



2045 COMPREHENSIVE PLAN



PREPARED BY THE:
Town of Appomattox
Planning Commission

WITH ASSISTANCE PROVIDED BY:
Central Virginia Planning
District Commission

TOWN OF APPOMATTOX COMPREHENSIVE PLAN

Purpose of the Plan

This Comprehensive Plan has been prepared in accordance with the Code of Virginia to guide the future physical, social, and economic development of the Town of Appomattox. It reflects the collective vision of the Town's Planning Commission, elected officials, and residents of future development and land use decisions. This Plan establishes broad goals and measurable objectives derived from community engagement activities, including a SOAR (Strengths, Opportunities, Aspirations, Results) analysis and public survey. Each goal is accompanied by action items designed to promote sustainable development, enhance quality of life, and preserve the Town's unique heritage and historic character.

The accompanying Appendix provides supporting demographic, land use, environmental, and housing data that form the analytical basis for the Plan's recommendations. This document is intended to remain a living document, with periodic updates ensuring continued alignment with evolving community priorities and conditions while adapting to the needs of a changing population.



Acknowledgments

Town Council

- ◇ Richard Conner, Mayor
- ◇ Timothy W. Garrett, Vice Mayor
- ◇ James Boyce, Sr.
- ◇ McKinley Cardwell
- ◇ Jack Hensley
- ◇ Nathan A. Simpson
- ◇ Mary Lou Spiggle

Planning Commission

- ◇ Marvin H. Mitchell
- ◇ Roger Carson
- ◇ James Boyce, Sr.
- ◇ Linda Lipscomb
- ◇ Jacob Ranson

Town Staff

- ◇ Michael Campbell, Town Manager
- ◇ Robert Fowler, Director of Comm. Development & Planning
- ◇ Christy Torrence, Office Manager

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Appomattox's Historical Footprints

Nestled between the Blue Ridge Mountains and the Piedmont Plateau, Appomattox County presents a landscape that has retained much of its historical character since the nineteenth century and seems largely unchanged since the Civil War. Expansive pastures and agricultural fields, historic oaks, and quiet roads define the county's physical form and evoke nostalgic feelings like scenes from the 1860s. With a population that has only doubled since 1865—from about 7,500 to approximately 16,424 (ACS 2023) and remaining the least densely populated county in the region at 49.1 persons per square mile, the county remains a rural enclave, and one of Virginia's least urbanized localities, preserving the character and rhythm of small-town Virginia life, and demonstrating remarkable continuity in land use and settlement patterns over time.

The Town of Appomattox, established as “Nebraska” in 1855 and later renamed “West Appomattox” in 1895, serves as the county seat and administrative center. Today, it is home to a gradual but steadily growing population of approximately 2,085 residents (ACS 2023) and is best known for its proximity to the restored Appomattox Court House National Historical Park, located three miles to the east, where Confederate General Robert E. Lee surrendered to Union General Ulysses S. Grant on April 9, 1865. This event, which signaled the end of the Civil War, permanently established the Town and surrounding county as a landmark of national historical significance and anchored its Civil War heritage. The Appomattox Court House National Historic Park is preserved by the National Park Service. In 2024, the park welcomed 83,800 visitors—a 19% decrease since 2018 (NPS 2025)—reflecting broader National Park Service challenges such as funding and staffing shortages, rather than diminished interest in the site's historical importance. Nonetheless, the site generated \$5.9 million in local tourism spending in communities near the park and helped the local economy.

The Town of Appomattox has cultivated a strong sense of community identity and civic engagement. Since 1973, the annual Appomattox Railroad Festival has commemorated the Norfolk & Western Railroad's donation of the historic depot to the Town, drawing residents and visitors to downtown each year during the second full weekend in October for a two-day festival. Appomattox's traditional “old town” character is one of its defining attributes. The Town's compact scale, historic architecture, and cultural heritage contribute to its identity as a quiet, close-knit community that continues to reflect its nineteenth-century roots while adapting to modern needs.



Photo courtesy of the Town of Appomattox

Appomattox Today in Current Trends

Recent 2023 U.S. Census data reflect both the stability and resilience of Appomattox and portrays a community experiencing modest but positive demographic trends, that are collectively positioning the community for economic growth. The Town's population saw a massive increase of approximately 11% between 2018 and 2020 during the COVID-19 pandemic. The population growth was primarily driven by net domestic migration, which is having more people moving in than moving out. During the pandemic, as remote work became more common, many people, including those leaving more expensive urban areas (like Northern Virginia, DC, Maryland), sought out quieter and more affordable rural locations to live in.

Compared to Virginia's major metro areas, Appomattox offers a lower cost of living and more affordable housing, and the census data backs up this notion (See Appendix for full economic data trends). The median household income is \$47,795—up 33% since 2018 but still about half the state median of \$90,974. About 15% of families earn under \$20,000 annually, while 22% earn between \$35,000–\$49,999, the highest proportion in the region for income distribution. Roughly 13% of residents report a disability, slightly below county (13.87%) and regional (13.80%) averages (ACS 2023).

Housing affordability continues to be a significant factor influencing immigration and attracting new residents. The median home value is \$124,700, and 49 percent of owner-occupied homes are valued between \$100,000 and \$149,999. To understand the significance of this valuation, one only has to measure the same percentage of availability across the county (18.2%), the region (13.3%), the state (5.7%), and the nation (8.3%) (ACS 2023-B25075). This also helps when focusing on the total amount of new housing being built. In 2024, Appomattox County had the second highest increase in new homes/permits with 63 total in the region. The combination of lower property taxes, affordable housing, reduced crime rates, along with a strong sense of mutual support typical of small towns, and a lower cost of living reinforces the Town's attractiveness to families and middle-aged adults looking for a place to settle down.

Despite these advantages, limited local amenities remain a challenge. The Town offers approximately 20 restaurant options, with few shopping centers or specialty stores. Feedback from the 2025 Comprehensive Plan community survey indicates strong resident interest in expanding dining, retail, and entertainment options to enhance livability and increase visitor spending.

Appomattox's economy once revolved around large scale manufacturing, most notably the Thomasville Furniture Industries plant, which operated from 1972 to 2011 and employed nearly 1,300 workers at its peak, marking a period of industrial growth. The plant's closure in 2011, following the broader decline of domestic manufacturing and increased outsourcing to global competition, resulted in significant job losses and prompted an ongoing search for new economic identity. Since then, the community has explored tourism as a key opportunity area and potential economic driver, though visitation to the Appomattox Court House National Historical Park remains cyclical, unpredictable and subject to broader trends in heritage tourism. Diversification of the local economic base remains a priority for sustaining long-term growth.



Photo courtesy of the Appomattox Railroad Festival

“When people visit, we need to make them want to stay in this wonderful little town.”
-Town citizen



Fishing at Holiday Lake

Vision Statement

We will be recognized as a cooperative, creative and conscientious community that enhances its' citizens quality of life through planning and implementation in preparing for the future while maintaining the Town's cultural heritage.

Goals

#1. Maintain and enhance the Town's community character to expand economic vitality and improve the quality of life for those living, working and visiting the Town.

#3. Support measures that enhance the tourism experience, increase visitor numbers, duration, and amount of local purchases.

#5. Strive to improve the level of educational and job attainment for all citizens.

#2. Provide an efficient, safe and connected transportation system.

#4. Promote the availability, attractiveness and diversity of the Town's housing market.

#6. Provide and maintain reliable infrastructure and services that make the town a great place to live, work, and grow.

Goal 1: Maintain Character

Maintain and enhance the Town's community character to expand economic vitality and improve the quality of life for those living, working and visiting the Town.

Community Character/Urban Design Objectives

- ◇ Yearly update prioritized HDLA Master Plan projects found within the Appomattox Brownfields Area-Wide Plan that strengthen the business and commercial districts.
- ◇ Create and implement an educational program for property owners, target blighted properties.
- ◇ Improve the community parks to expand active and passive recreational opportunities.
- ◇ Establish a marketing campaign for Appomattox Farmer's Market located at Icelands.
- ◇ Explore establishing a Med First Center.

Supporting Actions

The following actions are recommended:

- Implement reuse recommendations for the old Wilbun's Grocery building, Garment Factory building, and Hardware building found in the Area Wide Brownfields Plan.
- Delineate a downtown district and offer higher incentives to businesses that relocate within it.
- Continue to support and expand the ROSE Program.
- Seek grant funding and local programs that will incentivize small businesses.
- Pursue public/private investments in order to encourage downtown district revitalization.
- Install Splash Pad.
- Seek grant funding to research feasibility of Med First Center.



Downtown. Credit: Hurt and Proffitt

Goal 2: Transportation

Provide an efficient, safe and connected transportation system.

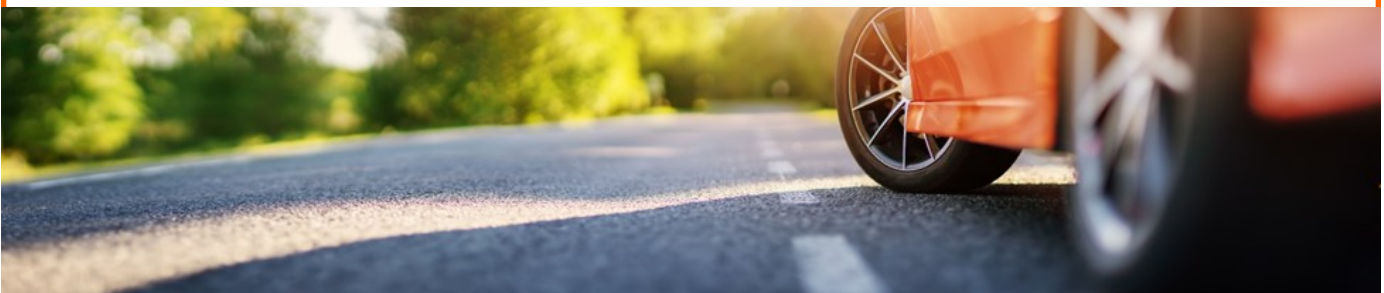
Transportation Objectives

- ◇ Implement the Route 24 corridor plan (Old Courthouse Road Corridor Study) in a phased ongoing approach.
- ◇ Establish and map priority projects in accordance with VDOT /VTrans Prioritized Mid-Term needs.
- ◇ Incorporate pedestrian and bicycle facilities (e.g. bicycle lanes, sidewalks, multi-use paths) to expand multimode options to access resources.
- ◇ Implement concepts within the Appomattox Southside Collector Plan to re-route commercial vehicles around the historic downtown streets.
- ◇ Support commuter programs that expand transportation access options.
- ◇ Explore the options of a town-wide public transit system.

Supporting Actions

The following actions are recommended:

- Create gateway improvements at the roundabout intersection of Old Courthouse Road and Confederate Boulevard to modulate traffic.
- Conduct a safety study at the intersection of Harrell St. and Church St.
- Seek VDOT funding to construct an engineered road at the town's southwestern boundary that connects commercial traffic between VA 727 and US 460 (Refer to Appomattox Southside Collector Plan).
- Fund sidewalk improvements in a phased approach.
- Work with VDOT on a town-wide street widening identification process.
- Conduct a public transit system feasibility study.



Goal 3: Tourism

Support measures that enhance the tourism experience, increase visitor numbers, duration, and amount of local purchases.

Tourism Objectives

- ◇ Increase regional, statewide, and national awareness through a professional marketing program.
- ◇ Continue to support the connectivity between the Town and the National Park by supporting the Route 24 Corridor Plan.
- ◇ Using existing sidewalks, trails and paths, explore additional walking/biking routes to highlight the historic features and resources.

Supporting Actions

The following actions are recommended:

- Conduct a feasibility study for renovations to the Train Depot according to the Town Master Plan (ongoing).
- Conduct a feasibility study on signage within the town and how it could enhance tourists' ability to navigate town businesses and resources.
- Implement gateway improvements at the Old Courthouse Road corridor, and other town entry points of significance, that details multimodal facilities and landscaping to attract tourists.
- Conduct a feasibility study on the Battlefield Park Entrance on Old Courthouse Road (ongoing).
- Development of the field opposite the Museum of the Confederacy, and the open space area around Jones Street with cohesive landscaping and the development of a multimodal trail proximal to the roadway.
- Conduct a feasibility study on a pedestrian trail according to the Town Master Plan.
- Establish a tourism steering committee to lead the marketing program efforts and initiatives.
- Identify and eliminate signs that are redundant and or could be combined.



Photo courtesy of the Town of Appomattox

Goal 4: Housing

Promote the availability, attractiveness and diversity of the Town's housing market.

Housing Objectives

- ◇ Establish a marketing committee and campaign to highlight advantages of living in the Town.
- ◇ Support safe and affordable housing that serves the needs of all residents.
- ◇ Identify opportunities to enhance, rehabilitate, repair, and revitalize the existing housing stock.
- ◇ Seek to expand the housing stock to provide workforce housing for current and future industries serving in Appomattox.
- ◇ Seek opportunities to provide housing alternatives for seniors.

Supporting Actions

The following actions are recommended:

- Start a “Live Healthy” campaign in the Town complete with publications, poster, and branding.
- Review the current zoning ordinance to determine the availability of all housing classifications, particularly multi-family housing.
- Seek Community Development Block Grant (CDBG) and “Acquire, Renovate and Sell” (ARS) grant funding through the Virginia Department of Housing and Community Development (DHCD) to locate existing homes in need of rehabilitation and revitalization.
- Seek grant funding through Virginia Housing’s Workforce Housing Investment Program to advance affordable housing options for middle-income workers in Appomattox.
- Conduct a feasibility study on creating a senior living facility within the Town.

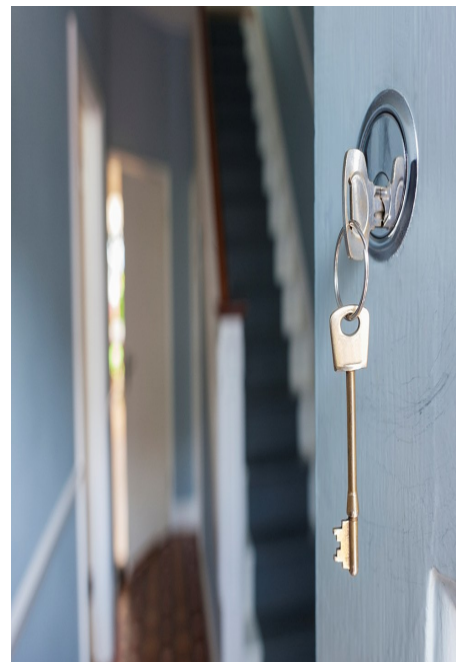


Photo courtesy of Word Stock Photos

Goal 5: Education

Strive to improve the level of educational and job attainment for all citizens.

Education Objectives

- ◇ Increase post-high school graduation education, including collegiate and technical trades, opportunities.

Supporting Actions

The following actions are recommended:

- Establish a working group that will promote advancement opportunities through marketing efforts with Workforce Investment Boards and CVCC.
- Create a marketing campaign that promotes the benefits of higher education



Photos courtesy of Word Photo Stock

Goal 6: Infrastructure

Provide and maintain reliable infrastructure and services that make the town a great place to live, work, and grow.

Infrastructure Objectives

- ◇ Implement water and wastewater master plans that support the land use goals of the Town by providing public water and sewer services to targeted areas.
- ◇ Support the development of modern communications infrastructure such as broadband Internet as resources become available, as well as electric grid upgrades to support small scale battery systems.
- ◇ Support the continued economic development strategies such as small data center developments and small business incentives to promote growth within the Town.
- ◇ Support development strategies to attract prominent manufacturing companies back to the Town.
- ◇ Participate in regional efforts for shared infrastructure and services that will be more cost effective for Appomattox County and Town citizens, and other local consumers.

Supporting Actions

The following actions are recommended:

- Implement strategies and recommendations from the Water and Wastewater Systems Master Plan. (Deliverables scheduled for January 2026)
- Conduct feasibility study for upgrading the electric grid for the Town, complete with expanding and fortifying network lines, advancing software, and strengthening cybersecurity.
- Conduct feasibility study on the town's capacity for a Battery Management System (BMS) in the case of power outages in the area.
- Create a marketing campaign focused on attracting manufacturing companies with strategies that include social media, search engine optimization (SEO), blogs, and emails.



Appomattox Water Tower,
Photo courtesy of Town of Appomattox

How to Use the Future Land Use Map

The **Future Land Use Map** is an element of the Comprehensive Plan and is advisory in nature. The Future Land Use Map is not a regulatory document. It is a policy statement on which future zoning is supported. It is intended to help achieve the town's long-range vision of growth conceived with a 2045-time horizon in mind.

Future Land Use Maps in established towns are inevitably based on the existing uses, because some land uses are much less susceptible to change once they have been established. The Future Land Use Map provides guidance and recommendations on the parcel level for the general type of new development, which may be the same or may differ from current land uses.

Six future land use categories are shown on the future land use map. They are as follows:

Residential - Low Density – These are areas in our town that are now developed as primarily single-family homes or are vacant or underdeveloped properties that due to their size, location, topography, and access are suitable for low density development. Supportive uses such as parks, schools, and places of worship are common in these areas.

Residential – Medium Density - These are areas in our town now developed as primarily smaller lot single family homes. A few locations are developed as multi-family housing (apartments, townhouses, etc.) or are vacant or underdeveloped properties that due to their size, location, topography, surrounding land uses, and access are suitable for a higher density development. Supportive uses such as parks, schools, and places of worship are also common in these areas.

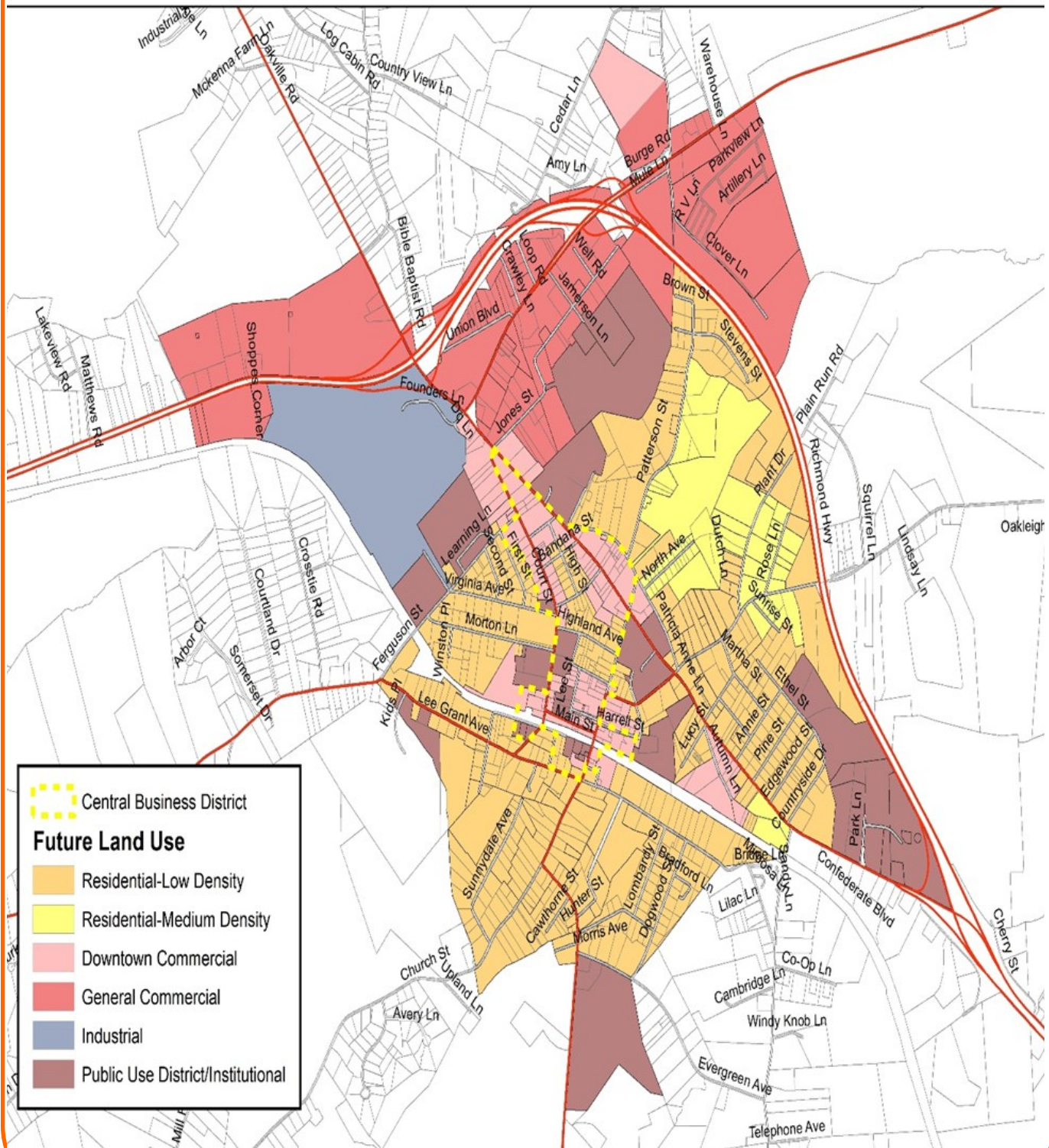
Downtown Commercial – These areas are generally located along Confederate Ave., and the Central Business District. Uses and structures in this classification should be pedestrian oriented and of an architectural design and scale that is compatible with existing uses downtown. Multi-storied buildings are preferred to promote a mixture of uses in one building. Existing buildings that are historically or architecturally significant should be preserved and/or adapted for reuse. New auto oriented land uses, and large-scale “big box” retail are not appropriate in this classification. New structures downtown should be constructed close to adjacent rights-of-way. Parking, if provided, should be located at the rear of buildings and heavily landscaped.

General Commercial - These areas are generally located along Route 460 and Route 24 and at major highway intersections. They are suitable locations for highway/auto oriented uses and large-scale commercial uses such as shopping centers and “big box” retailers. Because of traffic generated/attracted by these large uses, special concern must be given to site design issues such as access and turning movements, and the design capacity of public access roads.

Industrial – These areas which are now occupied by industrial uses but are suitable for future industrial development due to their location, topography, and/or access to rail or major highways.

Public Use District/Institutional - These are larger scale properties devoted to public or quasi-public uses such as cemeteries, schools, and larger scale places of worship.

Future Land Use Map 2045



Introduction

Roadways, sidewalks, railroads, and emerging bikeway and pedestrian corridors form the backbone of the Town of Appomattox's transportation network, which connects residents and businesses to the region and beyond. Together, these systems support the movement of people and goods and are vital to the Town's long-term accessibility and economic health. Maintaining a reliable and balanced transportation system requires continuous planning and investment as the Town designs and operates streets to serve all users, including motorists, pedestrians, bicyclists, and those with mobility challenges. As every development decision affects traffic patterns, roadway capacity, and safety, coordination between land use policies and transportation infrastructure is essential to ensure that Appomattox's growth is supported by a safe, efficient, and sustainable network.

