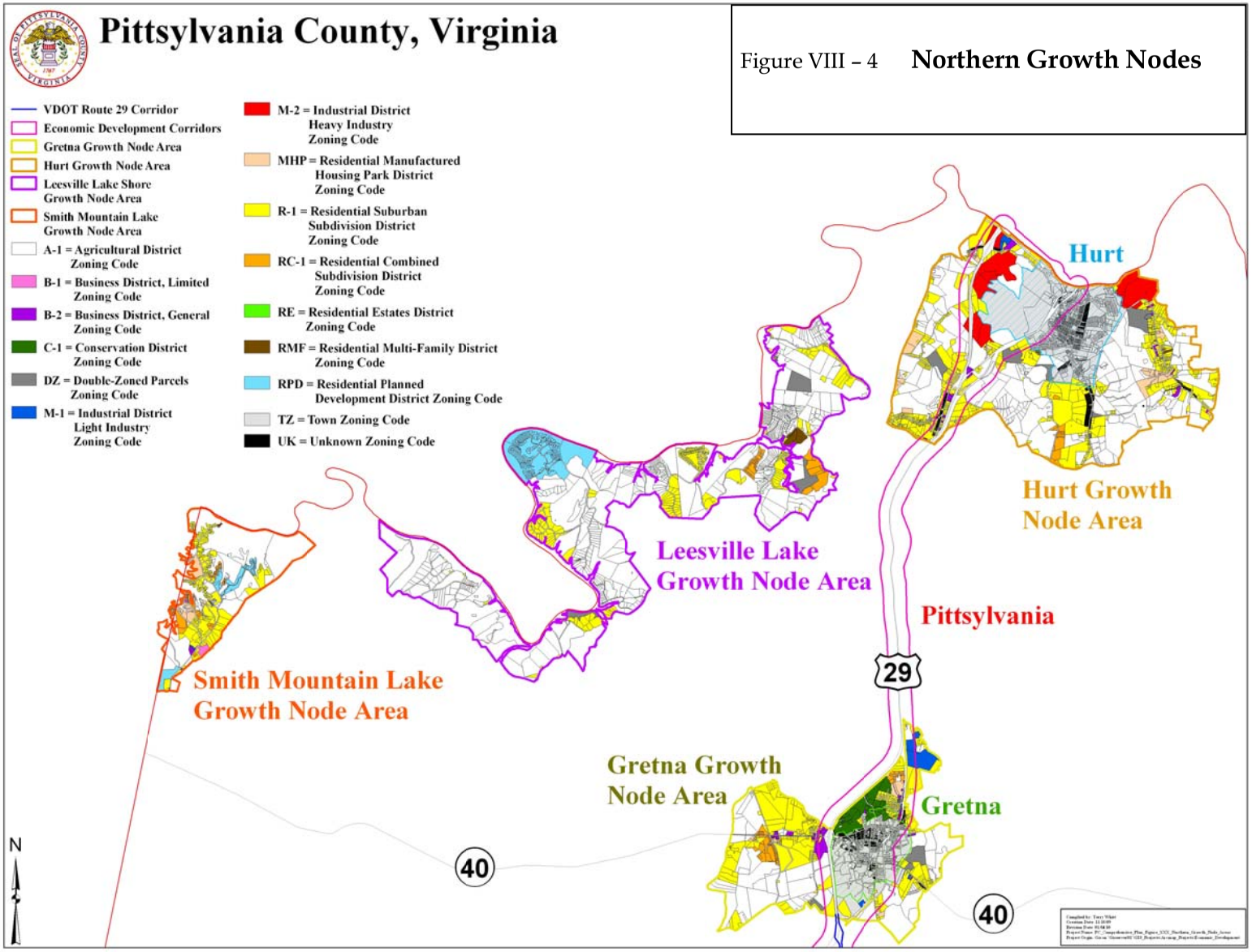
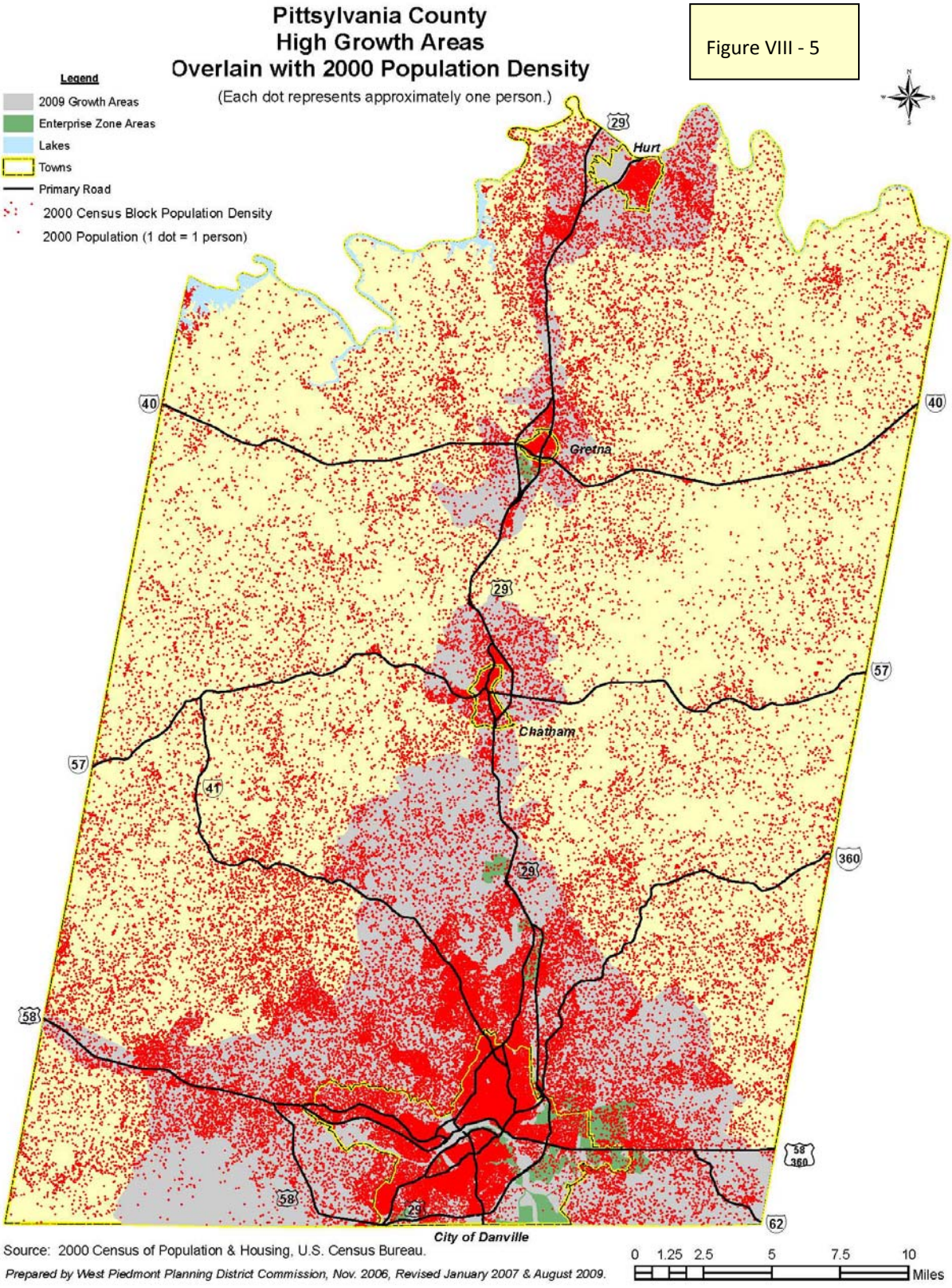