This chapter outlines the major components of the Town's transportation system, which highlights the public highway network while also addressing pedestrian, bicycle, rail, trucking, and air transportation connections. Lastly, in accordance with Virginia State Code, this section also identifies transportation project recommendations for inclusion in the Town's Comprehensive Plan.

Transportation Planning Process

The transportation planning framework for the Town of Appomattox is built on coordination, data analysis, and public engagement. During each Comprehensive Plan update, the Town conducts stakeholder meetings, public hearings, and community surveys to identify transportation priorities such as roadway safety, walkability, and connectivity. The Planning Commission and Town Council use this feedback to adopt transportation goals, policies, and implementation strategies that guide long-term investment and development decisions. In partnership with the Virginia Department of Transportation (VDOT), the Town of Appomattox collects and analyzes transportation data, including information from the American Community Survey and the Pathways to Planning website (found at <https://vdotp4p.com/view>), to guide data-driven decisions.

Transportation project planning in the Town is further articulated in the Rural Long Range Transportation Plan (RLRTP), which is updated every five years by the Central Virginia Planning District Commission (CVPDC) and executed through the Transportation Improvement Program. Potential projects are prioritized for their impact on safety, connectivity, and multimodal access. Lastly, Virginia's Statewide Transportation Plan (VTrans) assesses capacity needs for all corridors of statewide significance, regional networks, and improvements to promote urban development areas (interactive map found at <https://vtrans.virginia.gov/interactvtrans/map-explorer>).

The Town works with VDOT to include high-priority projects in the Six-Year Improvement Program (SYIP) and aligns its Capital Improvement Program (CIP) to secure matching funds. Because Appomattox is outside a Metropolitan Planning Organization (MPO), the Town actively coordinates with VDOT and neighboring jurisdictions to maintain regional connectivity and pursue future funding.

Travel Characteristics

The U.S. Census Bureau's 2023 American Community Survey (ACS) provides insight into the commuting patterns of Appomattox residents. The average travel time to work is 23.6 minutes, which is shorter than the Appomattox County average of 26.4 minutes and slightly longer than the regional average of 22.9 minutes. Data also shows that 71.4% of residents work outside the Town and 90.4% commute by car, either alone or in a carpool, which is higher than the regional rate of 85.2% (ACS 2023-S0801). These patterns highlight the Town's reliance on automobile travel and its role as a commuter community. Over time, Appomattox may consider economic development strategies that expand local employment opportunities, enabling more residents to live and work within the Town while reducing overall vehicle miles travel and supporting a more sustainable transportation network.

Road Class	Miles		Paving Type	Miles
Primary Roads	12.68		Improved	27.35
Secondary Roads	13.73		Unimproved	0
Frontage Roads	0.94		Not Classified	2.85
Other	2.85			
TOTAL	30.2		TOTAL	30.2

Roads in the Town of Appomattox. Source: VDOT

Existing Transportation Facilities

The Town of Appomattox roadway system is composed of primary and secondary roads that together support both regional mobility and local access. The National Highway System (NHS) includes roadways deemed vital to the nation's economy, defense, and general welfare. Within the Town of Appomattox, the only roadway designated as part of the NHS is **U.S. Route 460** (Richmond Highway/Lynchburg Highway), which is a multi-lane, divided highway that serves as one of Virginia's most heavily traveled east-west corridors, stretching from Norfolk, Virginia to Frankfort, Kentucky. Approximately 3.2 miles of U.S. 460 intersect the Town's northern boundary, providing regional connectivity across Central Virginia.

Existing Transportation Facilities cont.

As shown in the previous table, the Virginia Department of Transportation (VDOT) reported approximately 12.68 miles of primary highways within the Town limits. These include:

- Virginia Route 24 (Colonial Highway/Village Highway):** A two-lane paved roadway extending southeast toward Campbell and Bedford Counties and northeast toward Buckingham County, with about 1.9 miles located in Town. Route 24 serves as an important east–west corridor linking Appomattox to Routes 501, 460, 60, 30, and 29, as well as to the nearby towns of Concord, Rustburg, and Evington. It is also designated by VDOT as a Virginia Scenic Byway as a result of its scenic, rustic landscape and its connectivity to the historic village of the Appomattox Court House National Park (designation requirements found at <https://www.vdot.virginia.gov/travel-traffic/travelers/virginia-byways/#Designationprocessandevaluationcriteria0>). The Town supports continued efforts to improve its safety and efficiency.
- U.S. Route 460 Business (Confederate Boulevard):** A two-lane roadway with a center turn lane running east–west between the two entrances of the U.S. 460 Bypass, which since its construction in 1992 has significantly reduced the amount of traffic along this road. This route serves a key commercial corridor within the Town.
- U.S. Route 460 (Richmond Highway/Lynchburg Highway):** A multi-lane, divided highway intersects the Town's northern border for approximately 3.2 miles and is one of the primary east–west connectors in the Commonwealth. This highway is also designated as part of the Strategic Highway Network (STRAHNET), which is a network of highways that provide defense access, continuity, and emergency capabilities to the U.S. Dept of Defense.

Secondary roads make up the majority of the Town's local network, providing neighborhood access and internal circulation. These roads are typically two lanes wide—up to 22 feet in width—and may include a variety of surface types, ranging from asphalt and cement pavements to gravel or untreated dirt roads. With more than 13 miles of secondary roads, this network forms the backbone of Appomattox's local transportation system and supports daily travel for residents, visitors, and businesses alike.

Corridors of Statewide Significance

The Corridors of Statewide Significance (CoSS), originally introduced through the VTrans2025 initiative as *Multimodal Investment Networks (MINs)*, identifies major transportation corridors important to Virginia's economy and mobility. These corridors are multimodal, incorporating highways, rail, transit, ports, and airports, and are prioritized for investment that supports multiple modes of travel. Under House Bill 2019 (2009), Virginia's long-range transportation plan must assess the needs of all CoSS, considering all travel modes. The Commonwealth Transportation Board (CTB) established the corridors independent of local or regional plans.

A CoSS, according to VTrans 2035 Long-Range Multimodal Transportation Plan, is defined as *"an integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the state's economic prosperity."*

To qualify, a corridor must:

1. Support multiple travel modes or serve as a major freight route. (Route U.S. 460)
2. Connect regions, states, or major activity centers.
3. Carry high travel volumes.
4. Serve a unique statewide function.

Eleven corridors have been designated across Virginia—five based on interstates and six on U.S. highways. One corridor passes through the Town of Appomattox:

- **The Heartland Corridor** (U.S. 460) links Hampton Roads to Petersburg, Lynchburg, and Blacksburg before extending west to West Virginia and Kentucky. It is a key freight route served by Norfolk Southern's Heartland Corridor rail line, connecting the Port of Virginia to the Midwest and supported by additional transit and air facilities.

Safety Improvement Needs

- Off ramp of US 460 that connects to Oakville Road (Route 26)
- Portion of US 460 near the top of the town boundary that connects Matthews Road to the on ramp and off ramp leading to Route 26
- Intersection of Old Courthouse Road (Route 131)

CoSS Needs

- Congestion Mitigation for on ramp and off ramp coming off of US 460 onto Oakville Road either eastbound or westbound
- Capacity Preservation for US 460 around the Town of Appomattox
- Transportation Demand Management for US 460, US 460 Business thru the Town onto Route 26

*VTrans 2023 Mid-Terms Needs

Urban Development Area

Appomattox County has designated the Town of Appomattox as a “Village Center”. The County’s zoning code defines village centers (19.6-71 V-1) as areas which will serve as the focal point for cultural and commercial activity for the rural service areas of the county, with a recommended density average between one and three units per acre. Hence, the Town was designated as an Urban Development Area in the VTRANS 2040 Plan, and the following needs were identified.

Current Place Type - Small Town or Suburban Center



Planned Place Type - Small Town or Suburban Center



Refer to the DRPT Multimodal System Design Guidelines for details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Street Grid
- ✓ Pedestrian Infrastructure
- ✓ Intersection Design

Moderate

- ✓ Roadway Capacity
- ✓ Street Grid
- ✓ Bicycle Infrastructure
- ✓ Complete Streets
- ✓ Safety Features
- ✓ Off-Street Parking
- ✓ Intersection Design
- ✓ Signage/Wayfinding
- ✓ Traffic Calming

External UDA Needs

High

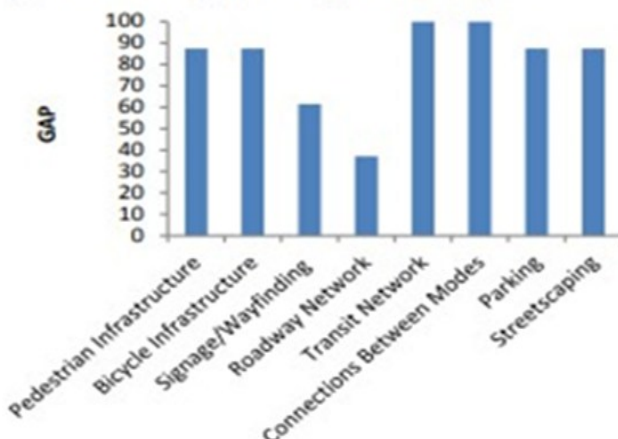
- ✓ None listed

Moderate

- ✓ None listed

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)

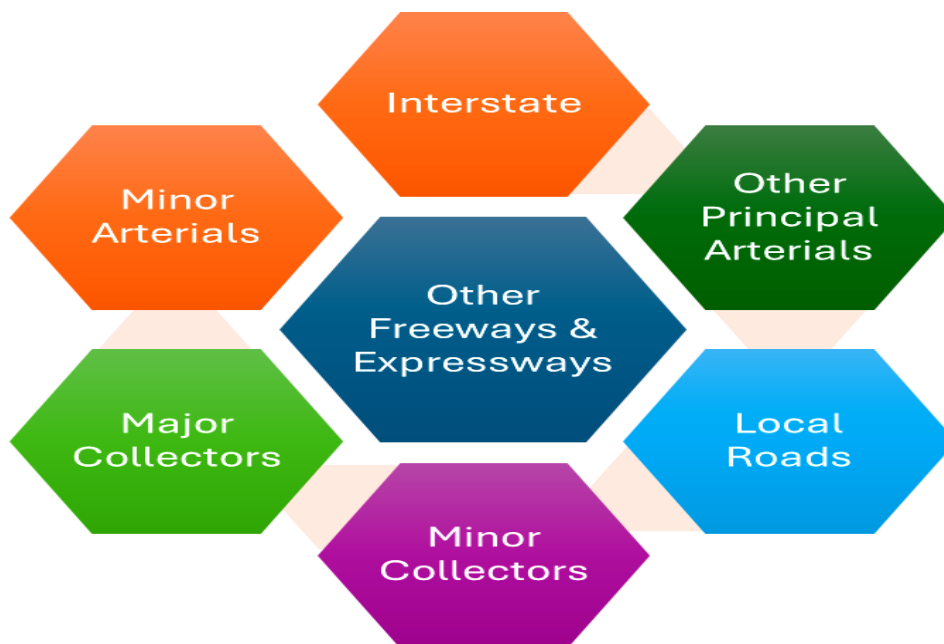


Access to Transportation networks beyond UDA



Functional Classification

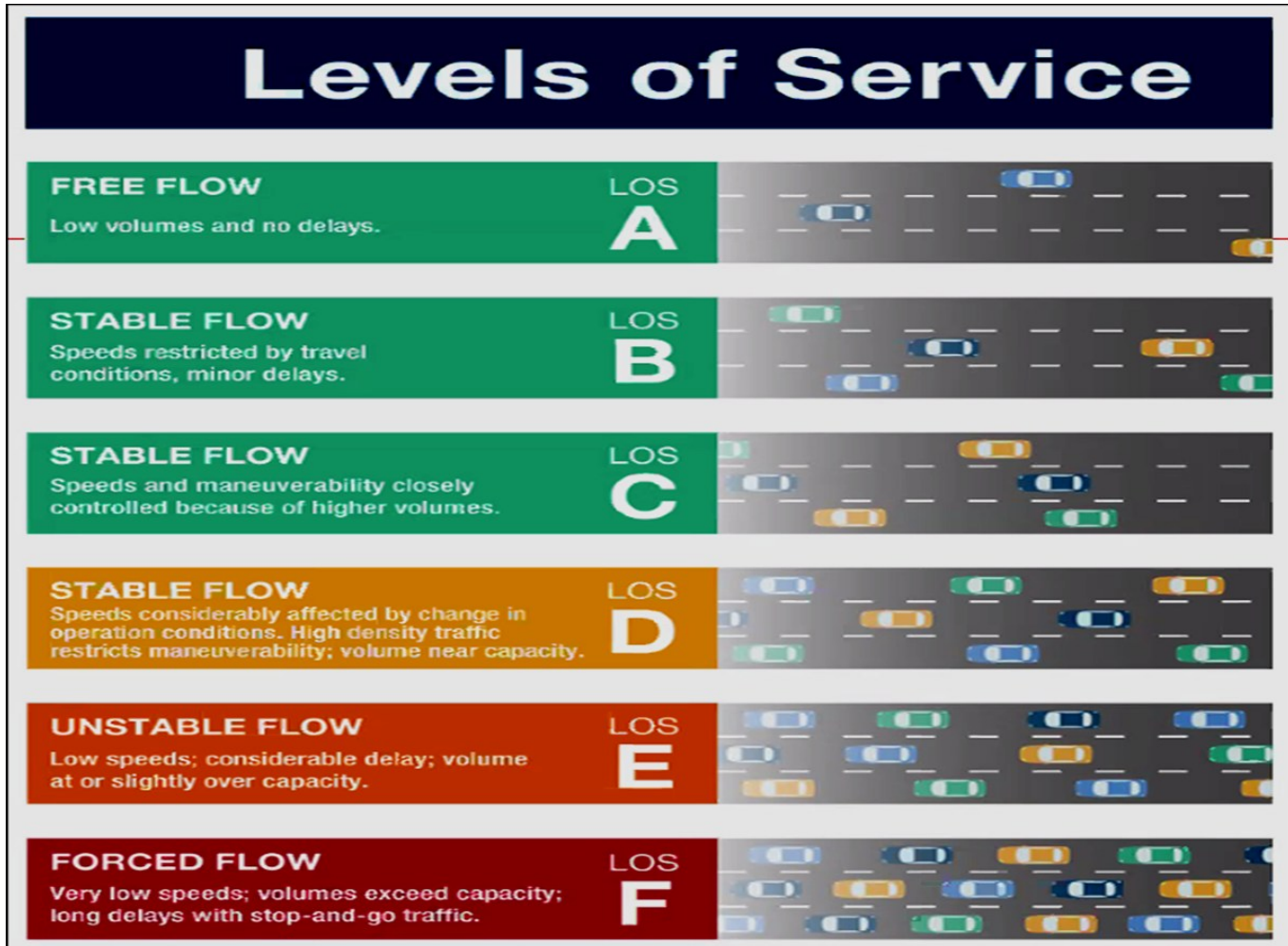
The roadways in Virginia are grouped into systems based on the type and intensity of service they provide. VDOT, through its Transportation Mobility and Planning Division (TMPD), is responsible for maintaining the Commonwealth's official Federal Functional Classification System. The TMPD applies classification standards established by the Federal Highway Administration (FHWA) to ensure statewide consistency and eligibility for federal funding. Under the FHWA framework, each roadway is categorized according to its function within the overall transportation network. These functions range from providing long-distance mobility and higher travel speeds to offering direct local access. The FHWA's primary classification categories include:



More detailed information about these classifications can be found on the VDOT website at: [Virginia Department of Transportation Functional Classification Comprehensive Guide](#). Each roadway classification reflects its role in connecting communities, supporting economic activity, and balancing mobility with accessibility. *Interstates and principal arterials* provide high-speed, regional, and interstate travel, while *minor arterials and collectors* serve shorter trips and distribute traffic from major routes to local streets. *Local roads* provide direct access to homes, businesses, and community destinations. In Virginia, functional classifications are reviewed periodically by VDOT and FHWA to reflect changes in traffic patterns, land use, and development. The most recent statewide update was completed in 2014, with ongoing refinements to maintain accuracy and alignment with federal standards. In the Appendix, you will find a map of the functional road classifications that flow through the Town of Appomattox. (Appendix pg. 41)

Level of Service (Current & Projected)

The Virginia Department of Transportation (VDOT) uses Level of Service (LOS) as a key performance metric to evaluate roadway operations and inform transportation policy. LOS represents the quality of traffic flow and driver experience based on factors such as speed, travel time, congestion, traffic interruptions, safety, and delay. VDOT applies a six-tier LOS scale, ranging from A to F.



More detailed information on LOS definitions can be found in VDOT's guidance document: [Level of Service Definitions Resource.pdf](#)

Overall, roadways within the Town of Appomattox currently operate at a desirable level of service, with limited congestion and generally efficient traffic flow. Found within the Appendix are accompanying maps illustrating existing (2024) and projected (2050) LOS conditions across the Town's roadway network.

{See Appendix for Level of Service 2024 Map (pg. 39) and Level of Service Projected 2050 Map (pg.40)}

Average Annual Daily Traffic Volumes (Current & Projected)

The Virginia Department of Transportation (VDOT) provides traffic volume data for all VDOT-maintained roadways within the Town of Appomattox. Traffic volume is measured as Annual Average Daily Traffic (AADT), which represents the total number of vehicles traveling on a roadway segment over one year, divided by 365 days. According to 2024 VDOT estimates, the highest AADT volumes in the Town occur along the U.S. 460 corridor, particularly near the interchange with U.S. 460 Business on the western side of Town, where volumes reach approximately 18,000 vehicles per day. The eastern interchange area experiences an estimated 16,000 vehicles per day, while the Confederate Boulevard (U.S. 460 Business) segment near the western interchange carries around 12,000 vehicles per day. This data illustrates that U.S. 460 serves as the Town's primary east-west traffic artery and the most heavily used route in the region. Found within the Appendix are maps that compares 2024 AADT counts with projected 2050 AADT volumes, highlighting expected growth along key corridors and intersections within the Town.

{See Appendix for AADT 2024 Map (pg.37) and AADT Projected 2050 Map (pg.38)}

Crash Data: VDOT 2020-2024

Safety is a critical factor in assessing existing roadway conditions and determining the need for future improvements. VDOT publishes crash data in five-year intervals, detailing crash frequency, type, and severity for all state-maintained roadways. In addition, VDOT identifies roadway segments or intersections with a Potential for Safety Improvement (PSI) by comparing the predicted number of crashes to the number actually observed. When observed crashes exceed expected levels, the location is designated as a PSI site for further evaluation. Within the Town of Appomattox, one PSI location has been identified: a roadway segment along the western portion of U.S. Route 460 near the northern Town boundary. This location is considered a priority for targeted safety enhancements and potential funding consideration. Between 2020 and 2024, the Town experienced a general reduction followed by a moderate increase in reported injury crashes, as reflected in the accompanying crash severity table. Ongoing monitoring and continued coordination with VDOT will help identify emerging trends and ensure that safety improvements remain a central component of the Town's transportation strategy.

Source: VDOT

Crash Severity	2020	2021	2022	2023	2024
Fatal Injury (K)	0	0	0	1	0
Severe Injury (A)	2	0	0	3	0
Visible Injury (B)	7	8	2	9	8
Non-Visible Injury (C)	1	0	0	2	1
Total	10	8	2	15	9

{See Appendix for 2020-2024 VDOT Potential Safety Improvement (PSI) Map (p. 43) and Crash Data Map (pg. 42)}

Bicycle and Pedestrian Infrastructure Accommodations

Cycling is becoming increasingly popular in the region surrounding the Town. The same rural road characteristics that attract cyclists—low traffic volumes, moderate terrain, and scenic views—can also contribute to vehicle–bicycle conflicts, particularly due to speed differences. Currently, the Town has no designed bicycle routes and few on-road accommodations such as signage, pavement markings, or designated lanes to alert motorists or guide cyclists.

As bicycle use grows, safety concerns for both cyclists and drivers are heightened by limited infrastructure and a lack of cycling education among some road users. These issues can be mitigated through new or expanded educational programs focused on traffic rules, safe practices, and shared road responsibilities for cyclists, motorists, and pedestrians.

As a part of the Appomattox Brownsfield Area-Wide Study in 2024, bicycle and pedestrian circulation recommendations were made to form a connective bike and pedestrian network that would increase accessibility of key community destinations within the Town—primarily in the Historic Downtown. The continued

maintenance of existing sidewalks and future additions that may improve the sidewalk network within the Town should remain a priority in the future.



Photo courtesy of Word Stock Photos

Bridges and Culverts

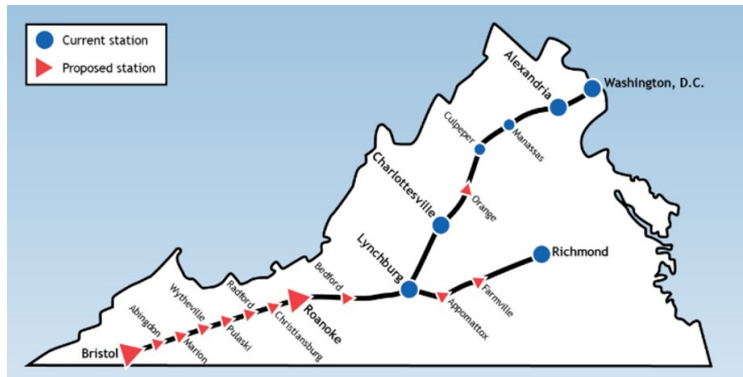
Bridge inspection and evaluation have long been priorities for VDOT, with increased focus in recent years. In the 2017 update to the 2040 Rural Long-Range Transportation Plan for Region 2000, bridge sufficiency ratings were reviewed, and any structure scoring below 50 was classified as deficient and targeted for upgrade or replacement. No such deficient bridges are located within the Town.

(See Appendix for Structure and Railroad Map on pg. 46)

Passenger Rail Transportation

According to the Association of American Railroads, railroads “form a seamless integrated system that provides the world’s most efficient, cost-effective freight service.” Since 1990, the percentage of intercity freight moved by rail has increased from 43 percent to 47 percent.

◇ One main rail line—operated by CSX Transportation’s James River Division serves industry and general freight customers along the James River and then along the 460 corridor and straight through the Town. This line is designated as a “high traffic density” line. Coal and scrap waste materials are the major commodities transported through the town by this line.



Source: TDXinfo.org/proposed-route-map/

◇ The Trans Dominion Express (TDX) is a proposed passenger rail service, crossing the Commonwealth of Virginia on existing tracks—using modern “European style” rail cars for maximum safety and comfort. A non-staffed station is proposed in Appomattox that would connect the Town to Richmond, Lynchburg 36 and other major Virginia cities.

◇ Nationwide Amtrak service is accessible thru the Kemper Street Station in Lynchburg, VA.

Air Transportation

Lynchburg Regional Airport is the major air transportation facility to Town citizens. If additional services are needed, other airports in Roanoke (1.5 hours), Richmond (2 hours), Greensboro (2.5 hours), Raleigh-Durham (2.5 hours) and Washington, D.C. (3 hours) can usually be accommodated.

- **Lynchburg Regional** – is the air service provider for the greater Lynchburg area. The airport is located along U. S. 29 within Campbell County, just outside the City of Lynchburg. With 12 daily flights (6 arriving and 6 departing), Lynchburg Regional Airport provides a variety of flight times for all passengers (expansion to Chicago in 2026). The airport has two runways; one measuring 7,100 feet in length; and the other measuring 3,387 feet. Lynchburg Regional Airport also provides general aviation and air freight service.

Rural Transit/Vanpooling/Bus Service

According to the Lynchburg Connectivity Study, the DRPT has recommended expanding park-and-ride shuttle services for rural employers, along with exploring potential super-regional transit options. Vanpooling is also encouraged to provide transit-like access in rural areas that cannot support fixed-route transit services. Studies for implementation are currently underway. Nationwide Greyhound Bus service is accessible through the Kemper Street Station in Lynchburg, VA.

VDOT Six Year Improvement Plan Projects



Six-Year Improvement Program

Home				User's Guide				About											
All Projects				Major Projects				MPO Fund Reports											
Line Item Details																			
Project Summary																			
UPC		111306																	
Project		#SMART18 - RTE 131 - RECONSTRUCTION																	
Scope of Work		Reconstruction w/ Added Capacity																	
Description		FROM: 0.247 MI. SOUTH OF RTE. 748 TO: 0.216 MI. NORTH OF RTE. 748																	
Report Note		#FY24 Balance to be determined after CN completion																	
Fund Source		HB1887DG																	
Project Location						Estimates & Schedule													
District		Lynchburg		Jurisdiction		Appomattox				Estimated Cost (Thousands)		Schedule							
Road System		Primary		Length		0.4620 MI		Prelim. Eng. (PE)		\$1,084		Complete							
Route		0131		Street		OLD COURTHOUSE ROAD		Right of Way (RW)		\$605		Complete							
MPO Area		NonMPO						Construction (CN)		\$6,091		Complete							
								Total Estimate		\$7,780									
Required Allocations																			
				Previous Allocations		FY2026		FY2027		FY2028		FY2029		FY2030		FY2031		Required After FY2031	
Fund Sources				Values in Thousands of Dollars															
High Priority Projects: Federal				\$8,387		\$0		\$0		\$0		\$0		\$0		\$0		\$0	
High Priority Projects: State				\$50		\$0		\$0		\$0		\$0		\$0		\$0		\$0	
Total Funding				\$8,437		\$0		\$0		\$0		\$0		\$0		\$0		(\$656)	
© Copyright 2008 Virginia Department of Transportation. All Rights Reserved.																			
VDOT Six-Year Improvement Program v1.0																			

Route 131- Old Courthouse Road: This project is designed to improve public safety and drainage by reconstructing the roadway, addressing drainage issues and constructing a shared-use path for pedestrian and bicycle travel. VDOT also plans to add lighting and landscaping. The project was selected through the 2018 SMART Scale program. There is also a resurfacing project for Appomattox County and Campbell County that is set for paving of US 460.

{See Appendix pg. 44 for Funded SYIP Project Map}

Funding Sources

SMART SCALE



This program is a statewide initiative that allocates transportation funding based on an objective, data-driven evaluation of how effectively proposed projects support Virginia's transportation goals. Funding is distributed through two programs: the *Construction District Grant Program (DGP)*, where projects compete within their respective construction districts, and the *High Priority Projects Program (HPPP)*, where projects compete statewide. Final funding decisions are made by the *Commonwealth Transportation Board (CTB)*. To qualify, projects must address needs identified in VTrans, the state's long-range multimodal transportation plan, and relate to a Corridor of Statewide Significance, Regional Network, or Urban Development Area (UDA). Eligible project types include roadway widening, operational and safety improvements, access management, intelligent transportation systems, transit and rail enhancements, park-and-ride facilities, and other transportation demand management measures. Applications may be submitted through the *SMART Portal* by Metropolitan Planning Organizations (MPOs), Planning District Commissions (PDCs), transit agencies, and localities that maintain their own infrastructure, with only localities eligible to submit UDA and safety-related projects. Each project is evaluated based on *Safety, Congestion Mitigation, Accessibility, Environmental Quality, and Economic Development*, with *Land Use* considered in urbanized MPO areas exceeding 200,000 in population. The SMART SCALE funding cycle occurs every two years, with funds generally applied to the final two years of the Six-Year Improvement Program (SYIP). Applications are typically accepted from spring through July, with approximately \$500–\$600 million available each cycle from state and federal sources. Additional information is available at www.vasmartscale.org.

The Town is eligible to apply for transportation funding for roads identified with in several key categories: as part of a Corridor of Statewide Significance—specifically the Heartland Corridor (U.S. 460); within an Urban Development Area (UDA), which encompasses the entire Town; and at Potential for Safety Improvement (PSI) locations ranks 28th out of 100. (See Appendix pg. 44 for PSI Map)

See Appendix pgs. 58-61 for detailed information on other state funding programs including Highway Safety Program (VDOT), Transportation Alternatives (VDOT), Revenue Sharing (VDOT), and State of Good Repair (for Locally Owned Bridges and Primary Extensions).

Recommendations from the Planning Commission

Land use planning and transportation planning are inherently interconnected. Decisions regarding both current and future land use directly influence the capacity, efficiency, and performance of the existing transportation network. This chapter examined the major components of the Town of Appomattox's transportation system, with particular emphasis on the public highway network.

In accordance with the Code of Virginia, each locality must identify transportation project recommendations within its comprehensive plan. As part of this process, the Town Planning Commission developed a transportation plan that identifies infrastructure improvements necessary to support anticipated growth and development. This plan designates new and expanded transportation facilities intended to enhance network efficiency, safety, and multimodal connectivity.

As noted previously, tourism has become an increasingly important source of local revenue following the decline in industrial employment. In support of this economic transition, the **Old Courthouse Road Study** established a long-term vision for the Old Courthouse Road Corridor, extending from Confederate Boulevard in the south to the Appomattox Court House National Historical Park in the north. The study concluded that the existing character of the corridor does little to attract visitors from the National Historical Park into the Town of Appomattox and recommended a series of design and development alternatives to improve both functionality and aesthetic appeal.

The study's three primary development alternatives are summarized as follows:

- **Gateways:** Establish distinctive gateway features at each end of the corridor, including a roundabout at the intersection of Old Courthouse Road and Confederate Boulevard to improve traffic flow. Incorporate landscaping and multimodal facilities to support tourism-related development near the northern end of the corridor.
- **Neighborhood Greens:** Create focal points for future neighborhood development at key nodes along the corridor. Each node would be centered around a public green space to foster community identity and enhance visual appeal.
- **Historic Villages:** Preserve and enhance the area opposite the Museum of the Confederacy and the vicinity of Jones Street as open space incorporating landscaping and a multimodal trail system adjacent to the roadway.

These concepts, along with the Planning Commission's broader transportation recommendations, provide a framework for improving traffic circulation, promoting multimodal access, and strengthening the Town's role as a tourism destination.

Recommendations from the Planning Commission cont.

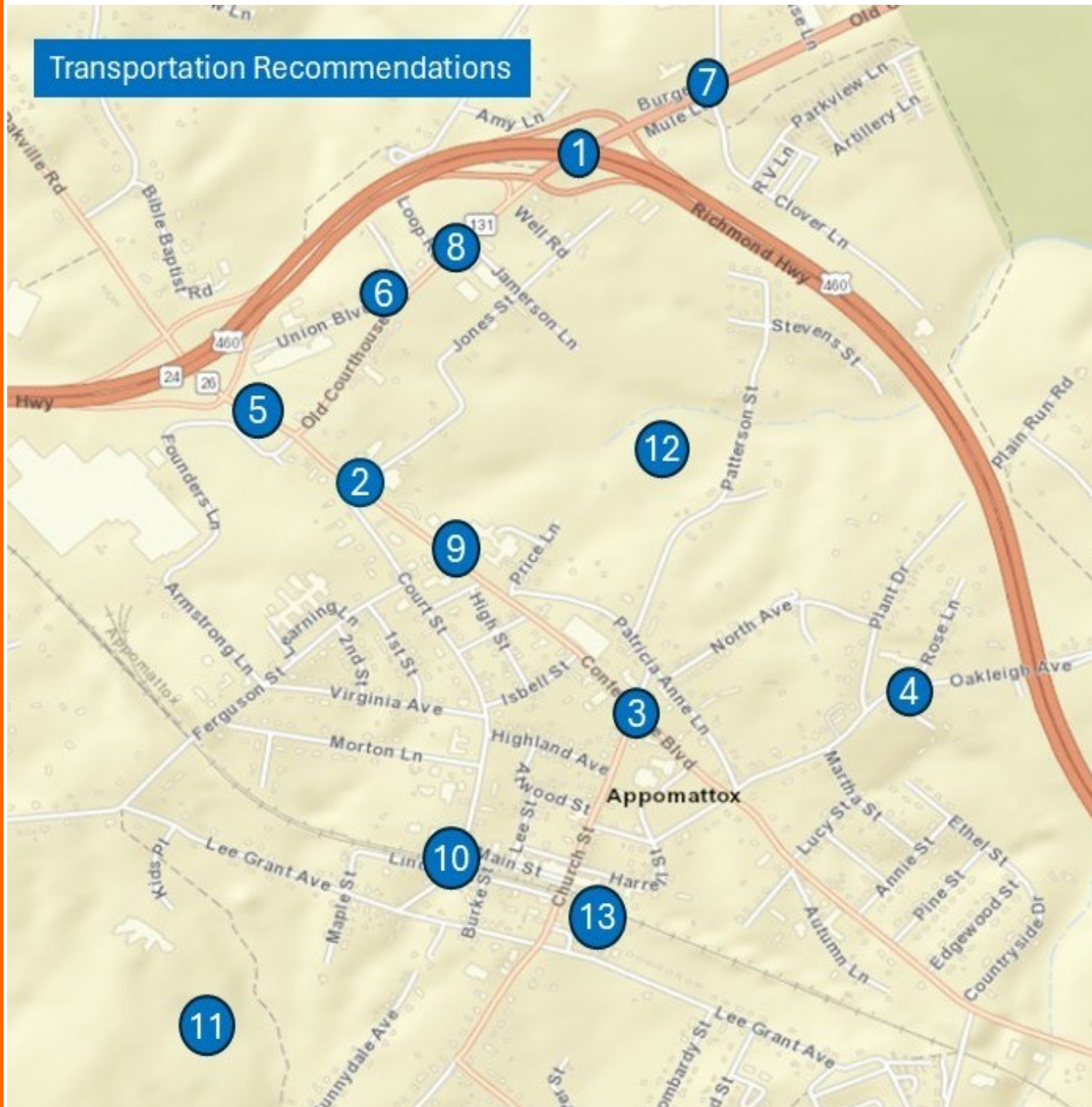
The following table summarizes the transportation improvement recommendations for the Town of Appomattox:

ID	Road Name	Type of Improvement	Recommended from:
1	US 460 Bus. at VA 131 (Old Courthouse Rd.)/VA 631 (Oakleigh Ave.)	Enhanced Advance Warning Notification	Rural Long Range Transportation Plan 2035
2	US 460 Bus. at VA 131 (N. Court Street)	Enhanced Advance Warning Notification	Rural Long Range Transportation Plan 2035
3	US 460 Bus. At VA 727 (N. Church Street)	Enhanced Advance Warning Notification	Rural Long Range Transportation Plan 2035
4	VA 631 (Oakleigh Ave.)/Appomattox Eastern Town Limit to US 460	Widen to urban two-lane roadway	Rural Long Range Transportation Plan 2035
5	US 460 Bus./VA 131 W. to VA 131 E. (Old Courthouse Rd.)	Widen roadway and add turn lanes near intersections	Rural Long Range Transportation Plan 2035
6	Old Courthouse Road/Union Blvd.	Redevelop intersection according to the neighborhood green concept	Old Courthouse Road Corridor Study
7	Old Courthouse Road (Immediate vicinity of the American Civil War Museum)	Redesign streetscape and redevelop the area across from the Canaan Baptist Church	Old Courthouse Road Corridor Study
8	Jamerson Lane/Jones Street	Create a new entrance to the battlefield area.	Old Courthouse Road Corridor Study
9	Confederate Blvd.	Major gateway treatment of streetscape concepts with landscaping, crosswalks, lighting, flag poles, etc. linking to Main St.	Brownfields Area-Wide Plan
10	Main Street (Downtown Historic District)	Expansion of downtown streetscape to the west of Lee Street, including a new public plaza w/ the Historic District	Brownfields Area-Wide Plan
11	Appomattox Southside Collector (VA 727/US 460)	Proposed road route connecting VA 727 and US 460 to handle commercial vehicles and reduce traffic load to downtown streets	Town Council Recommendation
12	Entire Town	Conduct a feasibility study of a public transit system	Planning Commission Recommendation
13	Harrell Street/Church Street	Conduct a safety study at the intersection	Planning Commission Recommendation

Planning Assumptions

The Town's population grew steadily from 1940 until now. Over the next 25 years, the population is projected to remain stable and gradually increase. These projections indicate that the Town's existing road infrastructure will likely continue to provide adequate service well into the future.

Recommendations Map



**This map is the visual location aid for the Recommendations Table*

Water Supply and Treatment

The Town provides water and wastewater services to customers in the Town and in surrounding Appomattox County. The Town provides water services to about 1,300 accounts and wastewater services for about 1,100 accounts, of which are operated by Town staff. Water for the Town of Appomattox is supplied by the Campbell County Utility Service Authority (CCUSA) through an agreement with Appomattox County. The Town is connected to CCUSA in Concord by a water pipeline owned by Appomattox County. The Town has signed documents with Appomattox County to take ownership and maintenance responsibilities for the water line that connects the Town's water system with CCUSA's system. Maintenance responsibilities began on January 1, 2020, with intentions of ownership coming later.

Water is stored in a 1,000,000-gallon ground storage tank, a 100,000-gallon elevated tank in Town; and a 100,000-gallon elevated tank at Spout Spring. Water from the CCUSA system flows by gravity from the Concord tank and is pumped by a pumping station in Appomattox County into an elevated tank. The Town's system serves approximately 1,300 connections with an average use of 240,000 gallons per day. Prior to the installation of the waterline to connect with CCUSA, the Town's primary water source was through wells. The contract with CCUSA expires on December 31, 2030, and the Authority has indicated that it will not be renewed, therefore the Town may have to return to well water. The Town currently maintains eight (8) wells for emergency water supply and is exploring additional sites to provide for current and future needs. These wells will have to pass all the necessary local, state, and federal requirements to come back online.

The town has a Water Conservation Plan to respond to climatic, hydrological and other extraordinary conditions. The plan is intended to ensure that a dwindling water supply is conserved and managed prudently to meet the Town's needs of water supply availability. The Town projects that there is an adequate supply and treatment capacity to serve the current and projected water needs of the community's residential, commercial, and industrial customers. No capacity upgrades to the water system are planned at this time.

The wastewater treatment system in the Town of Appomattox consists of a Sequencing Batch Reactor (SBR) wastewater treatment facility, 10 pump stations, and collection infrastructure by a force main. This facility treats an average of 300,000 gallons of wastewater per day and is scheduled to have upgrades and a possible increase in capacity. Sewer collection lines ranging in size from 4 inches to 12 inches serve most of the Town. The Town is currently updating its sewer lines, including a replacement of the wastewater line along Confederate Avenue. The Town realizes the importance of maintaining the infrastructure delivery and receiving systems and is currently developing a comprehensive Water and Wastewater Master Plan to guide the future development, operations, maintenance, and expansion of the water and wastewater systems. This plan is projected to be implemented in early 2026.

The wastewater treatment facility provides an essential service to the businesses, industries, and residents of Appomattox and the surrounding area. In addition to contributing significantly to the overall health and safety of the community, and with potential for expansion, the Town's wastewater treatment system provides a foundation for our locality's future economic growth.

Update Provided by Jeff Wells, Executive Director, Campbell County USA

Solid Waste Collection and Disposal

The Town's Public Works Department provides a high-level service to town residents and small businesses with regards to refuse collection. Solid waste collection is provided through a commercial contractor and is provided to all residences and small businesses located within the town limits. One garbage collection pickup per week is provided to each household and business, which is typically Tuesday each week. Each household is issued one 96-gallon roll-out cart for garbage and businesses in town are allowed to have two carts. Residents have the option to add an additional cart for a monthly fee and businesses can add up to 2 additional carts for the same monthly fee. The schools and larger entities hire private haulers to provide solid waste collection and disposal services. The Town has a garbage collection policy that explains the policy and regulations regarding refuse collection and disposal procedures. All waste collected by the Town is disposed of at the Region 2000 landfill on Livestock Rd. in Campbell County.

The Town pays for its solid waste collection and operating expenditures out of its General Fund tax revenues. Town residents and small businesses pay no additional sanitation fees for the refuse services provided. The Town offers several other services for the disposal of waste in addition to regular household waste. These include the following:

- **Brush Collection** – Occurring weekly, this service is provided by the Public Works Department and does not need to be scheduled.
- **Leaf Collection** - Bulk collection provided in the fall (November-January) on a weekly basis as well as two weeks during the Spring Cleanup Event using a leaf vacuum machine. All other times leaves must be bagged and will be picked up when a citizen calls the Public Works Department.
- **Special Pick Up** – For bulk waste items such as old furniture, appliances, and the like, citizens must schedule pick-up with the Public Works Department. This service is contracted through the commercial contractor and happens on the last 2 trash days of every quarter (8 bulk pick-up days each year).
- **Snow Removal**- This service is contracted by VDOT and performed by the Public Works Department to clear the roads to make them safe for travel.



Photo courtesy of Word Stock Photos

Update Provided by David Carter, Utilities Director

Emergency Services

Appomattox County Sheriff's Office – Provided by Sheriff Robby Richardson

The Appomattox County Sheriff's Office has law enforcement authority for the Town's corporate limits. The Department of Public Safety is responsible for operating the County's 911 Call Center. The Sheriff's Office is responsible for providing security and prisoner escort for the court system. Sheriff's deputies also serve civil process papers, criminal warrants, and all other documents required by court order.



Virginia State Police – Provided by Captain Gary Hack

The Virginia State Police Department services include a 24-hour communications system, monitoring and enforcement of state highway traffic laws, supervision of vehicle inspection stations, adoption of standards for vehicle safety programs, and drug and narcotic investigations. The State Police office is located in Appomattox and serves sixteen (16) counties.



Fire Protection – Provided by Fire Marshall Jonathan Garrett

The Appomattox Volunteer Fire Company is a 36-member volunteer fire department chartered in the Commonwealth of Virginia by the Town of Appomattox. Located on Confederate Blvd., the department utilizes three (3) engines, one (1) ladder vehicle, two (2) brush fire fighting vehicles, one (1) tanker, and two (2) crash vehicles. The department operates as an independent corpo-

ration with funding from the Town, County, and State as well as donations and fundraisers. The town partially funds the fire company's annual operating costs.

Emergency Medical Services (EMS)-Provided by Cassie Nash, President

Emergency Medical Services (EMS) – The Appomattox County Rescue Squad (located at 763 Confederate Blvd.) provides 24-hour emergency medical services to the greater Appomattox County area. In 2025 the agency had approximately fifty-five (35) volunteer members comprised of a mixture of both basic life support and advanced life support providers. The agency also employs a staff of one (1) administrative personnel and five (10) paid EMT's. A six (6) member Board of Directors provides for total oversight of the agency's fiscal management.

Educational Services: Public Schools

Appomattox County Public Schools - The public schools in the Town are part of the Appomattox County Public School System. The Appomattox County Public School System serves approximately 2,350 students in two (2) elementary schools, one (1) middle school, and one (1) high school—all of which are fully accredited by the Virginia Department of Education. The school division also offers adult literacy programs, GED classes, and job skill development to adults within the community. Night classes are held at the Appomattox County High Schools.

The school division is the largest employer in Appomattox County with a staff of over 250 professional and 180 support staff employees.

A fully equipped and staffed library media center is the hub of each school. A wide variety of print and technology materials enable students to pursue interests and school research. Furthermore, the school division has been a leader in this region in the use of technology. Each classroom is equipped with active panels to support instruction and student learning, multimedia, Internet connection and Chromebooks.

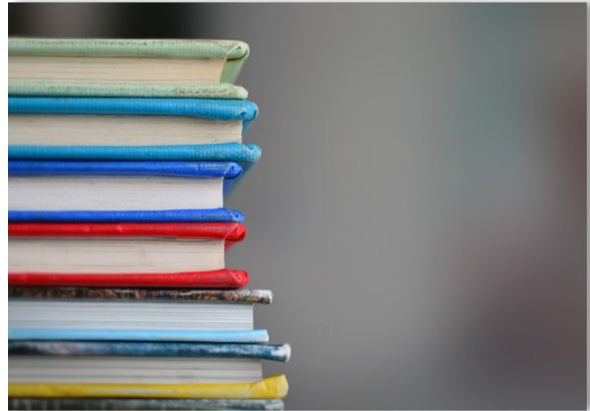


Photo courtesy of Word Stock Photos

Through a cooperative arrangement with Central Virginia Community College, high school students are offered the opportunity to take college credit courses at CVCC in heating, ventilation, and air conditioning (HVAC) and welding. ACPS also provide Dual Enrollment, the Early College Academy, Governor's School and the STEM academy.

Update Provided by Superintendent Jason Tibbs

Human Services/Social Services

The Appomattox County Department of Social Services (Located at 318 Court St.) administers a variety of human service programs available to residents of the Town as well as Appomattox County in accordance with state and federal regulations. The mission of the Department is to promote self-reliance and provide protection for Virginians through community-based services. The Department has a new phone system that they anticipate will streamline phone calls and is working to hire new talent to rebuild the team.

The Department of Social Services provides services in two (2) primary areas: financial assistance and social work services. Developing and upgrading program information systems for the Department of Social Services will continue to be a priority.