Figure VIII - 5



LAND USE ISSUES

A number of land use issues emerged during the plan preparation process. These issues are presented in the following sections:

Industrial-Residential Conflicts

In some areas of the County residents have expressed concerns about the expansion of industrial development. In other areas, there were concerns about the lack of industrial development and therefore the lack of available employment. As noted in the Economic Development portion of the plan, the County seeks to have available industrial sites located throughout the County. In reality, certain criteria must be met for any industrial site to be successfully developed. Among these criteria are adequate and available utility services, suitable topography, convenient and adequate transportation routes and transportation modes, and an available workforce. Not all areas of the County can meet this criteria and development tends to come to the areas that are the most suitable. It must be recognized that these industrial development decisions are generally market driven and that the County must respond to the needs of industrial clients.

The County's economic development plan is to have a variety of sites available that can meet a variety of industrial and commercial needs. Areas that are not suitable for heavy industries with the need for railroad access may be suitable for smaller, regional industries. Other industrial parks in the County may be more suitable for service industries with lower utility demands.

The overall goal, in terms of land use, is to minimize conflicts between industrial development and adjacent land uses. All new industrial projects need to address potential impacts on the surrounding area, such as increased traffic, and buffer areas should be designed to avoid noise and visual impacts.

Multi-Family Residential Development

In several areas of the county there have been conflicts between new multi-family residential projects (apartment, duplexes, etc.) and existing single-family residential developments. The legislation that requires a comprehensive plan in Virginia mandates that the plan address the issue of affordable housing. It is the County's goal to provide its citizens with a variety of housing choices. The challenge facing the County is finding the appropriate locations for each housing type. Affordable manufacturing housing is available in manufactured housing parks and throughout the agriculturally zoned area of the County. Multi-family housing is most appropriate in areas with mixed commercial and residential development, adequate utility infrastructure, and easy access to the regional transportation system. In areas transitioning from

residential to commercial, it will be necessary to make a case by case evaluation of whether multi-family housing is appropriate.

Agricultural Land and Open Space Preservation

As Pittsylvania County continues to experience residential, commercial and industrial growth, there will be continued pressure on the County's open space, agricultural and forested areas to be developed for these uses.

The projected population growth of the County, increases in agricultural and forestal land values, the aging of agricultural land owners, and the high suitability of many agricultural and forestal lands for development can all be cited as some of the many factors that are contributing to the loss of the County's agricultural, forestal and open space resources.