Update Provided by Alisha Wright, Director of Social Services

Health Services/Health Care

The City of Lynchburg is the primary medical center for Town residents. The City has two (2) hospitals, both of which are owned and administered by Centra Health, Inc. **Lynchburg's General Hospital (LGH)**, which is a 270-bed emergency and critical care center specializing in cardiology, emergency medicine, orthopedics, neurology, and neurosurgery. LGH is recognized nationally for its orthopedic and cardiac programs.

Virginia Baptist Hospital, founded in 1924, is a 317 licensed bed facility serving Central Virginia with quality health care for the whole family. It is the regional hospital for cancer care, women's and children's care, mental health and chemical dependency treatment, outpatient surgery, physical rehabilitation, and home health. Virginia Baptist Hospital has received Press Ganey's prestigious Summit Award, healthcare's most coveted symbol of achievement in patient satisfaction. Of the 6,000 hospitals in the United States, only one percent received this honor, making Virginia Baptist Hospital only one of 60 hospitals in the nation to earn this award.

In addition to the two hospitals in Lynchburg, the **Southside Community Hospital in Farmville**—also owned and administered by Centra Health, Inc.—is an additional resource to Town residents. Centra Southside Community Hospital is an 86-bed, state-of-the-art facility committed to meeting the needs of the community through quality cost effective healthcare, delivered by a progressive, highly trained medical staff and an efficient, friendly workforce.

There are also several family physician offices in the Town: the **Appomattox Family Practice Center** and the **Blue Ridge Medical Center**. Although these smaller facilities can generally provide for the general health maintenance needs of Town citizens, their hours of operation and facilities are not designed to respond to the urgent care needs of local citizens. Lynchburg hospitals are the closest option for emergency/urgent care patients.



Library Facilities

The J. Robert Jamerson Memorial Library is a library in the historic county and town of Appomattox. Since 1992, it has been located at 157 Main Street, Appomattox, VA 24522. The Appomattox County Library had its beginnings in 1936 with it being made possible by a donation from David K. Bruce, a member of the Virginia House of Delegates and diplomat. Under the direction of the Appomattox County School Board, the library opened on April 12, 1940, on Church Street next to the Appomattox County High School (currently the Middle School). In May of 1992 the library got a new name (J. Robert Jamerson Memorial Library) and a new building, on Main Street, where it still resides to this day.

Library cards are freely available for anyone who lives and works in the state of Virginia, but a photo ID and proof of current address are needed to obtain a card. Library cards are available for all ages, but minors under the age of eighteen must have a parent or legal guardian fill out the application and pick up their card.

The J. Robert Jamerson Memorial Library offers many services for the community, including books, magazines/newspapers, DVDs, online streaming services, online databases, job-seeker services, educational programming, study tables and an office pod. A library card grants access to eBooks and audiobooks through Libby, magazines through Magzter and movies, tv series and documentaries through Kanopy. It also offers access to online classes through Universal Classes and Transparent Language, help with homework through Homework HelpNow and EBSCO Learning Accel and access to JobNow for resume and job help. The library also has a Community Room that is open to public use for meetings.

Currently programs for ages zero to 100 are available several times a week, with the programs focusing on S.T.E.A.M. (science, technology, engineering, art, and math), art and handicrafts, and book clubs for all ages. In the summers, there is an expanded Summer Reading Program that brings together the community through programs and activities to keep children reading through the summer.

The J. Robert Jamerson Memorial Library welcomes community residents from both the Town of Appomattox and the County of Appomattox to join the library and participate in library programming throughout the year.

Update Provided by Cindy Scheu, Director



Public Recreation Areas and Facilities

The Town offers its residents and guests many different forms of recreation. Watkins M. Abbitt, Sr. Memorial Park is located on Main St. next to the Jamerson Library. The park offers picnic tables and a quiet setting for lunch. The park is available to rent for special occasions. The Appomattox Town Park (also known as the Kiddie Park)—located near the Appomattox County High School—is a popular park



for families that contains a walking trail, picnic pavilion, playground and an original caboose. The Master Plan effort—carried out in 2014—offers various possibilities for new Town Parks in the future. Town Planning Commission members have noted that the parks and recreation opportunities in the Town contribute significantly to quality of life and are therefore open to exploring possibilities for new parks in the future.

The Appomattox County Parks, Recreation, and Tourism Department also provides a variety of quality recreational programs and leisure activities for Appomattox County and Town residents along with providing of parks, recreation areas, and civic facilities.

The Appomattox County Parks and Recreation Department currently manages five sites:

- Appomattox County Community Center
- Appomattox County Ball Park
- Appomattox County Community Park
- Oakville Ruritan Building
- Courtland Festival Park (Newly renovated with stage and pavilions)



Update Provided by Teresa Davis, Community Engagement Coordinator for Appomattox County

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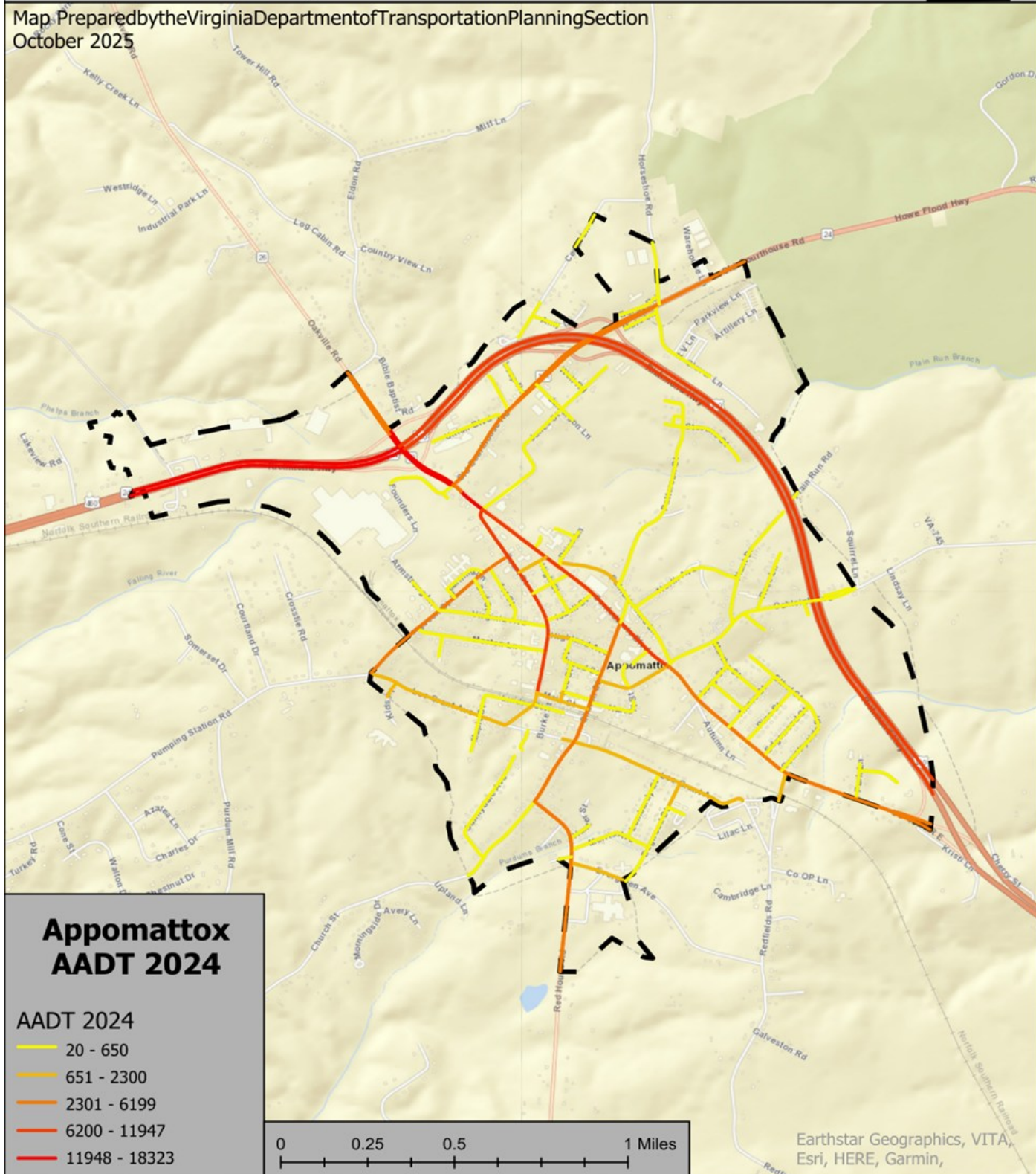
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Photo courtesy of the Town of Appomattox

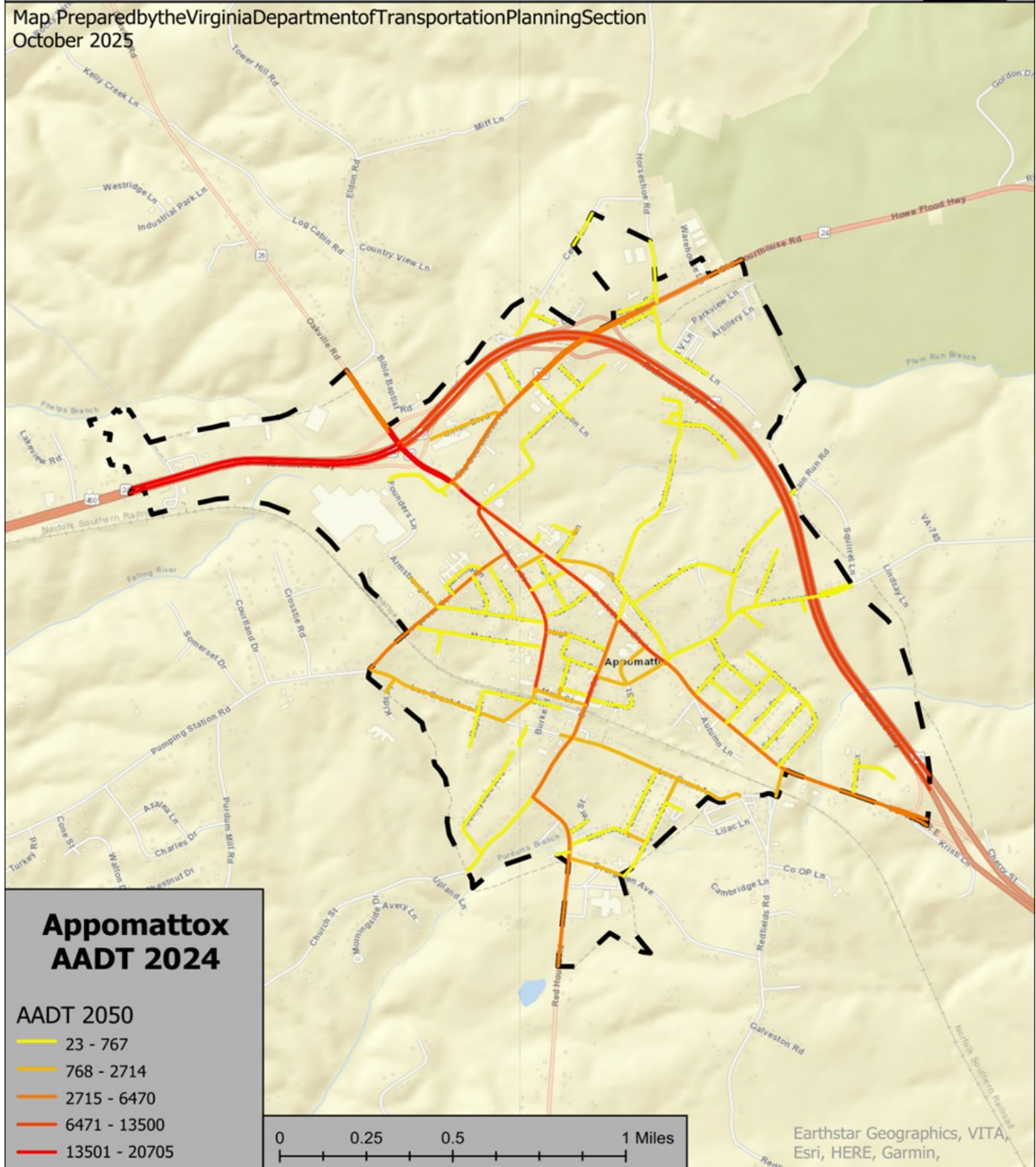
Town of Appomattox Average Annual Daily Traffic 2024

Map Prepared by the Virginia Department of Transportation Planning Section
October 2025



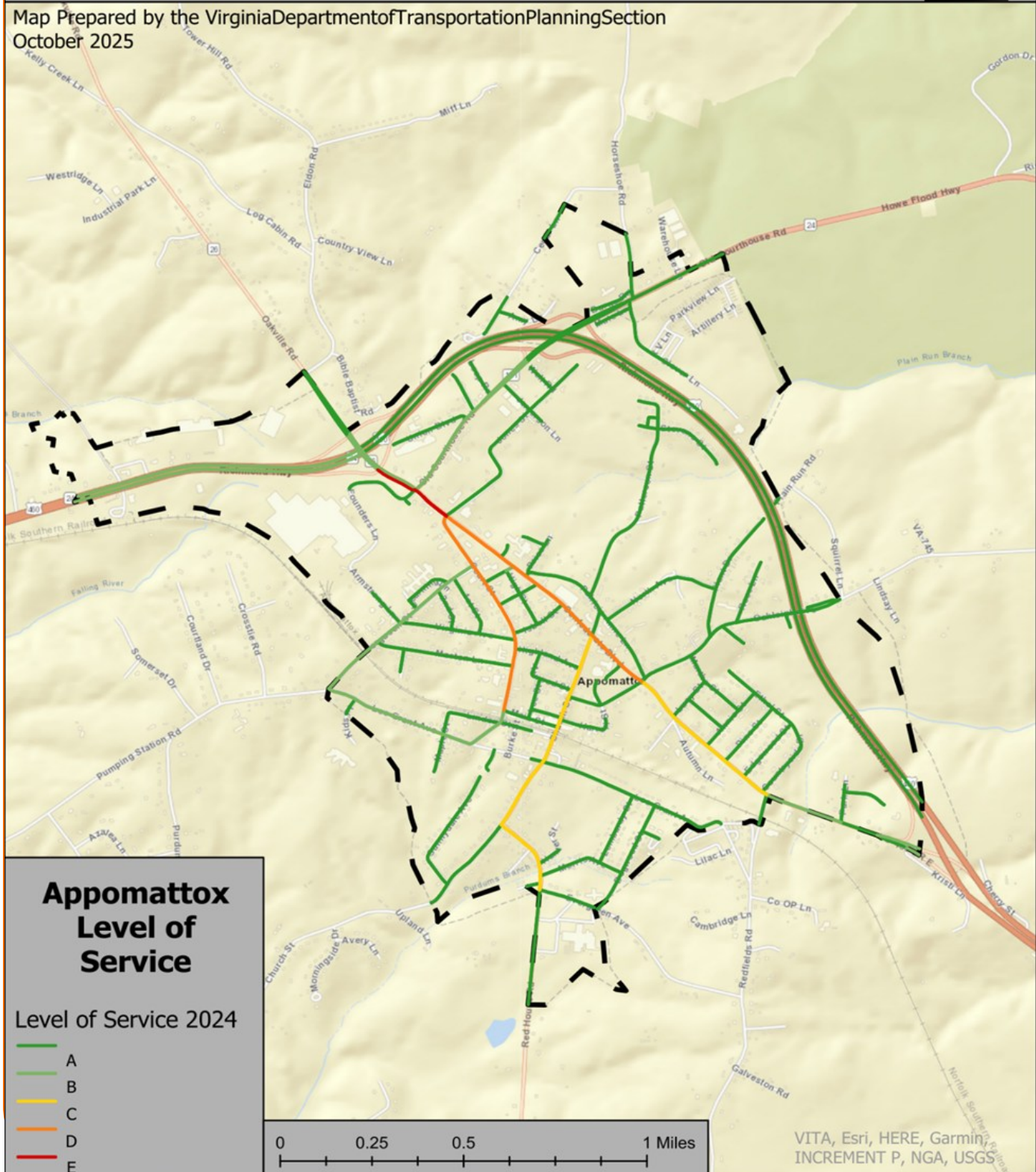
Town of Appomattox Average Annual Daily Traffic 2050

Map Prepared by the Virginia Department of Transportation Planning Section
October 2025



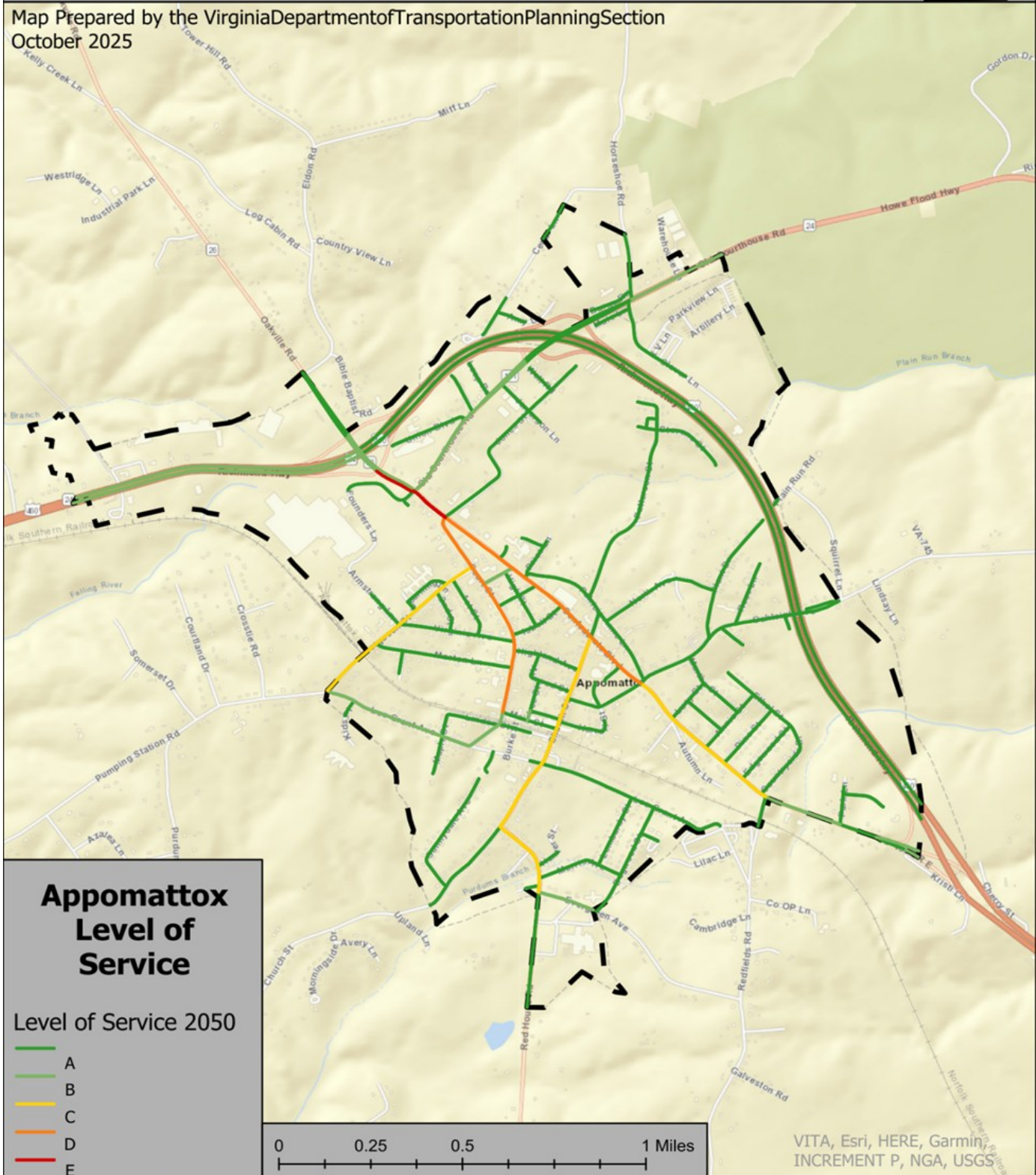
Town of Appomattox Level of Service 2024

Map Prepared by the Virginia Department of Transportation Planning Section
October 2025



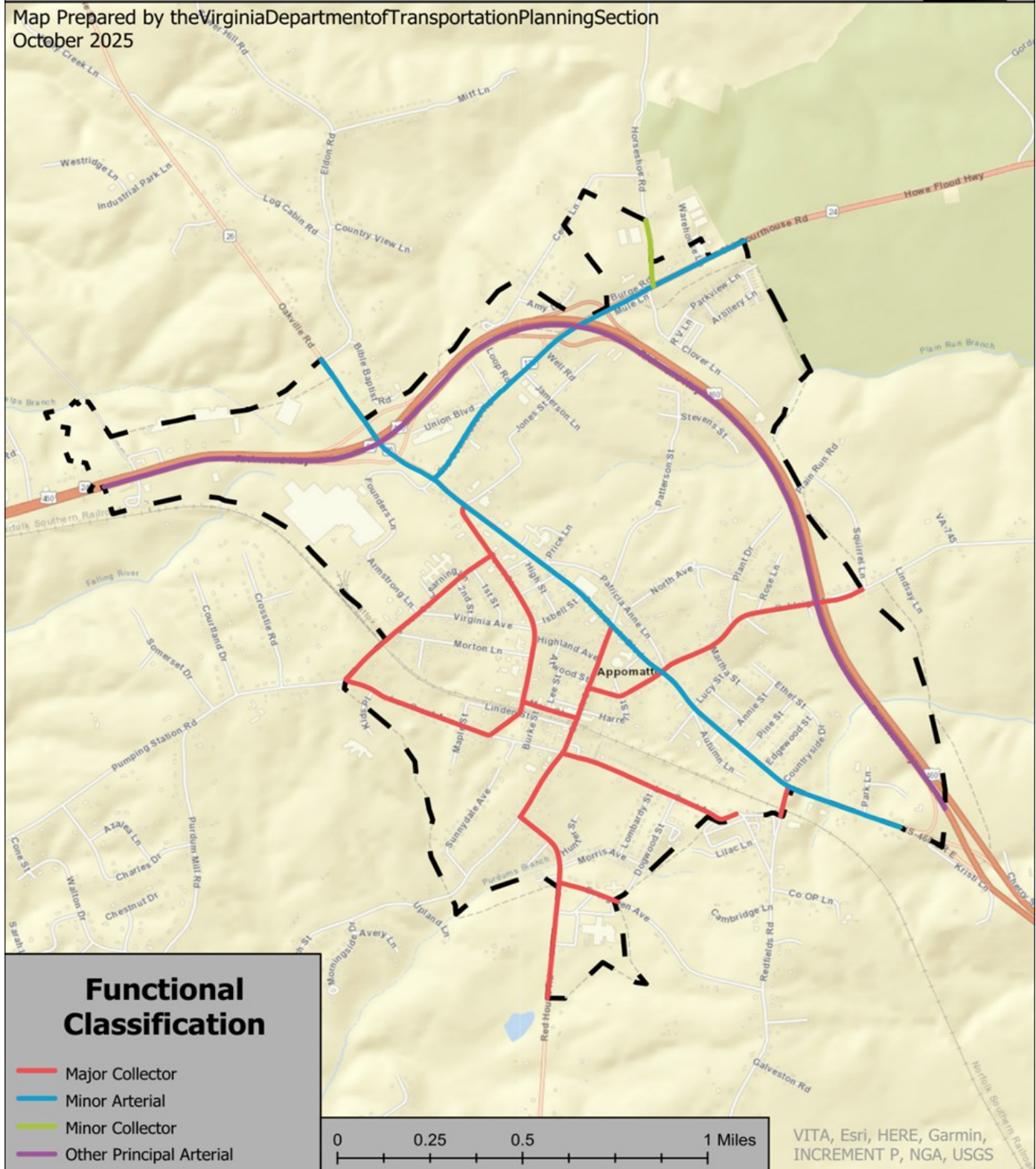
Town of Appomattox Level of Service 2050

Map Prepared by the Virginia Department of Transportation Planning Section
October 2025



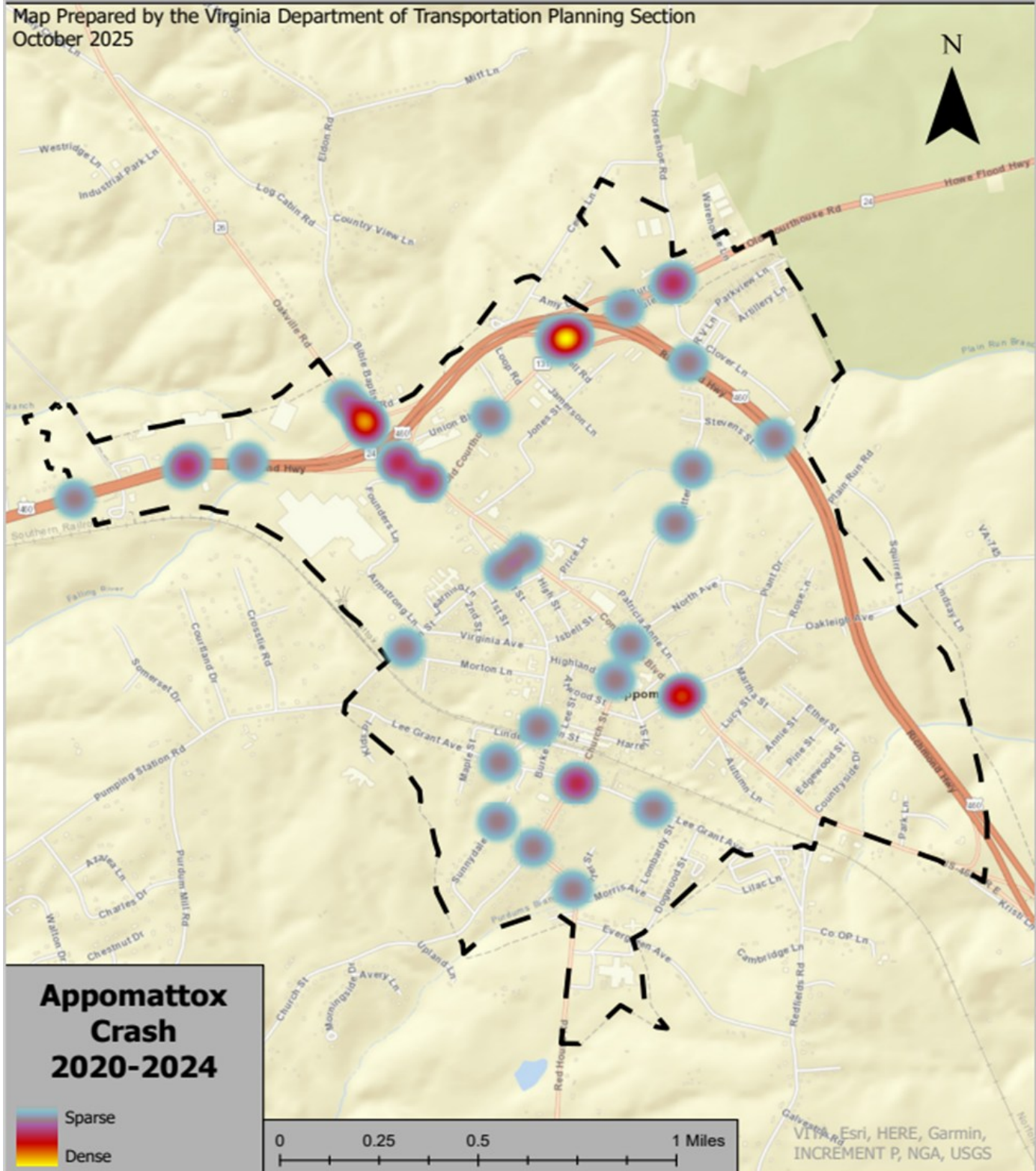
Town of Appomattox Functional Classification Map

Map Prepared by the Virginia Department of Transportation Planning Section
October 2025



Town of Appomattox Crash Heat Map 2020 - 2024

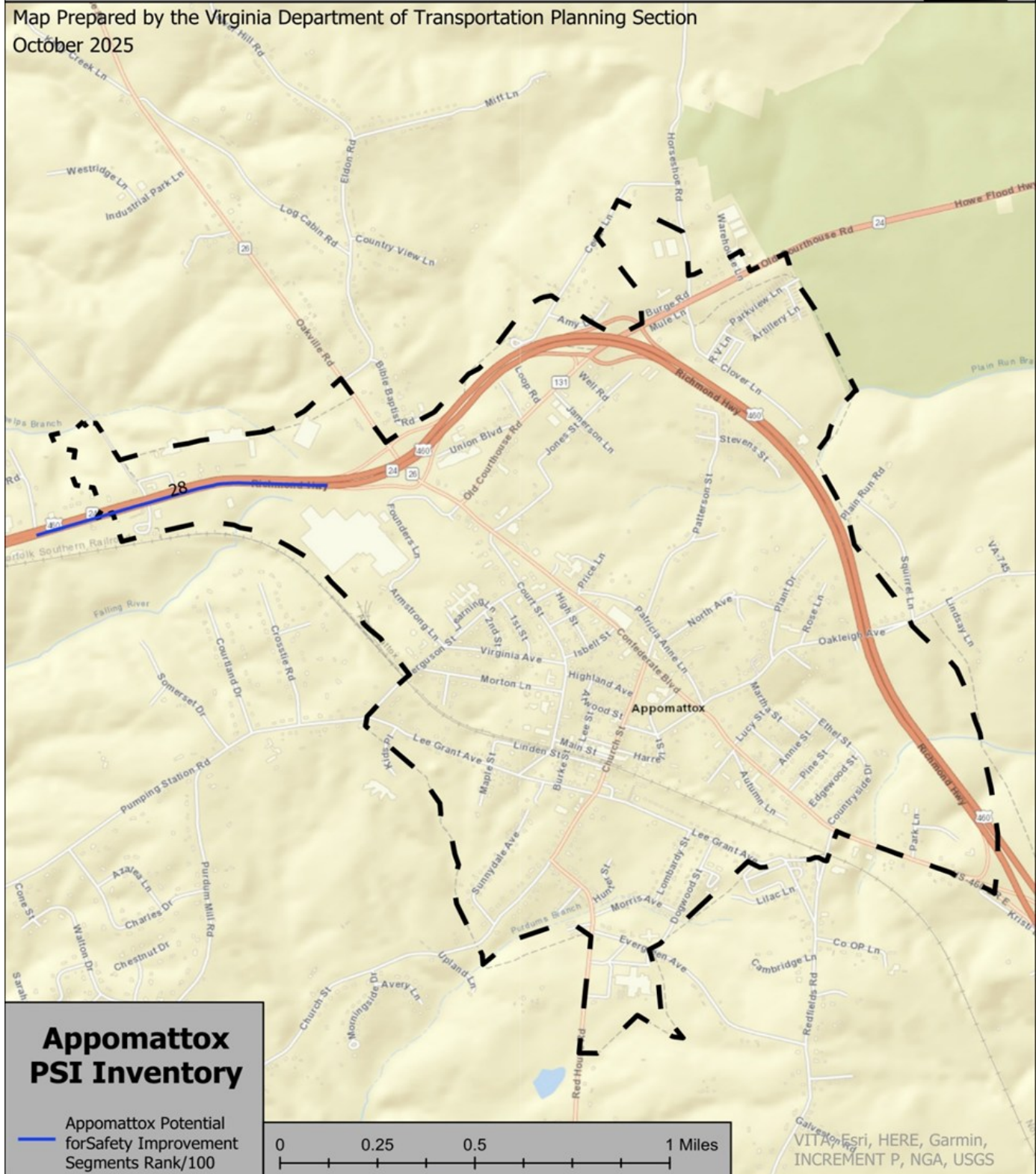
Map Prepared by the Virginia Department of Transportation Planning Section
October 2025



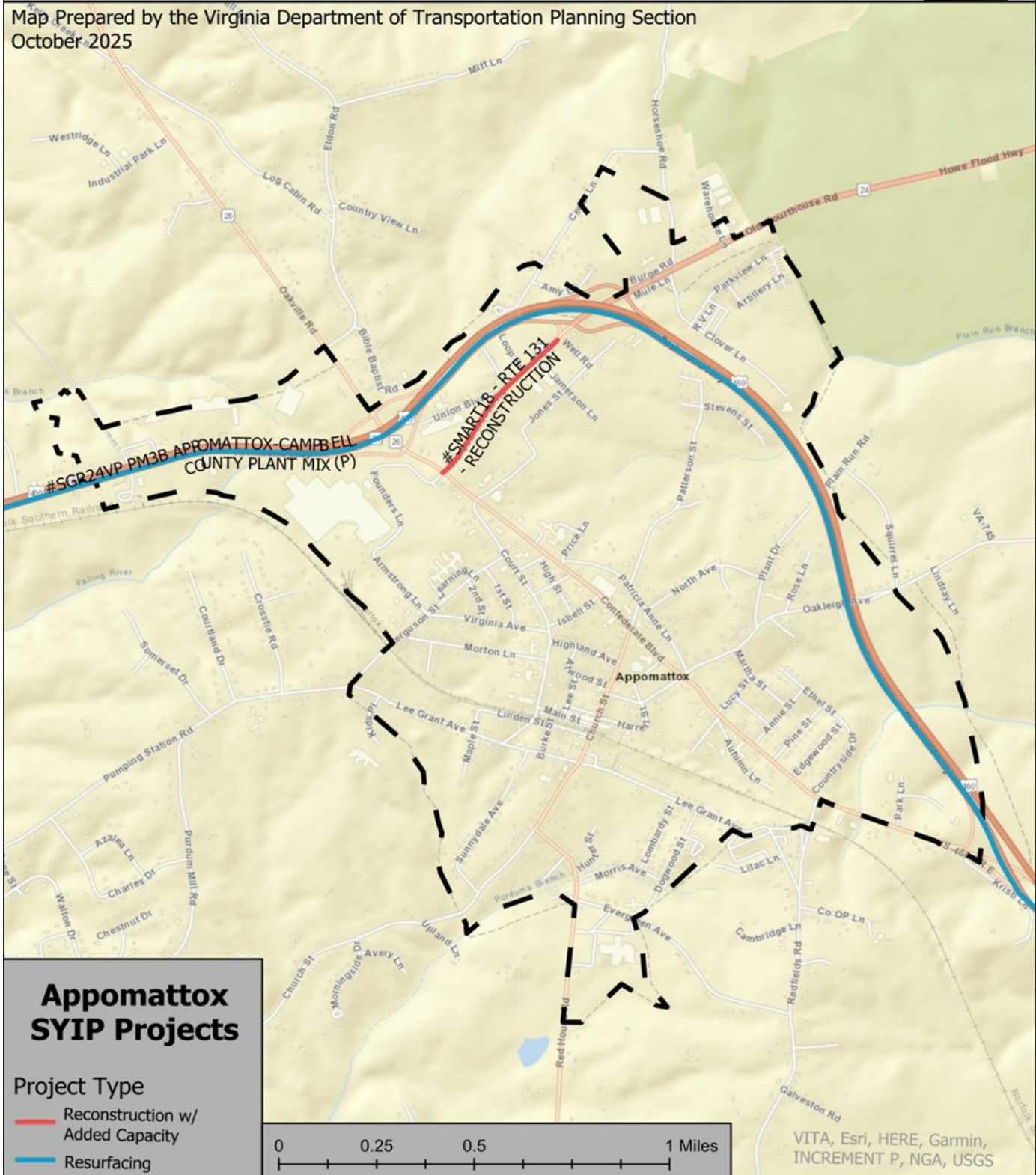
Town of Appomattox

Potential for Safety Improvement (PSI) Inventory

Map Prepared by the Virginia Department of Transportation Planning Section
October 2025

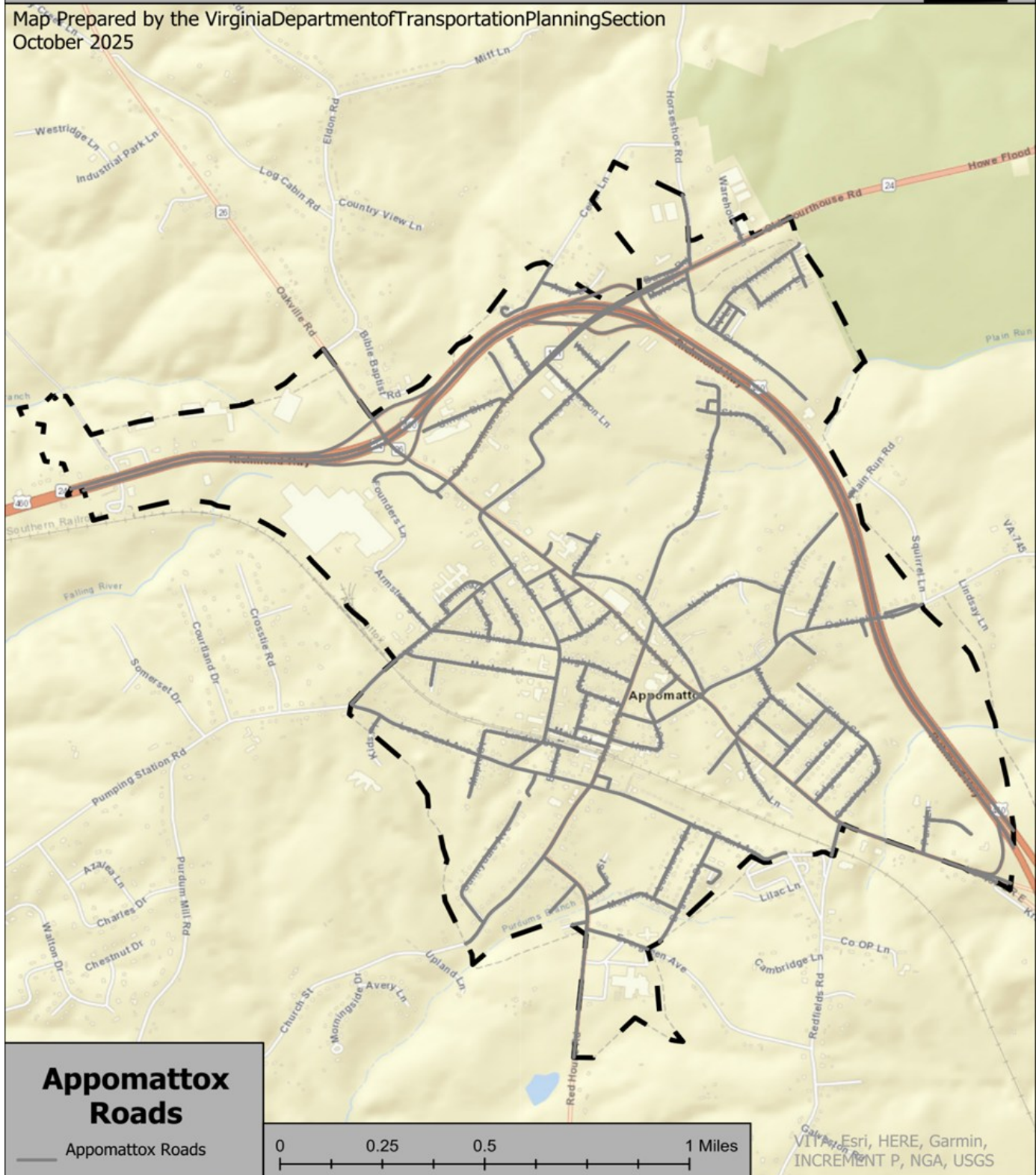


Map Prepared by the Virginia Department of Transportation Planning Section
October 2025



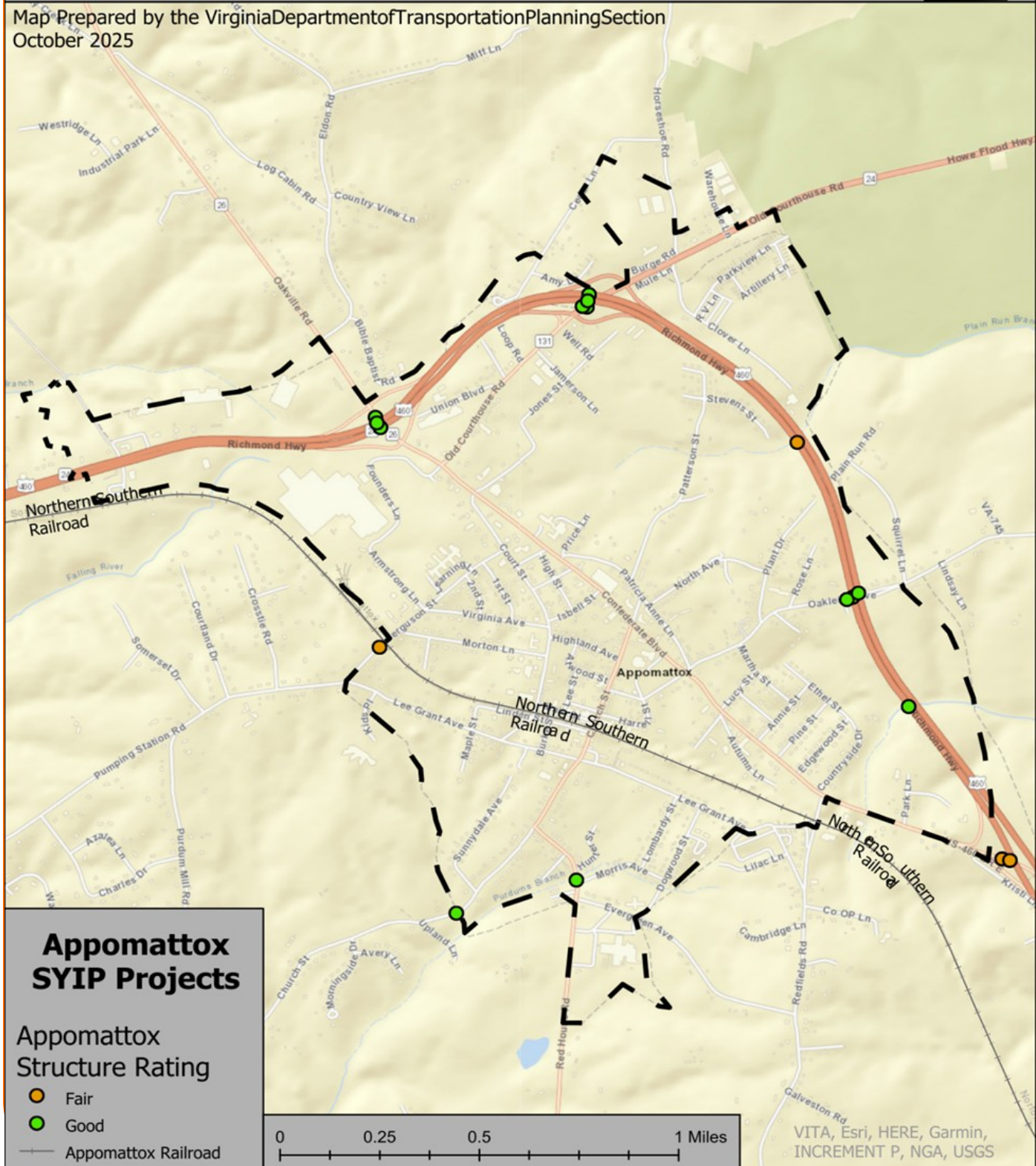
Town of Appomattox Road Map

Map Prepared by the Virginia Department of Transportation Planning Section
October 2025



Town of Appomattox Structure & Railroad Map

Map Prepared by the Virginia Department of Transportation Planning Section
October 2025



Additional Transportation Recommendations

Appomattox Southside Collector

A route proposal for the southwestern boundary of the Town, authored by Town Council Member, Nathan A. Simpson in March 2024, suggests the construction of a new 1.5-mile road project to divert commercial traffic away from the downtown historic district, preserving its character and reducing traffic congestion.

Background

Currently, there is no direct route connecting VA 727 and US 460, leading commercial traffic to pass through Evergreen Avenue or Church Street, affecting the Downtown Historic District. An alternate truck route was previously established but has been challenging to enforce effectively.

Proposal

The project involves constructing an engineered road at the town's southwestern boundary, functioning as a connector for commercial traffic between VA 727 and US 460. This road would be specifically designed to handle commercial vehicles, thereby reducing the traffic load on the historic downtown streets.

Benefits

- Preservation of the historic downtown district by reducing the impact of commercial traffic.
- Improvement in traffic flow and safety for both commercial and residential road users.
- Encouragement of economic growth by providing a more efficient route for commercial activities.

Implementation

The proposed road will be designed in accordance with the Virginia Department of Transportation's Functional Classification Map, ensuring it meets all requirements for a major collector. The design will focus on minimizing environmental impact and maintaining the town's historic aesthetics.

Route Details

The proposed 1.5-mile route aims to manage the flow of commercial traffic and reduce school related congestion by connecting Appomattox County High School and Appomattox Elementary School. Starting from Evergreen Avenue, the route will extend to Booth Drive, where potential enhancements, such as the installation of a four-way stop, may be considered to manage traffic flow safely.