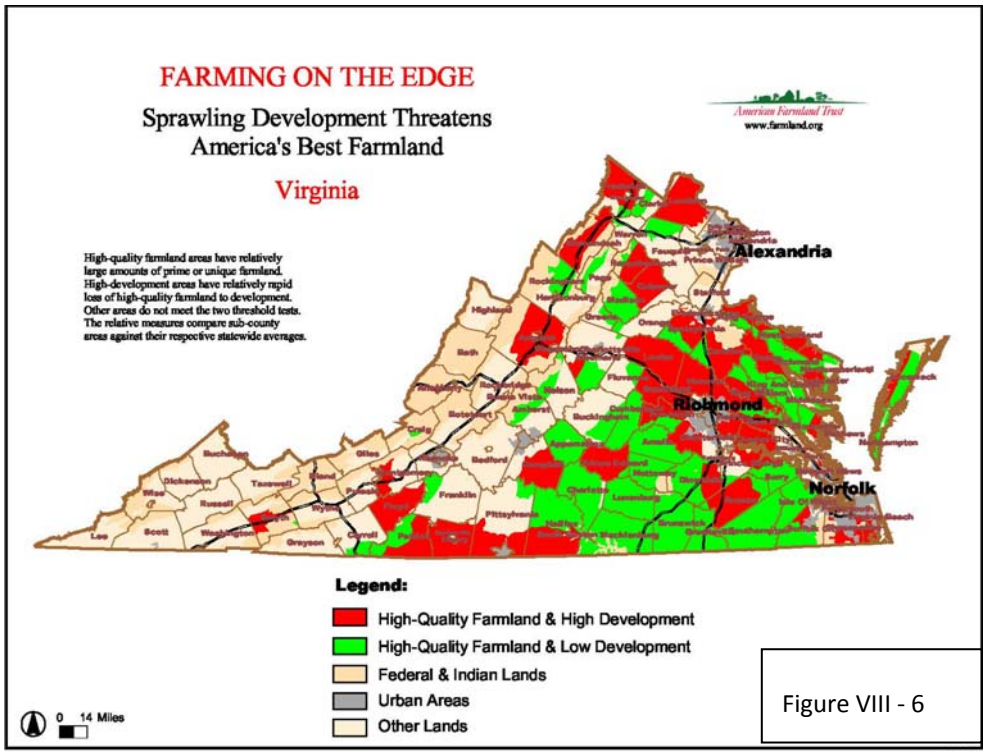


Figure VIII - 6

Approximately 44 percent of the County is defined as farmland and non-forested open space. The desire of the governing body and citizens of the County to protect the agricultural and other critically important environmental areas of the County place limitations on these lands for normal development in the residential, commercial and industrial categories. Prime agricultural land and many environmentally critical areas are also the most desirable for development. Figure VIII-6 shows that there is a significant threat to the high quality farmland in the southern half of the County from residential and commercial development.

The challenge for Pittsylvania County is to accommodate future growth demands in a planned manner that provides for the conservation of these important agricultural and open space resources. Future residential, commercial and industrial development should be encouraged to locate in the designated growth areas of the County where adequate public services are available or planned. Development that does occur in the rural agricultural and forestal portions of the County should be designed to incorporate significant open spaces and minimize environmental impacts on the County's land, air and water resources.

When future development requests require Commission review and Board of Supervisors approval, the economic and quality of life benefits of open space and agricultural and forest land uses should be considered, as well as the adequacy of public facilities and services in the area. The environmental impacts of the development should also be considered. It is important to maintain a balance between development and preservation objectives throughout the County.

Any additional regulatory approaches to land conservation should be pursued in conjunction with an educational and programmatic approach. Such an approach would encourage property owners to limit development on such properties, and offer incentives for appropriate conservation and environmental design.

Time will demonstrate whether proposed regulatory changes and development incentives are sufficient to influence the market for new housing in agricultural and forestal areas of the County. If regulatory changes and incentives do not influence these patterns of rural residential development, then more agricultural and forested acreage will be lost to subdivision. This is an inefficient land use pattern that places demands on public services and continues to degrade the County's agricultural and forestal land base.

The future land use map in this Chapter should be used as a general guide for future County development patterns. Implementation of the future land use map recommendations will require amendments to the County's development codes to provide both requirements and incentives for the conservation of land

AGRICULTURAL / RURAL PRESERVATION TOOLS

There are a number of tools and programs available for use by the County, as well as private efforts that rural property owners may want to take to preserve their agricultural land. Some of these tools are voluntary and may involve a partnership between the landowner and a government agency. Among the options are:

- Land Use Taxation

  Pittsylvania County has a "Land Use" program that is a type of Use Value Assessment and Taxation Program developed in accordance with the Code of Virginia. The program is designed to benefit rural, agriculturally related taxpayers who want to keep their land in agricultural production. If the property meets the established criteria, the land is taxed based on its "use value" instead of the fair market value. The program is intended to reduce the pressure to sell and develop rural property. Leaving the property in agricultural and forestry production also helps the County maintain its rural character, open spaces and scenic values. A use value taxation program can create a tax revenue issue for a locality based on the reduced revenue and the fact that state aid to localities for K-12 education is based on a formula that uses the full value of real estate to determine a locality's required funding level. This situation is balanced by the fact that agricultural property has a much lower demand for services than residential property.

- Cluster Development

  A zoning and subdivision related tool that could help preserve agricultural and rural open space areas is the cluster development concept mentioned in the Housing section of this plan. When rural landowners have a need or desire to take advantage of the development value of their property, it is possible to cluster the dwelling units on smaller than average lots and leave the remainder of the property as undeveloped open space. The undeveloped area can be held in common for recreational use by the homeowners, be placed in a conservation easement for perpetual protection, or deeded with one of the dwelling units with a restriction against further subdivision. There is an opportunity for the undeveloped portion of a cluster development to remain in agricultural production, benefiting both the producer and the residents that seek a rural atmosphere. In order to fully take advantage of the benefits of this type of development, it will be necessary to revise the current zoning ordinance to require larger minimum lot sizes in the agricultural zoning district for non-cluster developments. The current ordinance allows agriculturally zoned lots of only 20,000 square feet in size. This size lot is not compatible with agricultural activities or the preservation of rural characteristics.