Additional Transportation Recommendations cont.

The route will then intersect with Church Street and continue towards the elementary school. At this juncture, a redesigned intersection involving Lee Grant Avenue, Pumping Station Road, and Ferguson Street will be created.

The path will proceed along Ferguson Street, crossing the railroad bridge to Founders Lane. From there, the road could either border the Thomasville plant to the west, linking with US 460 at the traffic light near the CVS/Taco Bell, or continue on the eastern side, connecting at the Founders Lane and Confederate Boulevard traffic light.

This strategic route provides a direct connection for commercial traffic while simultaneously serving important community hubs.

Land Acquisition

The majority of the land necessary for the new road is presently undeveloped, which simplifies the acquisition process. The developed properties along the proposed route are primarily owned by public entities such as the County of Appomattox or the Commonwealth of Virginia, or by commercial and multifamily landlords. These stakeholders are anticipated to be cooperative in selling their land, reducing the need for eminent domain. The design of the route is such that it requires minimal, if any, land acquisition from owner-occupied single-family residences, thereby minimizing the impact on individual property rights and existing residential areas.

Conclusion

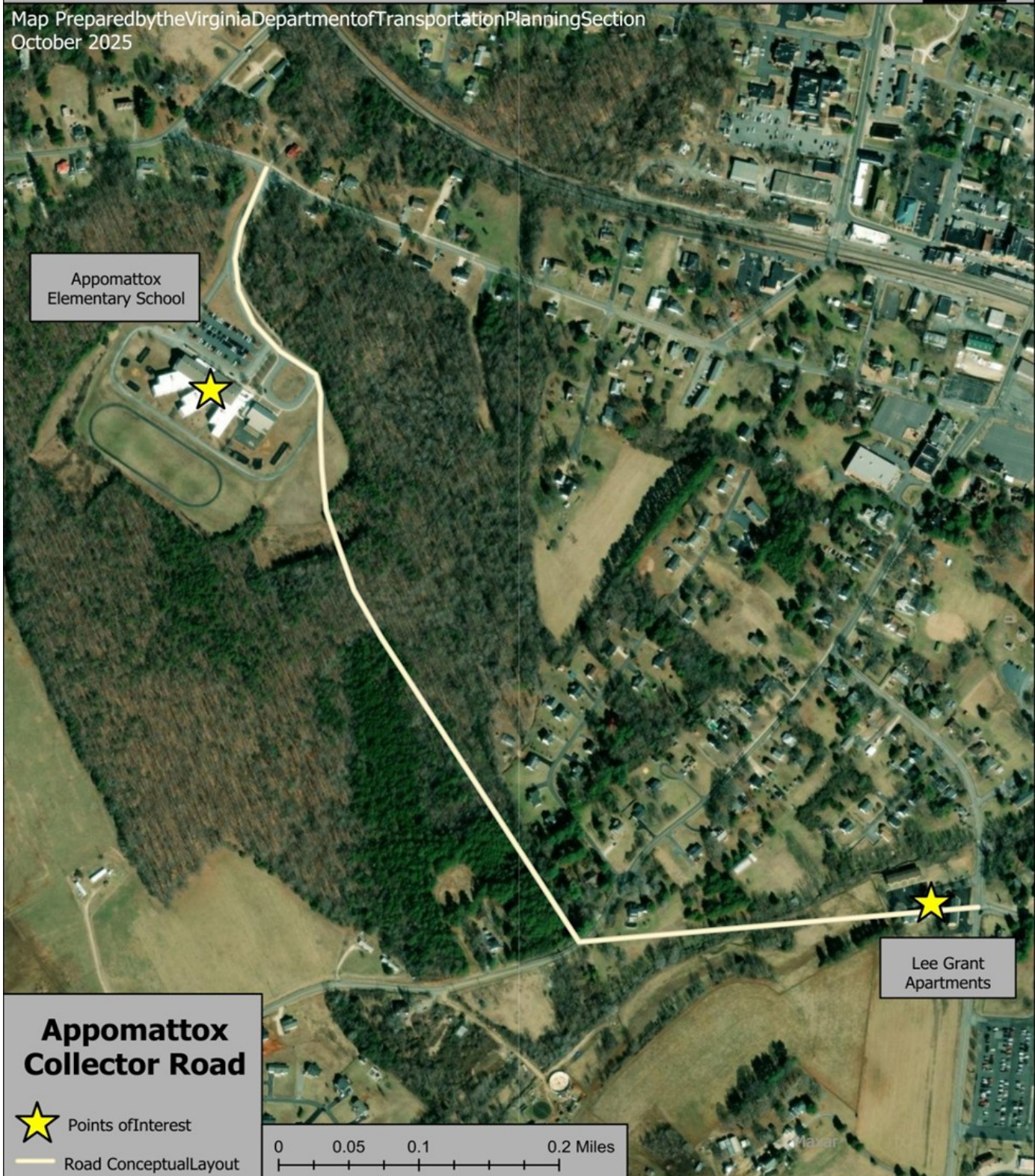
Building a new road for commercial traffic is crucial to preserve the historic downtown district's integrity and accommodate the region's growing transportation needs. This project will provide a long-term solution to traffic congestion and protect the character of the Appomattox Historic District for future generations.



Photo courtesy of the Town of Appomattox

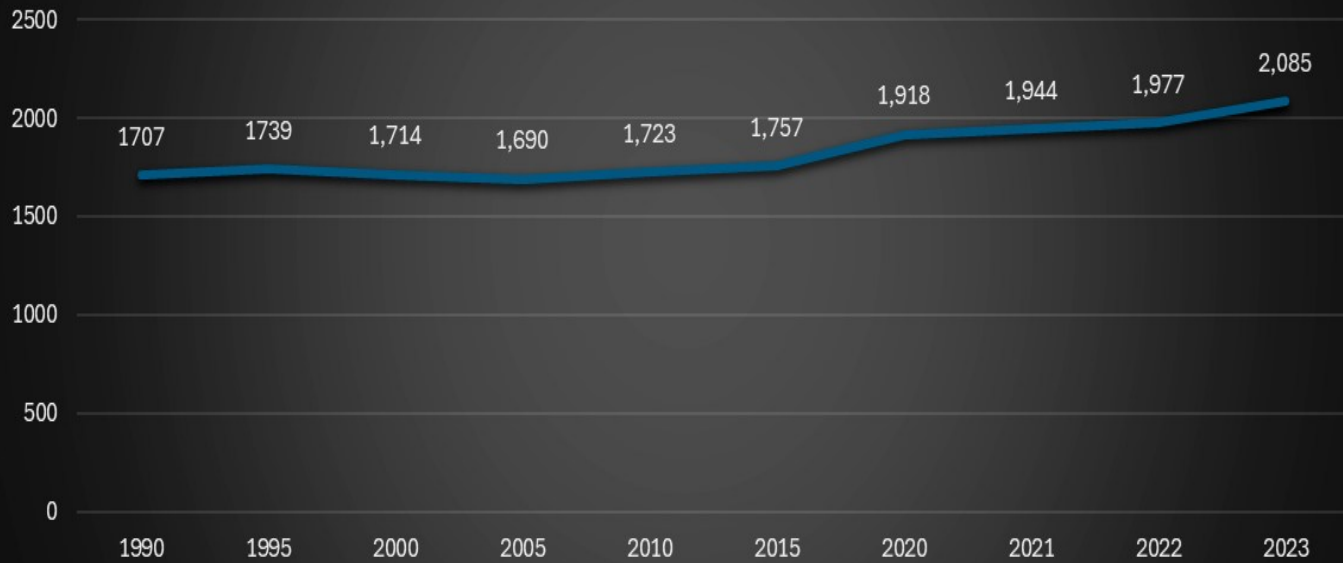
Town of Appomattox Collector Road Conceptual Layout

Map Prepared by the Virginia Department of Transportation Planning Section
October 2025



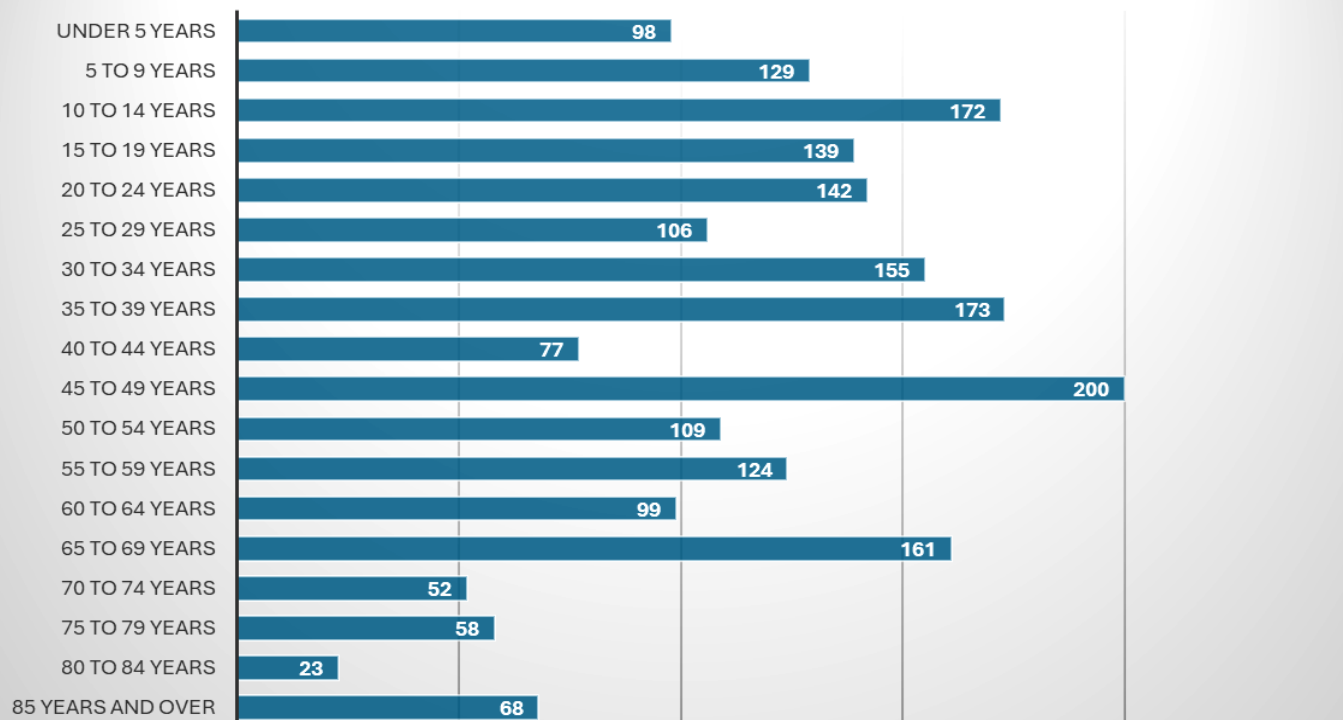
Demographics

Figure 1: Total Population



Current Population: 2,085 (Increase of 234 since 2018, 11% increase in 2020)

Age Totals

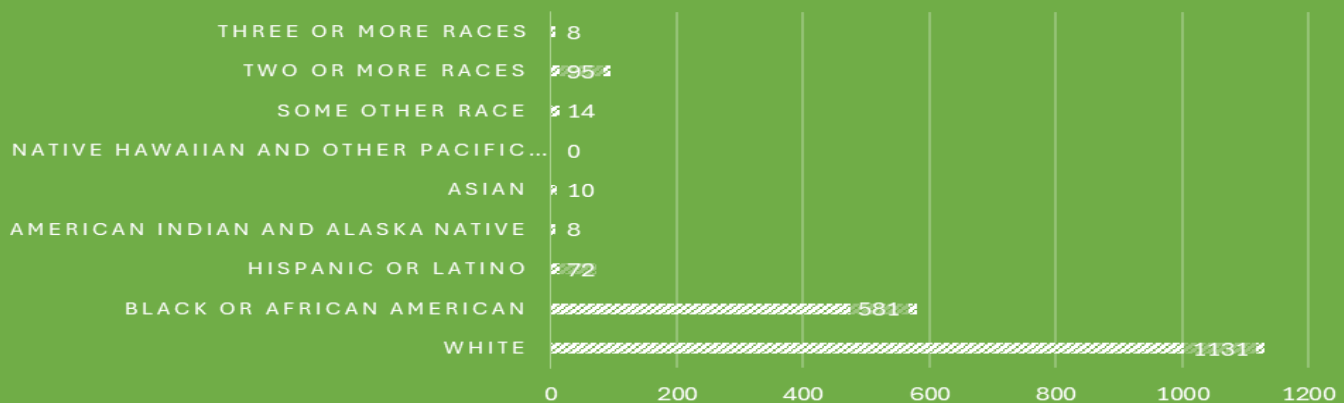


Demographics

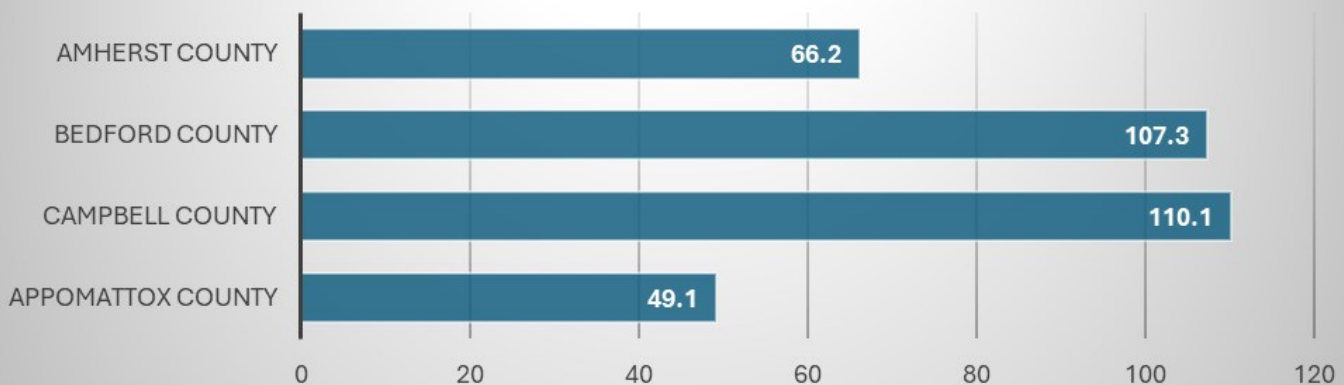
	2020 Population (US Census)	Projected 2030 Population	Projected 2040 Population	Projected 2050 Population	Projected change from 2020 to 2050
Amherst County	31,307	30,647	29,412	28,945	-8%
Appomattox County	16,119	17,627	18,653	19,742	18%
Bedford County	79,462	82,238	86,248	92,092	14%
Campbell County	55,696	56,329	56,818	58,775	6%
Lynchburg City	79,009	83,228	86,116	92,433	14%
Appomattox Town	1,919	2,099	2,221	2,350	18%
Virginia	8,631,393	9,060,433	9,628,974	10,343,481	16%

University of Virginia Weldon Cooper Center, Demographics Research Group (2025). Virginia Population Projections. Retrieved from <https://demographics.coopercenter.org/virginia-population-projections>

RACE & ETHNICITY



Population Density (Persons per square mile)

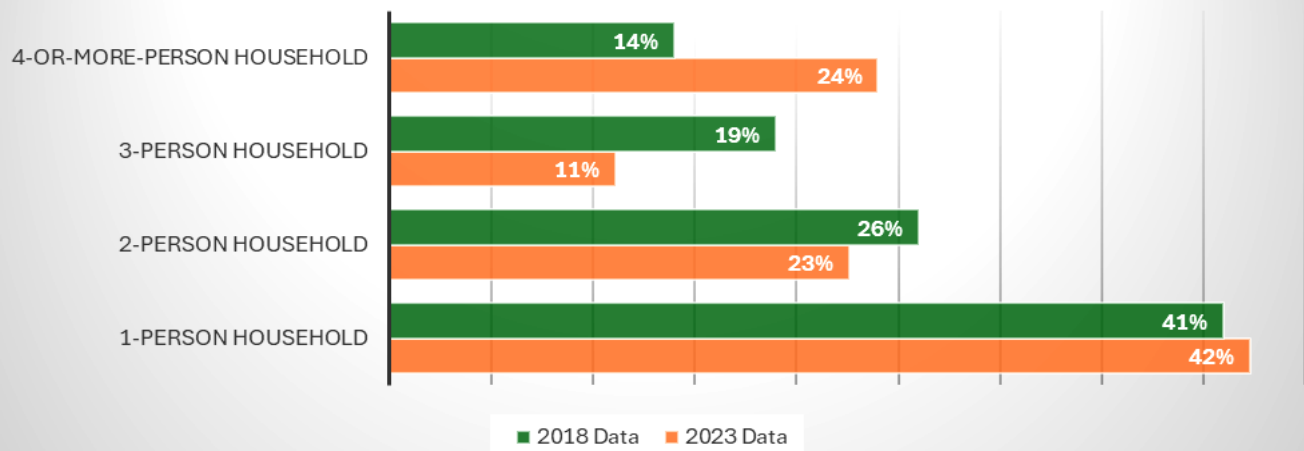


*2023 American Community Survey Data unless noted otherwise

Housing Trend Data

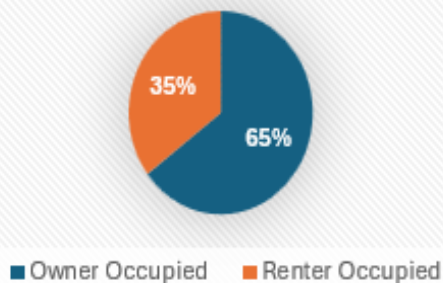
745 Households in Appomattox, VA with Average Household Size of **2.7 People**