- Agricultural and Forestal Districts

  Agricultural and forestal districts are rural zones reserved for the production of agricultural and forestry products. At the request of a property owner, they are established by a local governing body according to state guidelines. In essence, a district constitutes a voluntary agreement between landowners and the government that no new, nonagricultural uses will take place in the district. An agricultural/forestal district provides much stronger protection for farmers and farmland than does traditional zoning. Districts are established for a set period of time, and can be renewed. During the life of a district, a land owner is prohibited from subdividing or developing the land for non agricultural or forest uses. Similarly, a local governing body is prohibited from rezoning land in a district to a non-agricultural classification, or from making capital or community facility decisions that endanger the landowner's ability to maintain the land for agriculture or forestry use.

- Conservation Easements

  A conservation easement is a legal agreement in which a landowner retains ownership of his/her property while conveying certain specified rights to the easement holder. Conservation easements are usually given to a non-profit, charitable land conservation organization or a public entity. Easements can be tailored to meet the owner's wishes regarding the future use of his/her land. They can be for a specific time period, or can be granted in perpetuity. Typically a conservation easement restricts development or uses that would destroy natural, scenic, or historic areas while at the same time allowing other traditional uses such as farming. Depending upon the terms and timing of the easement, significant tax savings can accrue to the property owner granting the easement. Conservation easement requests have to be reviewed and approved by the Planning Commission to verify that the area of the potential easement is proposed for agricultural or conservation use in the Future Land Use Map, or that protection of the specific parcels involved is consistent with the overall intent of the Future Land Use Map and there is a public benefit to the easement. The Commission needs to verify that an easement is not granted in a prime commercial or industrial growth area. It also needs to verify that the landowner fully understands the terms of the conservation easement.

FUTURE LAND USE MAP

The Future Land Use Map is a general guide for the future development of Pittsylvania County.

The map is intended to be used by both the public and private sector to promote an organized, logical and orderly pattern of development. The Planning Commission, Board of Zoning Appeals and Board of Supervisors can use the Future Land Use Map as a key source of information when planning public facilities and evaluating land use requests. The plan can further be used in the evaluation of specific land development proposals, the expansion of public utilities and facilities, and in reviewing the effectiveness of zoning and subdivision ordinances.

It is important to understand that the Future Land Use Map is general and conceptual in nature. The map is not intended to be parcel specific and it is not an official zoning map. The County's official zoning map shows the current zoning designation of individual property parcels. The Future Land Use Map shows a desired land use pattern that can be followed as development occurs through the year 2030. Specific land uses and specific zoning locations will be determined by the County's zoning ordinance and through the Planning Commission and Board of Supervisor's review of individual land use applications. Through the public hearing process associated with these land use applications, the Commission and the Board can amend or revise the Future Land Use Map as determined necessary to advance the best interest of the County.

The basic premise of the Future Land Use Map is to separate incompatible land uses and match the community's development needs with the geographic areas that are the most suitable. In order to promote and protect agriculture and forestry, dense growth should be discouraged in the most rural areas of the County and encouraged in areas with adequate public infrastructure. Public water and sewer should be encouraged in residential areas with medium to high density levels and commercial/industrial areas. Commercial growth should be encouraged in clusters or nodes, rather than in sprawling strip developments. Industrial growth should be focused on areas with public utilities and easy access to adequate transportation facilities.

The Future Land Use Map seeks to encourage the appropriate future land uses based on the following land use categories:

FUTURE LAND USE MAP CATEGORIES

Agricultural and Rural Residential

This category is characterized by agriculture, farming, forestry, open space and low density residential, commercial or recreational uses. Residential lots should be larger to accommodate private wells and septic systems and the extension of public water and sewer into these rural areas should generally not be expected. Lots should also be larger to maintain the rural, open space atmosphere, with an option for cluster developments with smaller lots. Residential development should accept the agricultural nature of these areas and accept the environmental conditions associated with agricultural activities. Local commerce and service needs can be met through small business cluster areas scattered throughout the rural area.

Medium to High-Density Residential

This category is characterized by residential uses on relatively small lots with good access to streets and highways. Larger residential lots are not prohibited in this area, but the majority of developments will typically involve lots ranging from 0.25 to 1.0 acres in size. Public utilities should generally be available or could be reasonably extended in the future. High density uses such as multi-family apartments, duplexes and townhouses, as well as planned unit developments, should have direct access to public utilities. Conflicts between high-density multi-family and medium density single-family should be minimized by careful siting, screening and buffers. New high density multi-family projects should only be approved after a public hearing process. This area would be suitable for New Urbanism or Traditional Neighborhood Developments, as explained in the Housing section of this plan. The presence of public infrastructure in this category, located within the designated growth areas of the County, makes these areas particularly suitable for medium to high-density residential growth.