Household Size

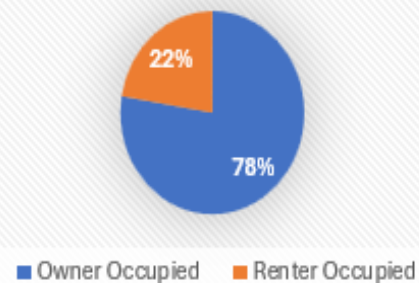


Owner vs. Renter Occupied Households

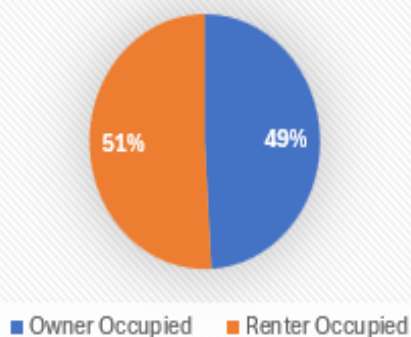
Appomattox, VA



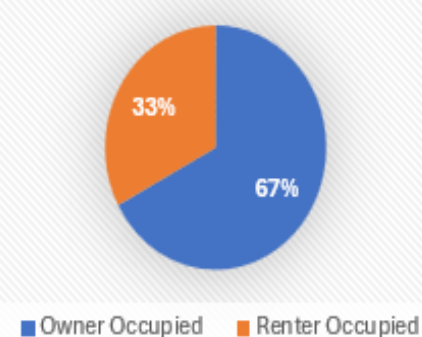
Appomattox County



Lynchburg MSA

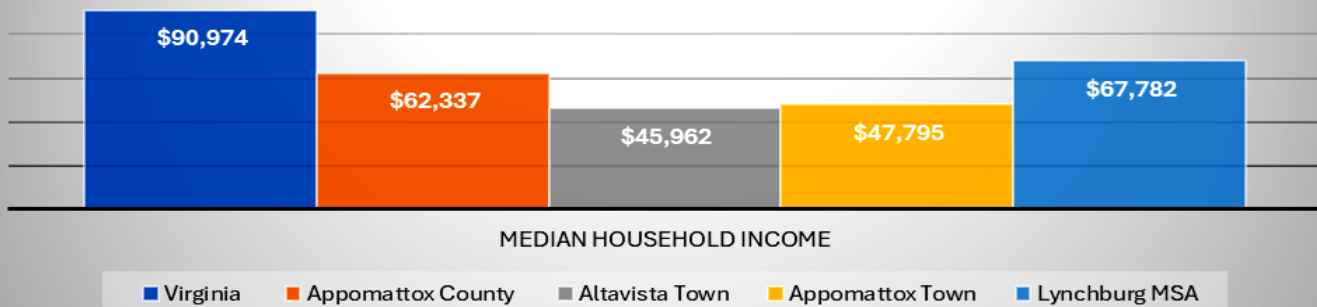


Virginia

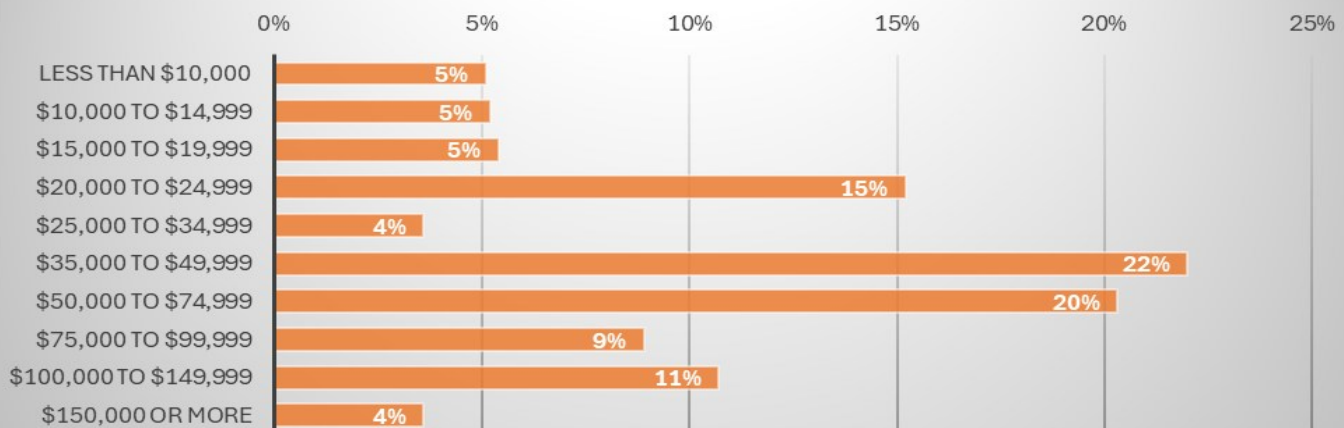


Housing Trend Data

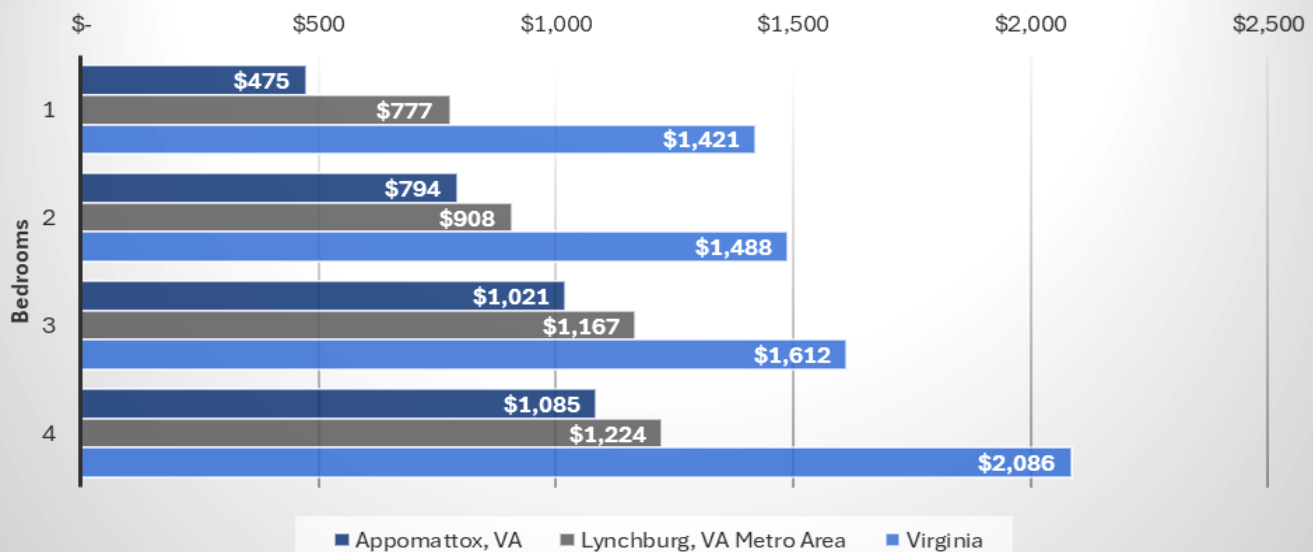
Median Household Income



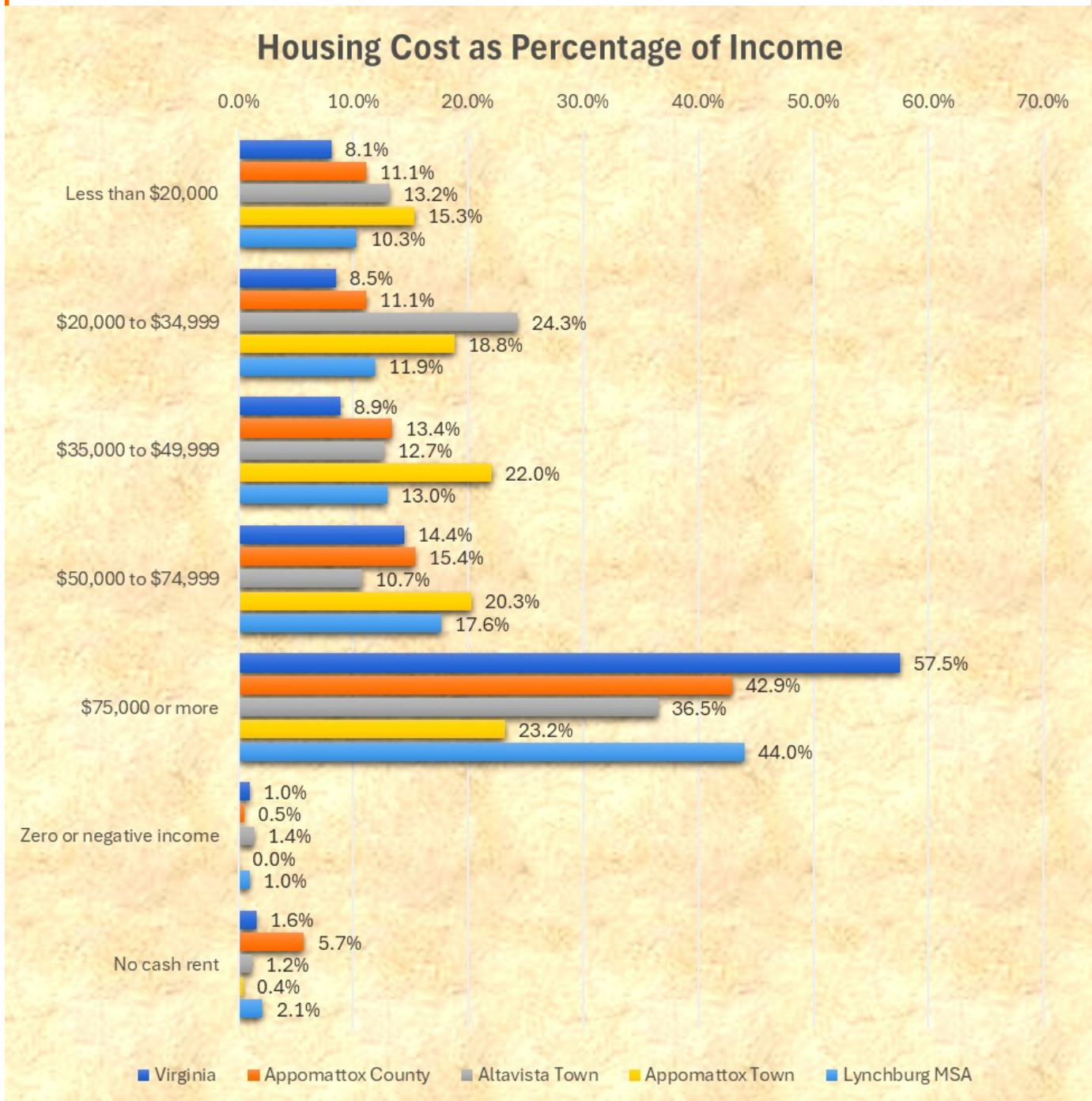
Household Income for Past 12 Months



Median Rent by Number of Bedrooms



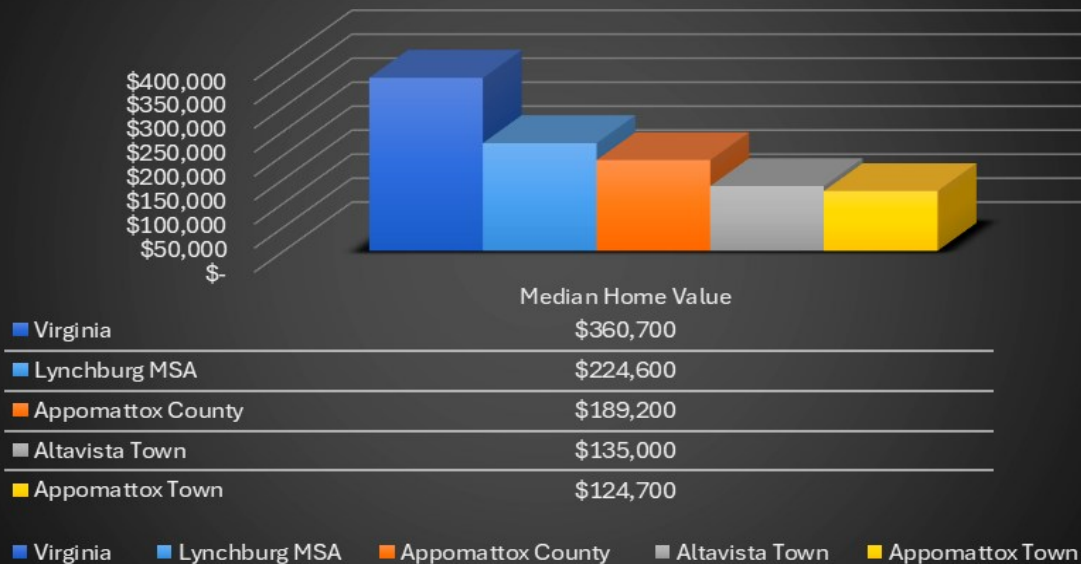
Housing Trend Data



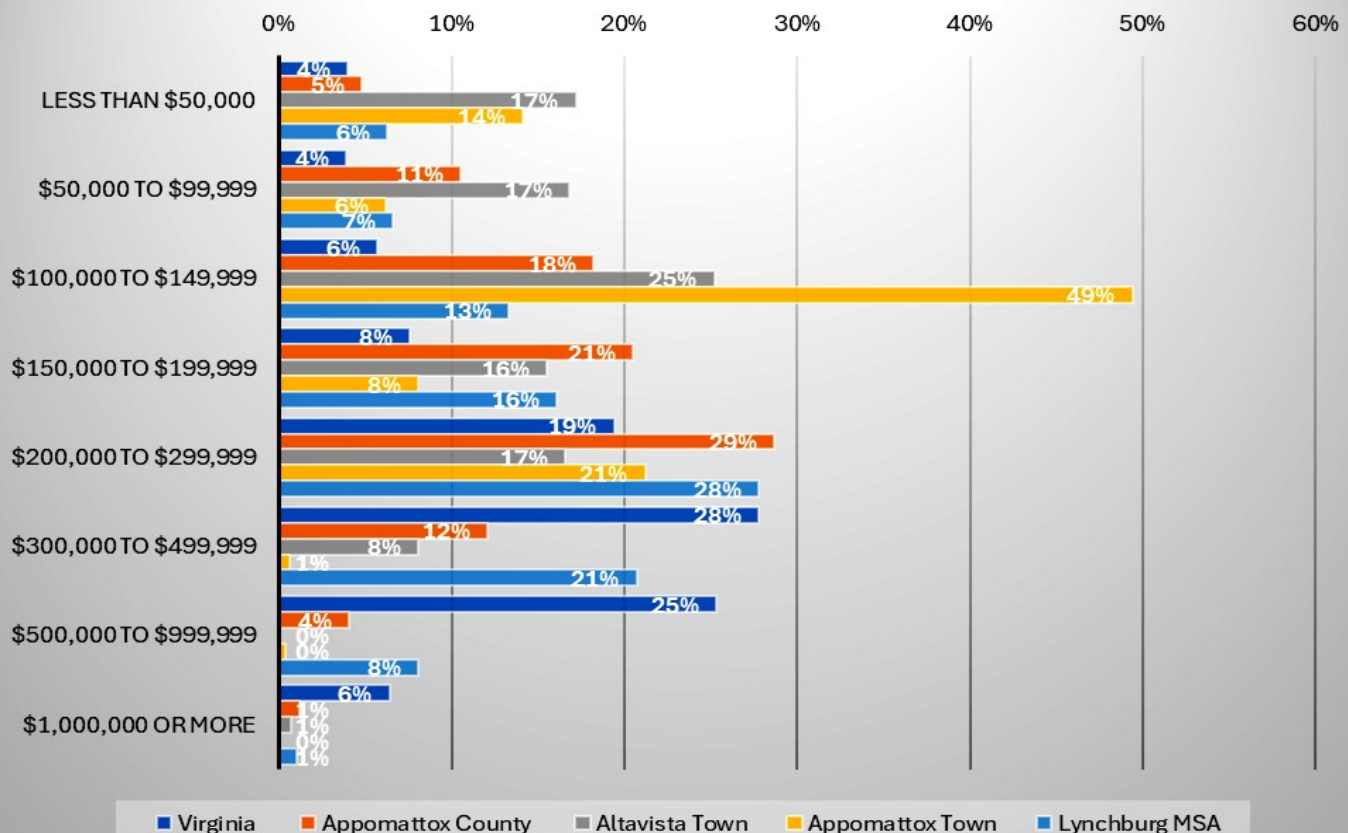
Rental Costs range for affordability (30%) is \$875 to \$1,750 for income range \$35,000 to \$70,000. Town of Appomattox leads both income categories where the median income levels fall. (\$10,000 for every \$250)

Home Values

Median Home Value

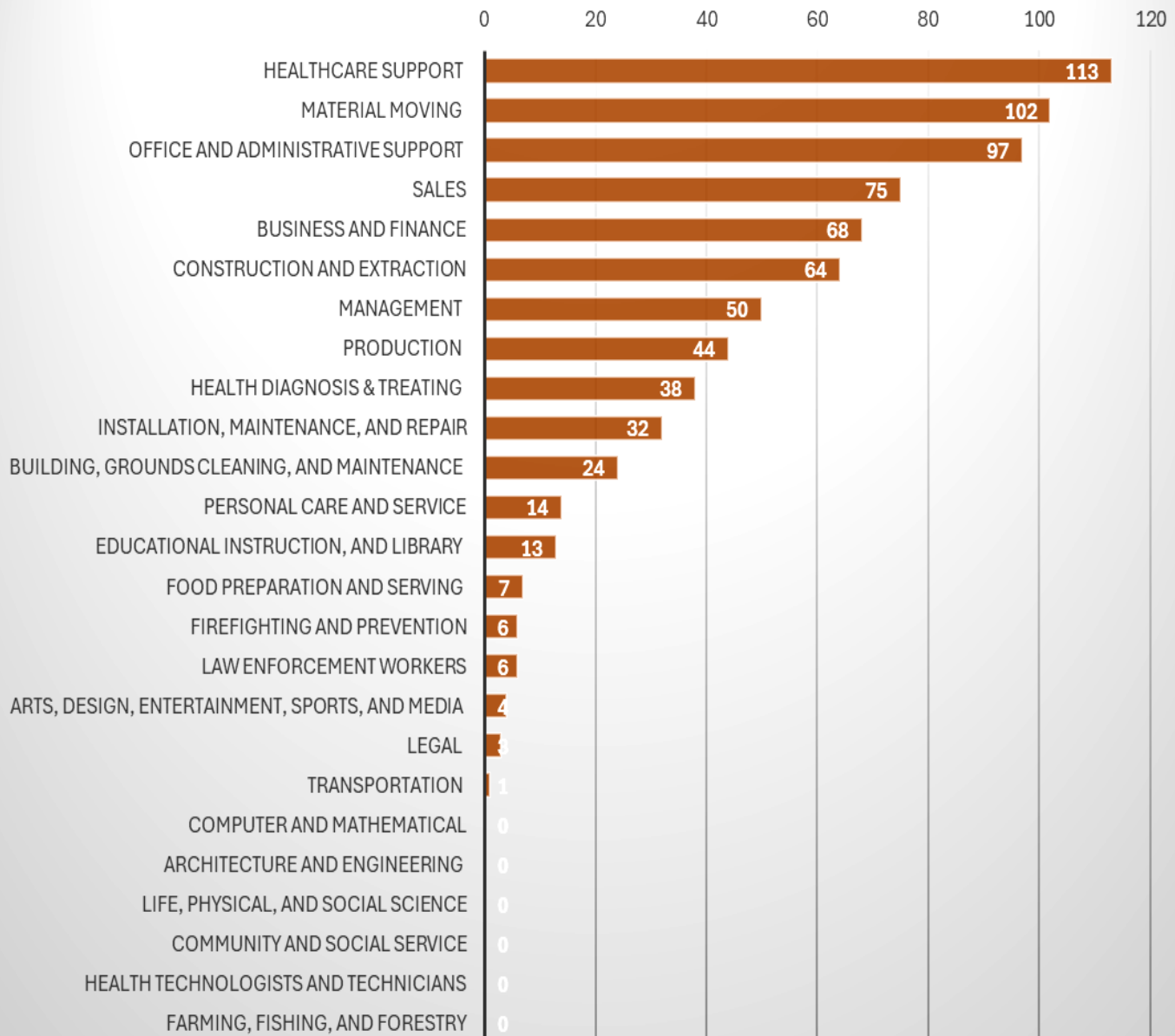


Owner Occupied Home Values



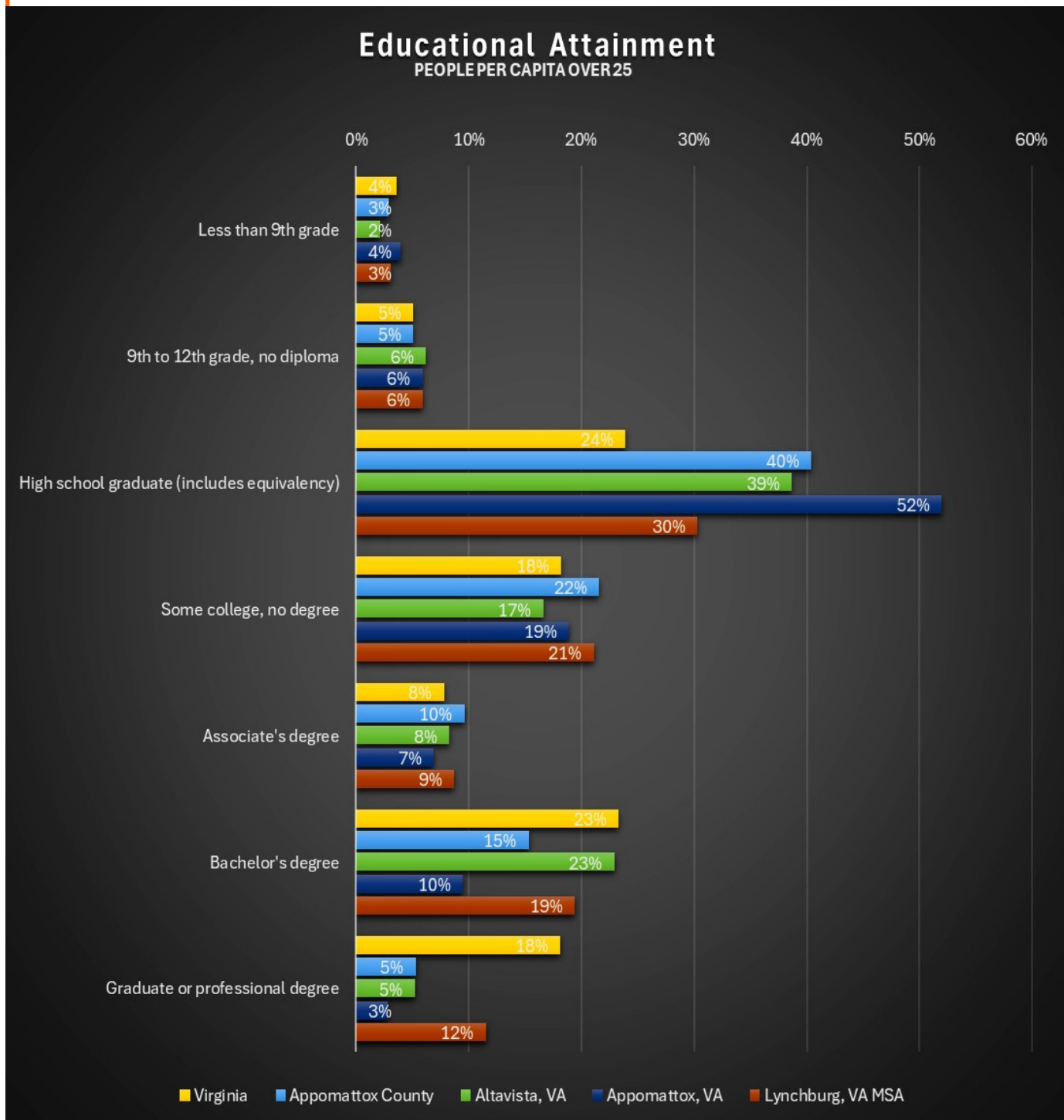
Employment Data

Employment by Sector



*Measured by number of people

Educational Attainment



Highway Safety Programs by VDOT

Purpose

This federal transportation program is structured and funded to identify and improve locations where there is a high concentration, or risk, of vehicle crashes that result in deaths or injuries and to implement strategies to attain Virginia's Towards Zero Deaths vision.

Funding

There are several core safety programs, including Highway Safety, Systemic Safety, Bicycle and Pedestrian Safety, and Highway-Rail Safety.

Eligible Projects

Projects involve the identification of high-crash spots or corridor segments, an analysis of crash trends and existing conditions, and the prioritization and scheduling of improvement projects. Submitted projects must demonstrate a cost benefit and must:

- Be relevant to the program purpose of reducing severe crashes or risk to transportation users.
- Address hazardous situations through good safety planning and identified by safety data driven network screening.
- Demonstrate compliance with the appropriate VDOT design guideline and standards.

Eligible Applicants

The Highway Safety Programs (HSP), Rail-At-Grade-Crossing (Rail) and the Bicycle Pedestrian Safety Program (BPSP) applications must be submitted through the SMART Portal by local governments, VDOT District and Regional Staff.

Evaluation Criteria

The eligibility criteria and process for the safety programs are different. The Portal automatically scores each application based upon the various factors such as: Benefit/Cost ratio, PSI listing, supporting documents, complete cost estimate/schedule etc. The (HSP) application targets vehicle only crashes and requires a benefit-cost (B/C) ratio analysis, or the Systemic Safety Improvement (SSI) application can utilize a risk assessment methodology that addresses these risks throughout a network of roadways. The Rail Safety and Bicycle and Pedestrian Safety applications require a risk analysis due to the unpredictability of the crash types.

Funding Cycle

The funding cycle for the Highway Safety program will be every year. Approximately \$60 million is available per year. Applications are generally accepted August through October of each year. All funding is federal.

Website

http://www.virginiadot.org/business/ted_app_pro.asp

Transportation Alternatives Program by VDOT

Purpose

This program is intended to help sponsors fund projects that expand non-motorized travel choices and enhance the transportation experience by improving the cultural, historical, and environmental aspects of transportation infrastructure. It focuses on providing pedestrian and bicycle facilities and other community improvements.

Funding

TAP is not a traditional grant program and funds are only available on a reimbursement basis. The program will reimburse up to a maximum 80% of the eligible project costs and requires a minimum 20% local match. These are federal transportation funds and therefore require strict adherence to federal and state regulations including Americans with Disability Act (ADA) design standards. Funding is allocated statewide and to specific population areas as set forth in federal regulation. Funds are awarded by the CTB and the MPOs in Virginia's Transportation Management Areas (TMAs).

Eligible Projects

- Pedestrian and bicycle facilities such as sidewalks, bike lanes, and shared use paths
- Infrastructure-related projects and systems that will provide safe routes for non-drivers to access daily needs
- Conversion and use of abandoned railway corridors for rails-to-trails facilities
- Construction of turnouts, overlooks and viewing areas
- Inventory, control or removal of outdoor advertising (billboards)
- Preservation and rehabilitation of historic transportation facilities including train depots, lighthouses and canals
- Vegetation management practices in transportation rights-of-way
- Archeological activities relating to impacts from implementation of a transportation project
- Environmental mitigation activities to decrease the negative impacts of roads on the natural environment
- Wildlife mortality mitigation activities to decrease negative impacts of roads on wildlife and habitat connectivity

Eligible Applicants

Applications may be submitted through the SMART Portal by local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, and any other local/regional entity with responsibility for oversight of transportation or recreational trails.