Commercial

This category is intended to accommodate a mixture of retail or wholesale commercial operations including offices, service providers and light manufacturing. This designation includes areas where commercial activities are occurring and areas that are suitable for commercial development. Some areas with this designation may be transitioning from residential to commercial. The commercial designation does not mean that residential uses must be stopped, but rather reflects that a trend towards commercial development is occurring and that rezonings may be appropriate. In some areas of the County, the commercial development that is expected to occur is considered to be Commercial Corridor. This designation is

represented by highway sections such as Route 41 in the Mt. Hermon area and U.S. Route 29 Business, in the Blairs area. In these types of corridors, a strip development pattern is likely to occur as commercial development fills in undeveloped portions. Generally speaking, it is preferable to have commercial clusters within the County where utilities are available and higher traffic volumes can be accommodated. The designation of Commercial Cluster identifies these concentrated areas and crossroads where commercial activities are appropriate and where customer traffic can be shared. A commercial cluster development pattern can discourage inefficient urban sprawl and preserve the surrounding rural character. All commercial development must be designed in accordance with the Virginia Department of Transportation requirements for Access Management, and in commercial corridor areas shared entrances and access roads must be considered.

Industrial

This category designates those areas where industrial and manufacturing activities either exist or are planned. These uses should have direct or nearby access to transportation facilities and public utilities. Conflicts with residential areas should be avoided or minimized through the use of setbacks, screens and buffers. Where possible, industrial development of prime farmland and agriculturally significant areas should be avoided.

Mixed Commercial/Industrial

This designation covers areas that are suitable for a compatible mix of retail, service and light industrial uses. All of these uses benefit from the availability of public utilities and easy access to adequate transportation facilities. A compatible mix of uses allows commercial facilities to benefit from an adjacent employment concentration associated with light industrial, distribution and manufacturing operations. Access Management principles must also be addressed in these mixed use areas.

Economic Development Corridors

The Future Land Use Map shows Economic Development Corridors located along the County's main highway thoroughfares of U.S. Route 58 and U.S. Route 29. These corridors have a special designation to recognize the importance of these key transportation routes. The corridor varies in size in some areas so that the important railroad along U.S. Route 29 can be included. This Economic Development Corridor should be the primary focus area for economic development in the County due to its transportation access and public utility availability. A key goal for the

County is to have full water and sewer service throughout these east/west and north/south corridors. There is currently fiber optic communication cable in place along these highways. All major industrial park projects should either be located within the corridor, or have easy access to the corridor. Due to the existing highway traffic, it is also likely that all significant retail operations will be within the corridor area. In the future, the County may want to consider special design and development guidelines within the Economic Development Corridor to recognize the high visibility of this area to the traveling public and the importance of quality development within this key area. The separate designation of Commercial, Industrial and Mixed Commercial/Industrial within the Economic Development Corridor is done to emphasize the desirability of commercial and industrial clusters. While the entire Economic Development Corridor is suitable for these uses, it is expected and intended that development occur in clusters at the most suitable sites first, and then expand over time. The cluster concept reduces sprawl development and minimizes infrastructure cost. Access Management requirements must also be addressed in all new developments within this corridor, in accordance with VDOT guidelines.

Future Land Use Maps, Figures VIII-7, 8,9,10

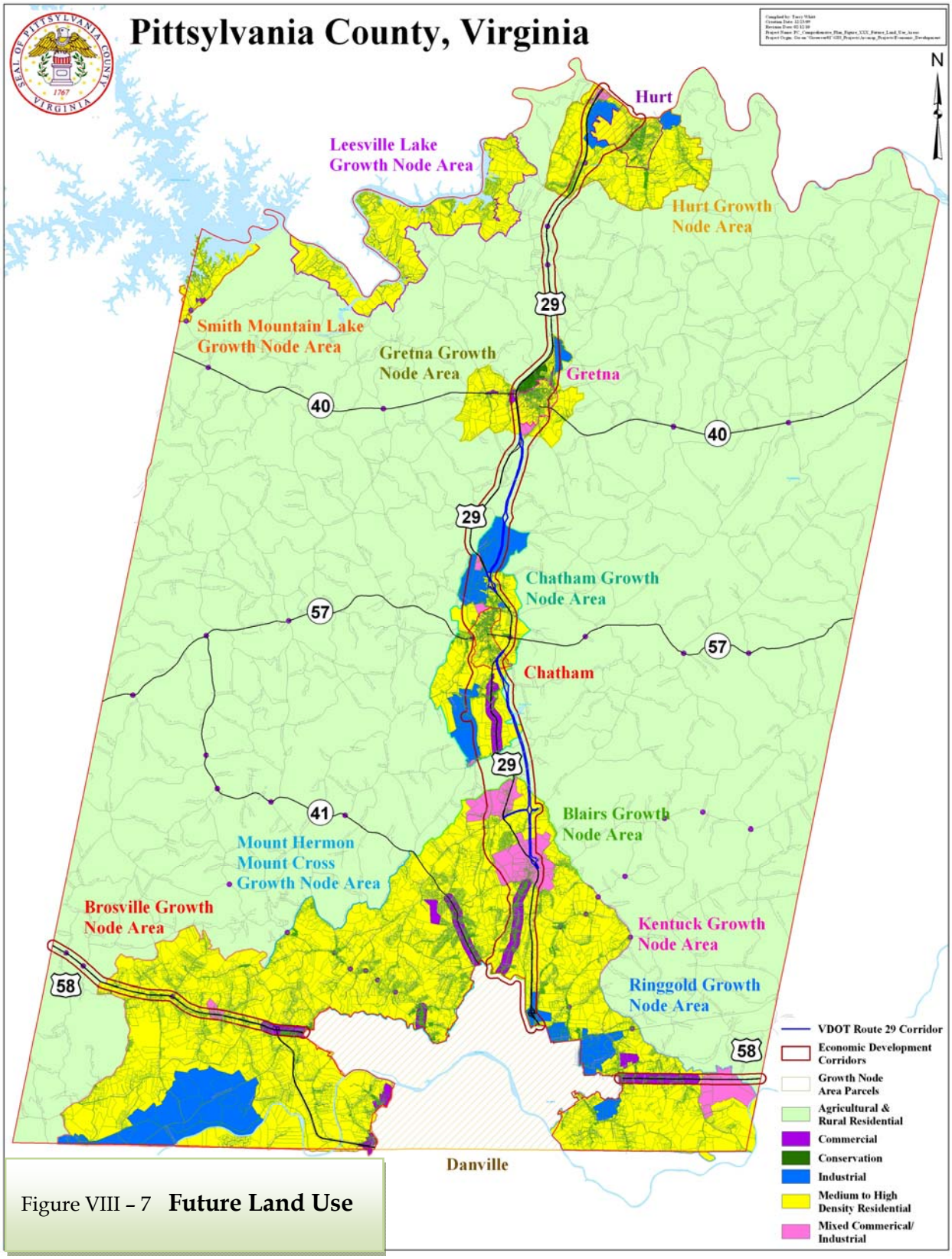
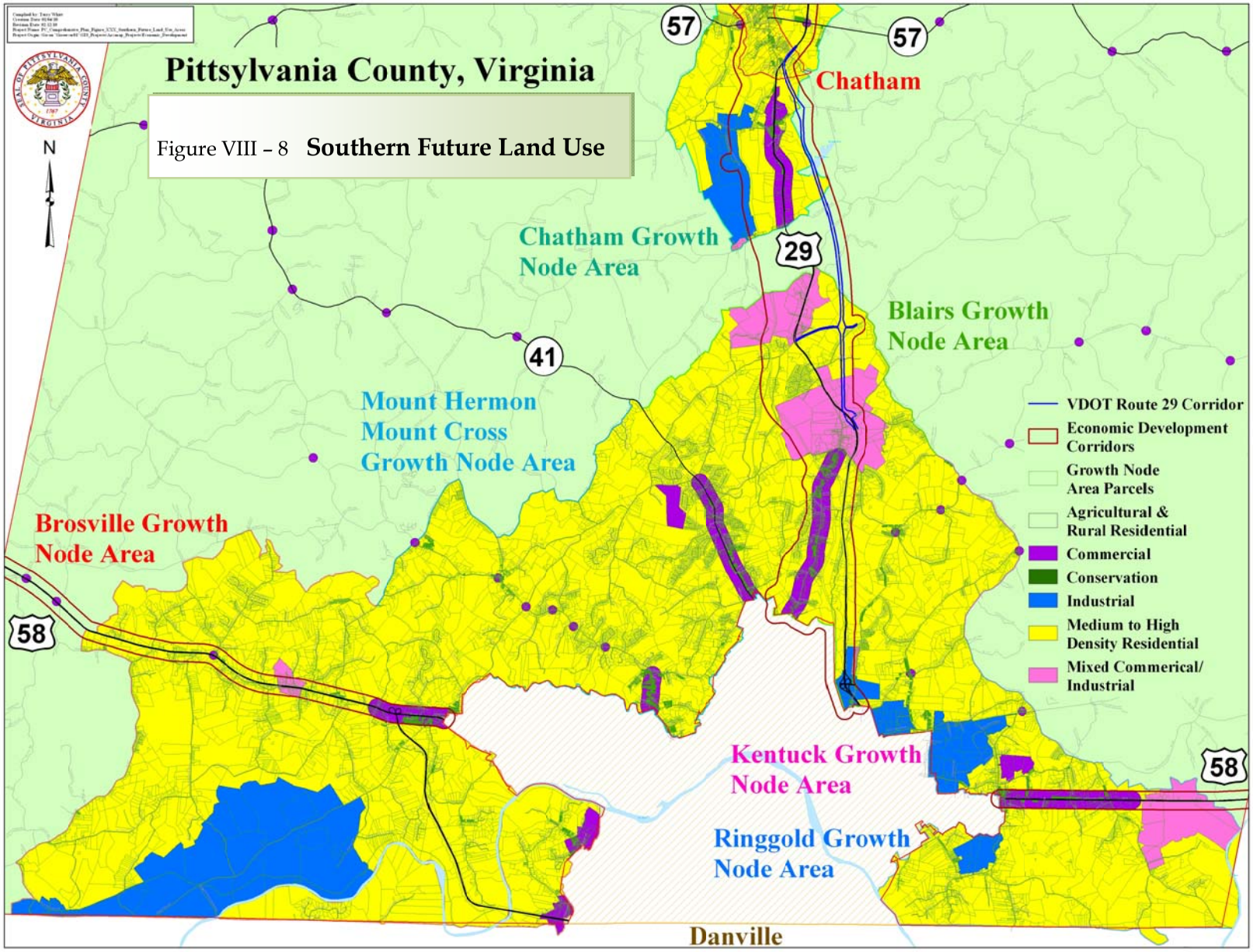


Figure VIII – 7 **Future Land Use**


Pittsylvania County, Virginia
Figure VIII – 8 Southern Future Land Use
N
Chatham
Chatham Growth Node Area
Blairs Growth Node Area
Mount Hermon Mount Cross Growth Node Area
Brosville Growth Node Area
Kentuck Growth Node Area
Ringgold Growth Node Area
Danville
57
57
29
41
58
58
VDOT Route 29 Corridor
Economic Development Corridors
Growth Node Area Parcels
Agricultural & Rural Residential
Commercial
Conservation
Industrial
Medium to High Density Residential
Mixed Commerical/ Industrial

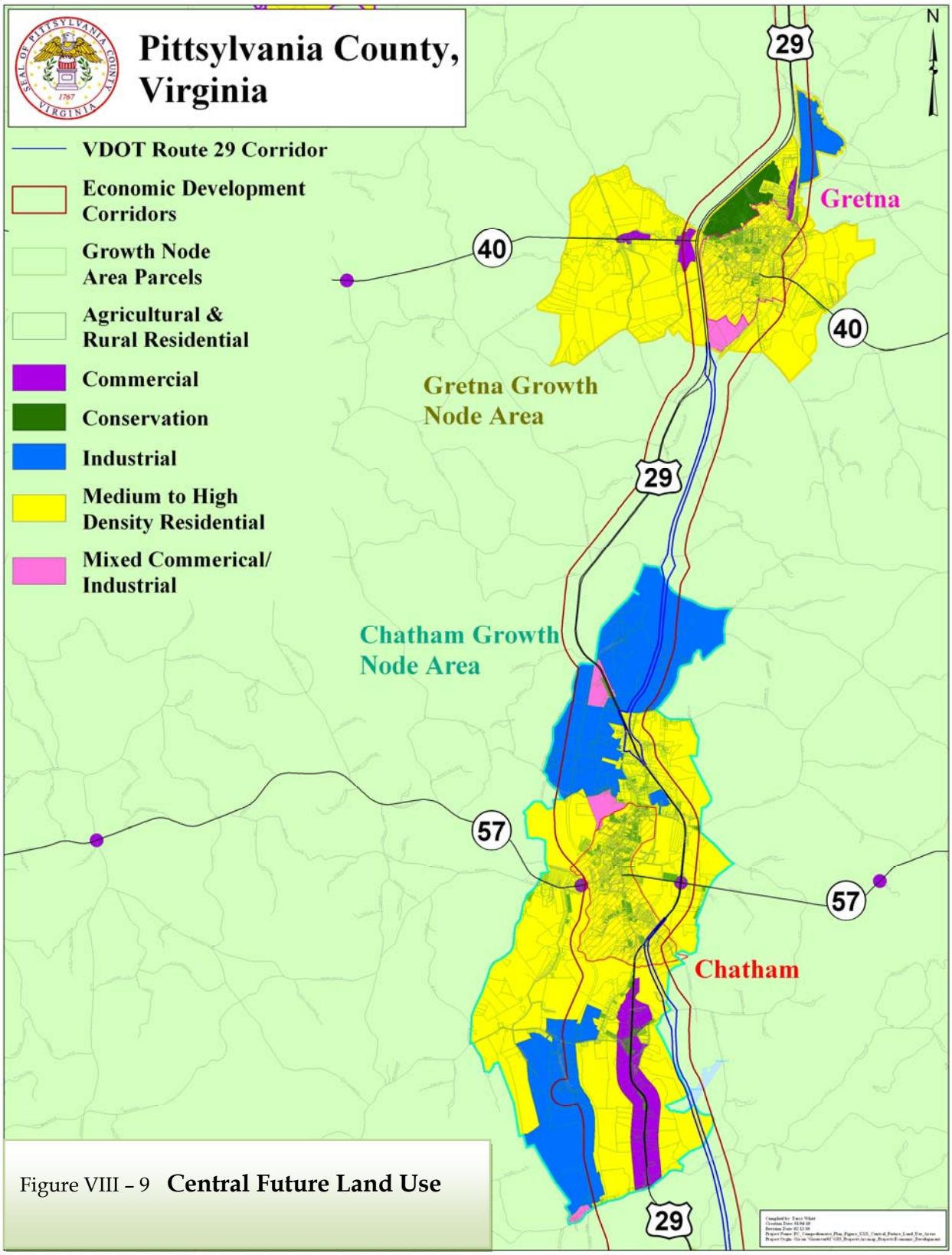


Figure VIII – 9 **Central Future Land Use**

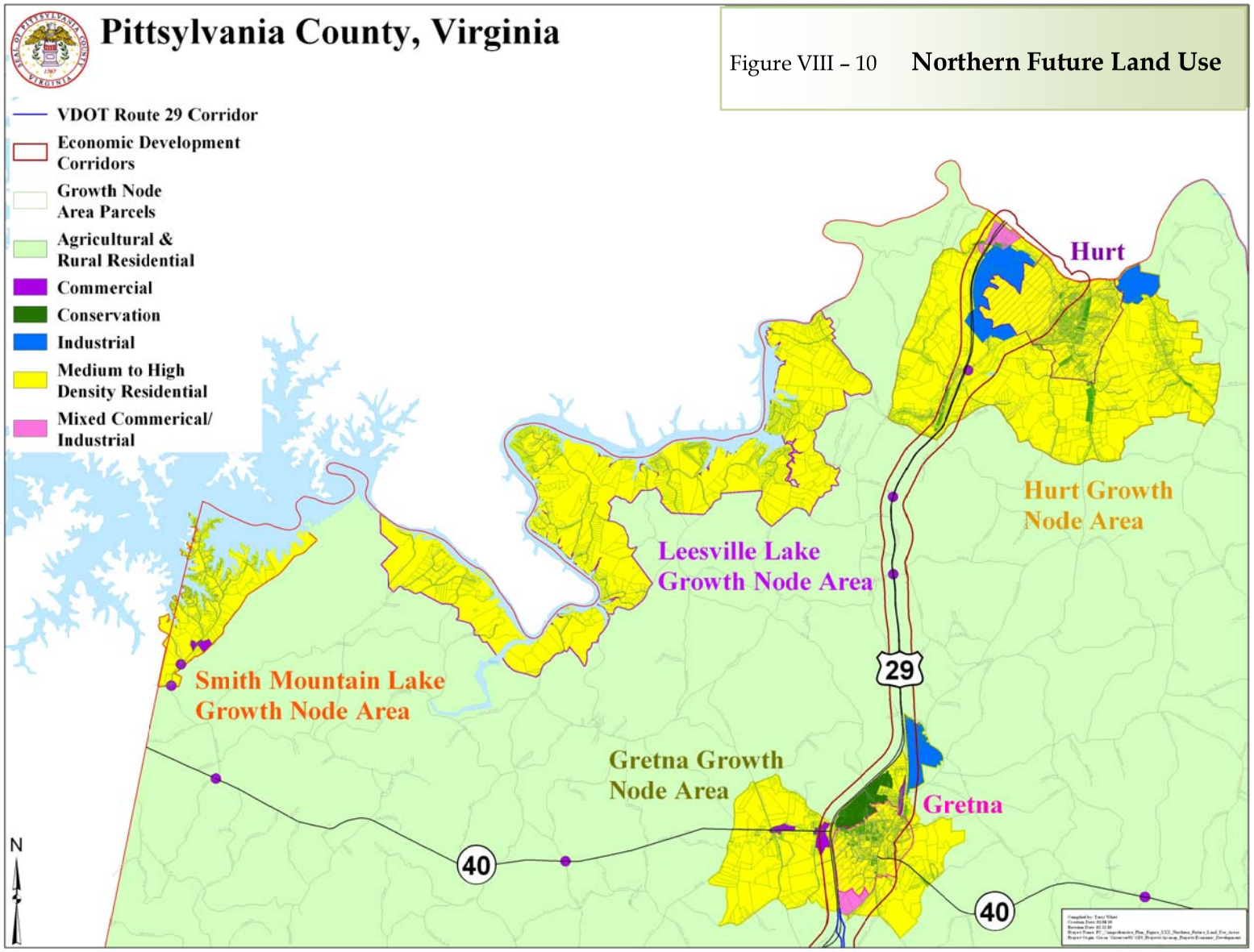


Figure VIII – 10 **Northern Future Land Use**

GOALS, OBJECTIVES AND IMPLEMENTATION STRATEGIES

LAND USE

Goal #1

To achieve a balanced land use system that provides sufficient and compatible land areas for all community land use needs, while protecting sensitive natural environments and important local historic and cultural resources.

Objective #1

Promote a strong and diversified industrial and commercial base which does not create significant impacts on residential areas, prime agricultural lands or public facilities.

Strategies

1. Use the Future Land Use Map contained in this plan as a general guide for future commercial and industrial land use decisions.

2. Encourage new commercial and industrial areas to node locations as shown on the Future Land Use Map.

Objective #2

Discourage scattered development patterns which are incompatible with the County's ability to provide adequate and cost effective public services and facilities.

Strategies

1. Through zoning and subdivision ordinance amendments consider limiting by-right, small lot subdivision activity in agriculture zoning districts.

2. Investigate ways to reduce residential/agricultural conflicts by creating a new Rural Residential zoning designation and increasing minimum lot sizes in the Agricultural zoning district.

3. Amend the County's zoning and subdivision ordinances to provide density bonuses for developments that demonstrate conservation site design principles and/or incorporate low impact development techniques.

4. Ensure that all planned capital facilities are evaluated partially on the basis of consistency with the growth objectives of this plan.

5. Direct development to areas already served, or proposed to be served, by adequate public facilities and infrastructure.

6. Ensure that all new water line and sewer line extensions designed to serve new development are located within, and only serve areas within designated growth areas.

Objective #3

Enhance the rural and environmental character of the County through the preservation of agricultural and forestal lands, wetlands, flood hazard areas, and steep slopes.

Strategies

1. Promote opportunities to educate property owners on the benefits of conservation site design.

2. Adopt a local agricultural and forestal district ordinance as a first step in establishing agricultural and forestal districts in the County.

3. Support efforts of conservation organizations and the Virginia Outdoors Foundation to acquire and provide stewardship for locally obtained conservation easements where such land conservation and preservation is compatible with the Future Land Use Plan and approved by the Planning Commission.

4. Consider development of a purchase of development rights program for the County, and identify a funding source for the program.

5. Adopt zoning and subdivision ordinance revisions to allow and promote cluster subdivisions within the County.

Objective #4

Adopt and maintain appropriate land use ordinances and voluntary programs designed to guide and implement the provisions of this comprehensive plan.

Strategies

1. Amend the County zoning ordinance to provide enhanced standards for signage, noise, landscaping, buffering, and lighting.
2. Develop a highway corridor design manual and highway overlay districts for the County's main gateway thoroughfares.
3. Educate the public and the development community on the benefits of setting higher standards for community development and promoting environmentally sustainable development.
4. Encourage smart growth development policies as part of a community pride initiative.

Board of Supervisors amended and adopted the 2010 Comprehensive Plan at the adjourned meeting on May 18, 2010.