Evaluation Criteria

- Project funding
- Project concept
- How the project improves the existing transportation network
- Sponsor's experience administering federal-aid projects
- Project's readiness to proceed

Funding Cycle

Beginning with the FY2019-2024 SYIP Update, the application cycle will alternate every other year with allocations available in the first and second year of the SYIP. Approximately \$20 million is available per year with a maximum request of \$1M per year (\$2M per application). Applications are generally accepted August through October of every other year. All funding is federal.

Website: <http://www.virginiadot.org/business/prehancegrants.asp>

Revenue Sharing Program by VDOT

Purpose

This program provides additional funding for use by a county, city, or town to construct, re-construct, improve, or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory limitations on the amount of state funds authorized per locality.

Funding

Application for program funding must be made by resolution of the governing body of the jurisdiction requesting funds. Project funding is allocated by resolution of the CTB. The Revenue Sharing program will match, dollar for dollar, eligible project costs up to limitations specified in CTB Policy.

Eligible Projects

- Supplemental funding for projects listed in the adopted in the SYIP
- Construction, reconstruction, or improvement projects not including in the adopted SYIP
- Improvements necessary for the specific subdivision streets otherwise eligible for acceptance into the secondary system for maintenance (rural additions)
- Maintenance projects consistent with the department's operating policies
- New hard surfacing (paving)
- Deficits on completed construction, reconstruction, or improvement projects

Eligible Applicants

Applications may be submitted through the SMART Portal by any county, city, or town in the Commonwealth.

Evaluation Criteria

- Priority 1: Construction projects that have previously received Revenue Sharing funding
- Priority 2: Construction projects that meet a transportation need identified in the Statewide Transportation Plan or projects that will be accelerated in a locality's capital plan
- Priority 3: Projects that address deficient pavement resurfacing and bridge rehabilitation
- Priority 4: All other projects

Funding Cycle

Beginning with the FY2019-2024 SYIP Update, the application cycle will alternate every other year with allocations available in the first and second year of the SYIP. Approximately \$100 million in state funding is available per year. Applications are generally accepted August through October of every other year. All funding is non-federal.

Website:

http://www.virginiadot.org/business/local-assistance-accessprograms.asp#Revenue_Sharing

State of Good Repair Program

In 2015, [House Bill 1887](#) was passed and incorporated into the [Code of Virginia \(§ 33.2-369\)](#) to create the State of Good Repair (SGR) Program. Also, [Code of Virginia \(§ 33.2-232\)](#) and [Code of Virginia \(§ 33.2-214\)](#) have requirements regarding the SGR program.

Purpose

Known as State of Good Repair (SGR), the program provides funding for deficient bridges and pavements owned or maintained by the Virginia Department of Transportation and or localities, as approved by the Commonwealth Transportation Board (CTB).

Funding

State of Good Repair funds are allocated by the Board to projects in all nine construction districts based on a priority ranking system that takes into consideration (a) the number, condition, and costs of bridges with a general condition rating of no more than five for at least one major bridge component and (b) the mileage, condition, and costs to replace deteriorated pavements, and further provides that the Board shall ensure an equitable needs-based distribution of funding among the highway construction districts, with no district receiving more than 17.5 percent or less than 5.5 percent of the total funding allocated in any given year.

Evaluation Criteria

The CTB approved a [revised State of Good Repair Prioritization Process](#) in July 2024 to guide the prioritization and allocation of funds.

Eligible Applicants

Virginia localities must submit applications for SGR Primary Extension through the SMART Portal. The application period typically opens in the first week of October and closes by mid-December each year. A notification of the application period is sent to eligible localities each year.

For a full description of program details, please visit: <https://www.vdot.virginia.gov/doing-business/for-localities/local-assistance/state-of-good-repair/>

Building Reuse Recommendations

Appomattox Brownfields Area-Wide Plan

U.S. EPA Brownfields Community-Wide Assessment Grant

Town of Appomattox, VA

May 16, 2024



There are a number of reuse recommendations for the Wilbur's Grocery building, Garment Factory building, and Downtown Hardware building found within the Area Wide Brownfields Plan. The following pages details those multiple reuse options. For the full plan, click the following link: [2024 0516 Appomattox AWP Report - FINAL \(1\).pdf](#)

Building Reuse Recommendations

Exhibit 14 - Former Garment Factory Proposed Reuse Option 1

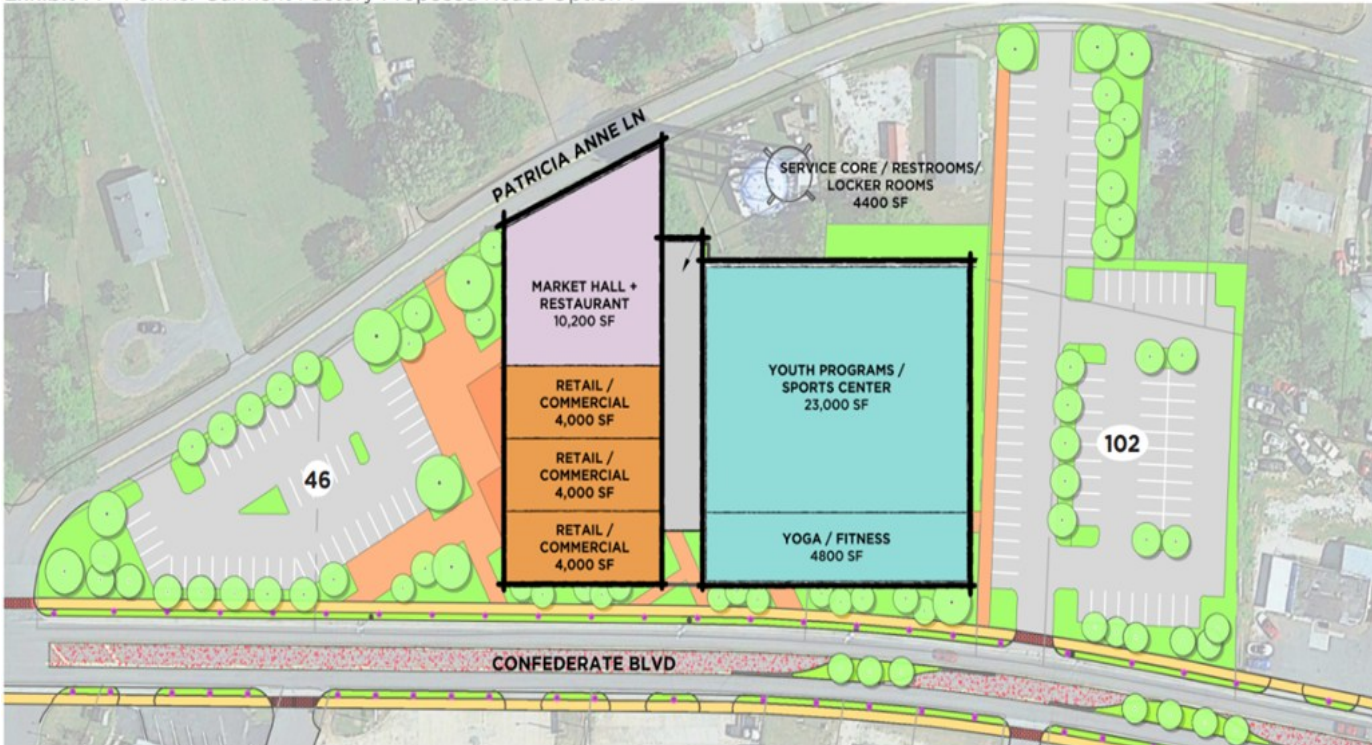
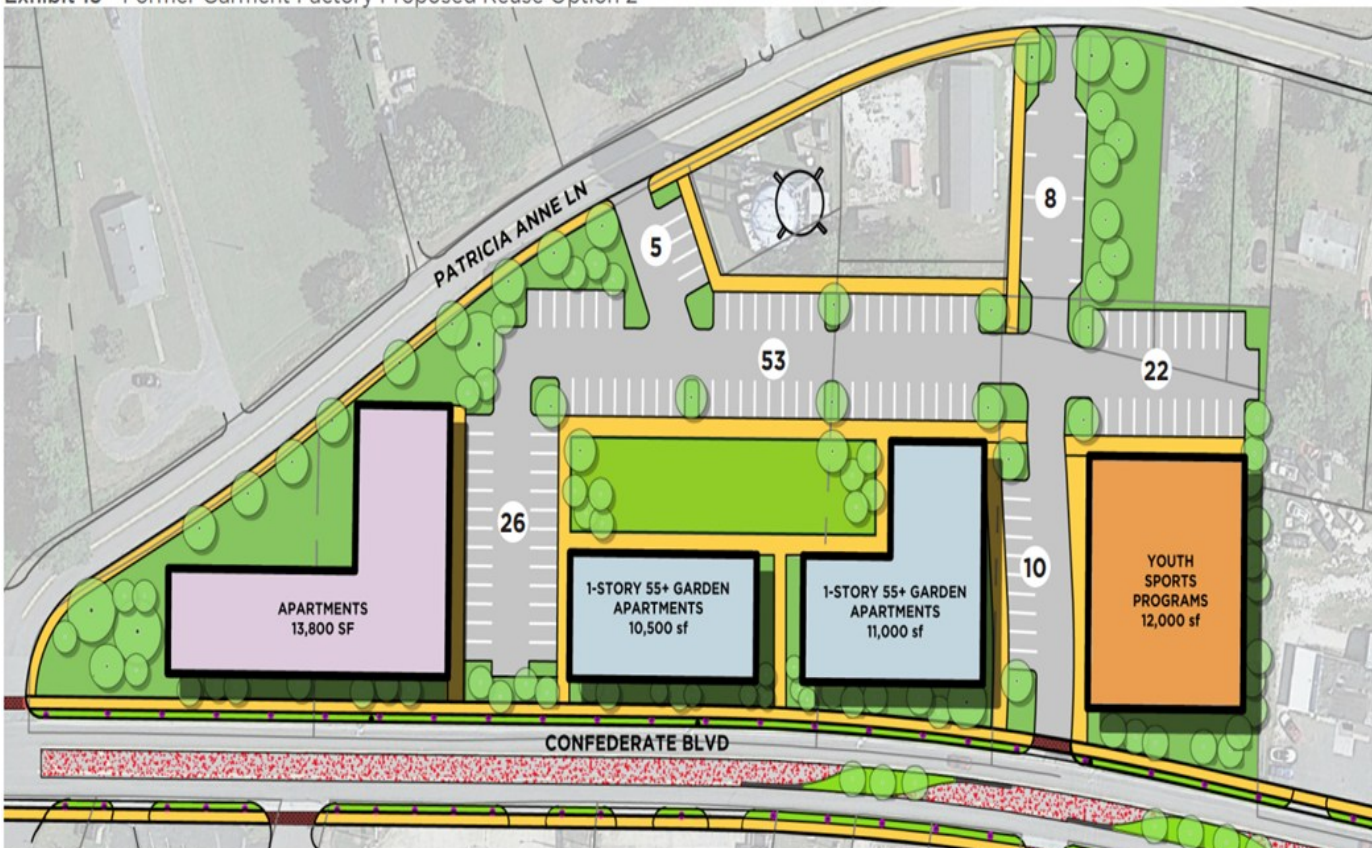


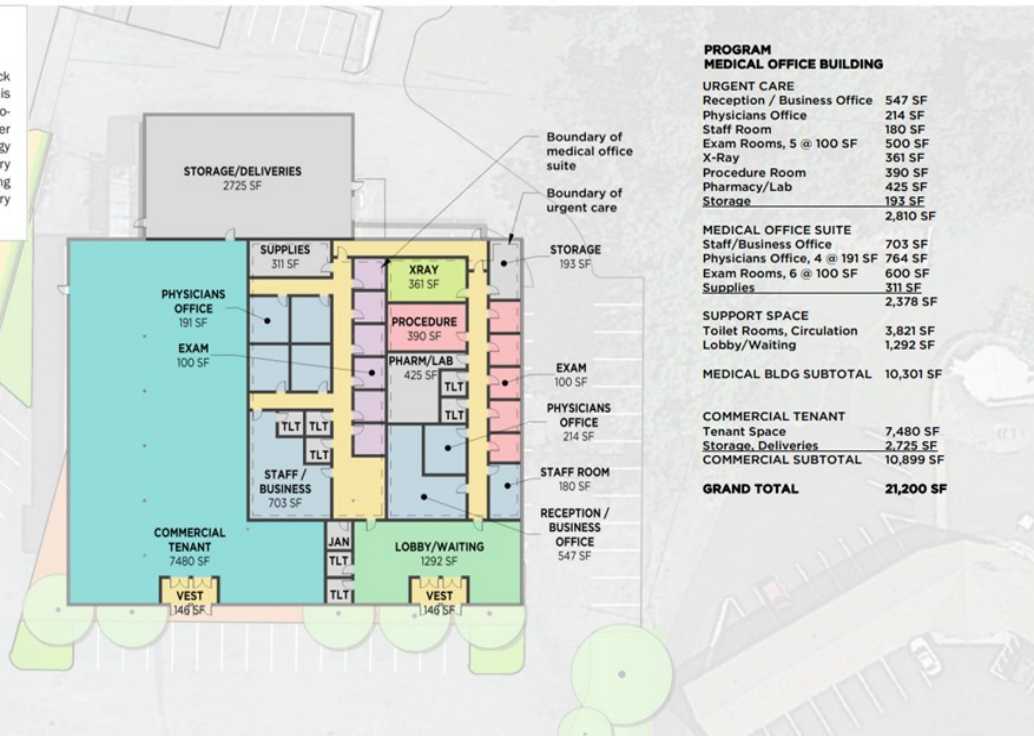
Exhibit 15 - Former Garment Factory Proposed Reuse Option 2



Building Reuse Recommendations

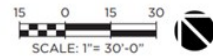
OPTION 1 - MEDICAL OFFICE BUILDING

Responding to stakeholder feedback about the lack of local urgent care centers and medical facilities, this option studies the reuse of the existing building as a two-tenant medical office building. The Urgent Care center contains exam rooms, a procedure room, and radiology department. The adjacent tenant suite contains primary care and/or specialist offices. The rear of the building contains shared storage, housekeeping, and delivery area.



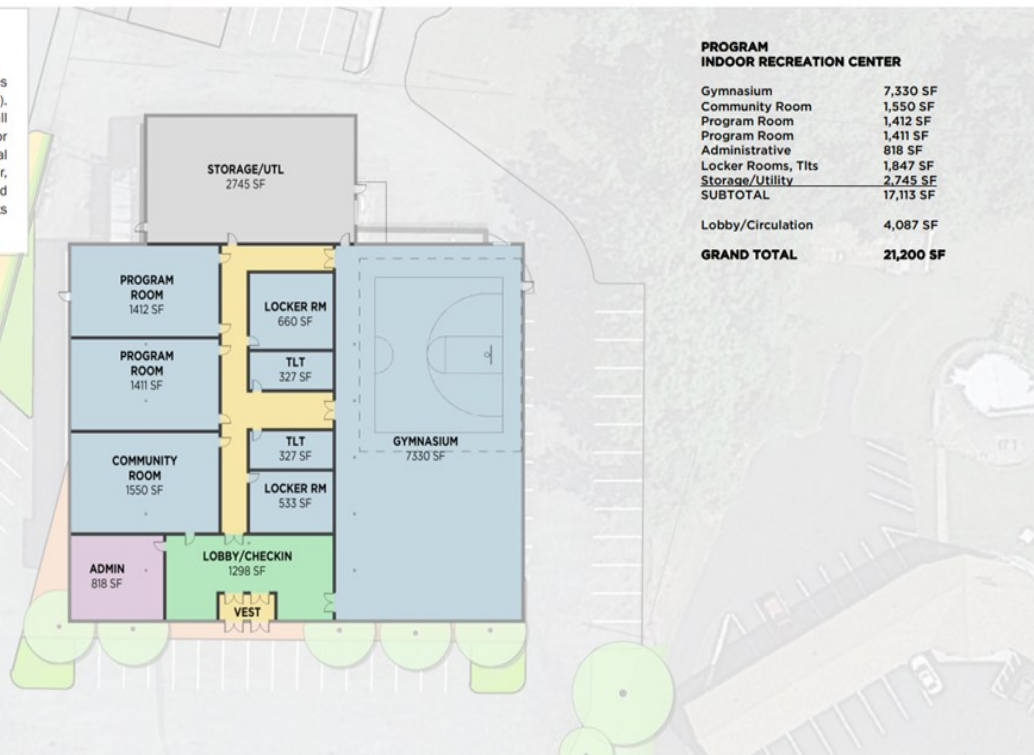
FORMER WILBUN'S SUPERMARKET REUSE PLAN - OPTION 1

APPOMATTOX BROWNFIELDS AREA-WIDE PLAN
APPOMATTOX, VA



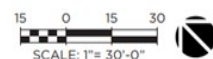
OPTION 2 - INDOOR RECREATION CENTER

Responding to stakeholder feedback, this option utilizes the site for an indoor recreation center (YMCA or other). With some structural modification, a full-court basketball court can be accommodated, or two half-courts and/or other sport spaces could be arranged without structural modification. The plan incorporates a community center, fitness/activity rooms, locker rooms, restrooms, and administrative space. The surrounding parking lots would be improved to incorporate green spaces.



WILBUN'S SUPERMARKET REUSE PLAN - OPTION 2

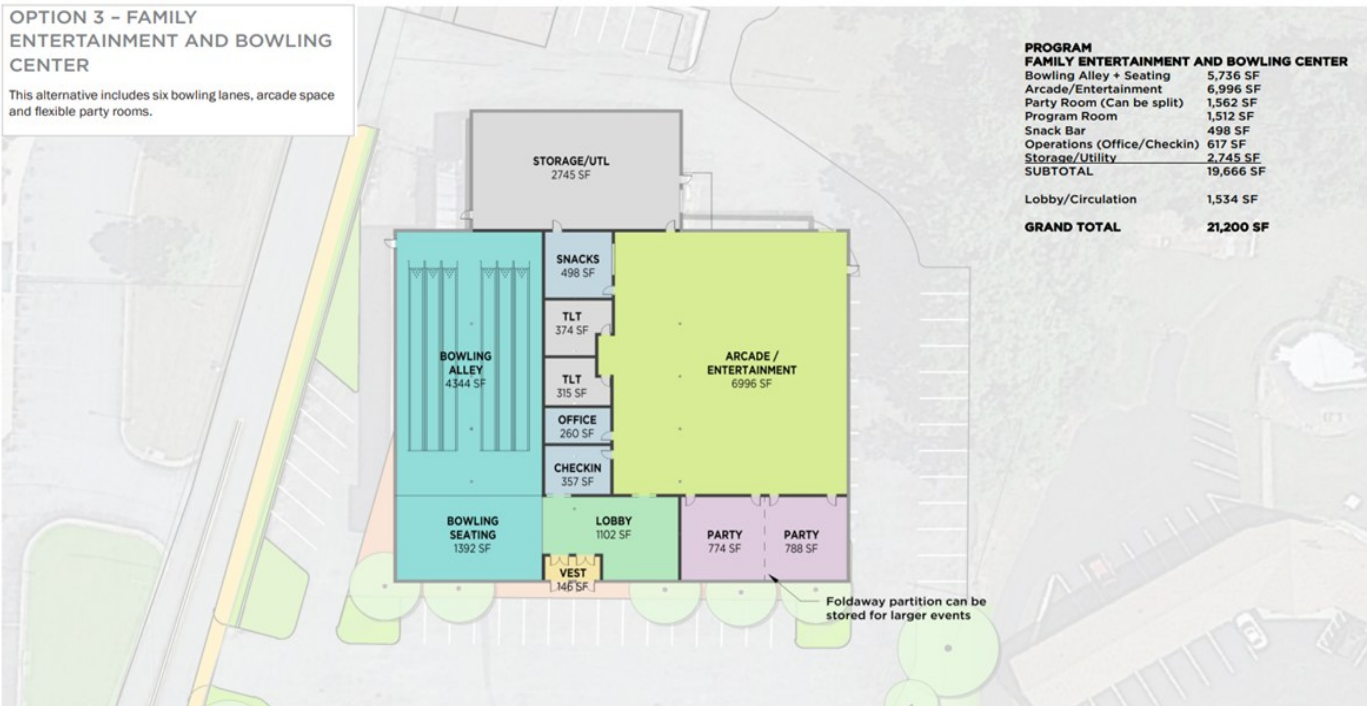
APPOMATTOX BROWNFIELDS AREA-WIDE PLAN
APPOMATTOX, VA



Building Reuse Recommendations

OPTION 3 - FAMILY ENTERTAINMENT AND BOWLING CENTER

This alternative includes six bowling lanes, arcade space and flexible party rooms.



WILBUN'S SUPERMARKET REUSE PLAN - OPTION 3

APPOMATTOX BROWNFIELDS AREA-WIDE PLAN
APPOMATTOX, VA

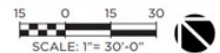


Exhibit 16 - Former Hardware Store Conceptual Reuse Plan

PRECEDENT IMAGE IDEAS



BRANDING ELEMENT - MURAL WALL



Community Survey Responses

**Community Survey Template*

Town of Appomattox Comp Plan Survey

Do you currently live in the Town limits?

- ☐ Yes
- ☐ No

If yes, how long have you lived in the Town of Appomattox?

- ☐ 0-5 years
- ☐ 6-10 years
- ☐ 10-20 years
- ☐ More than 20 years
- ☐ I do not live in the Town of Appomattox

Do you work outside of the Town limits?

- ☐ Yes
- ☐ No

What are two things you want to see changed in the Town of Appomattox?

What are the top two things you want to see created in the Town of Appomattox? (What new activities, features, or amenities do you want to see created in the Town of Appomattox?)

Community Survey Results Summary

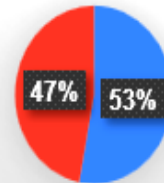
Number of Survey Responses: 126 Total (114 online, 12 hard copy)

Do you currently live in
Town Limits?



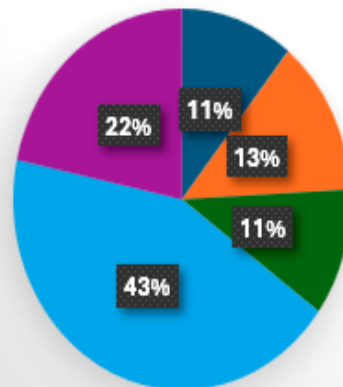
■ Yes
■ No

Do you work outside
the Town Limits?



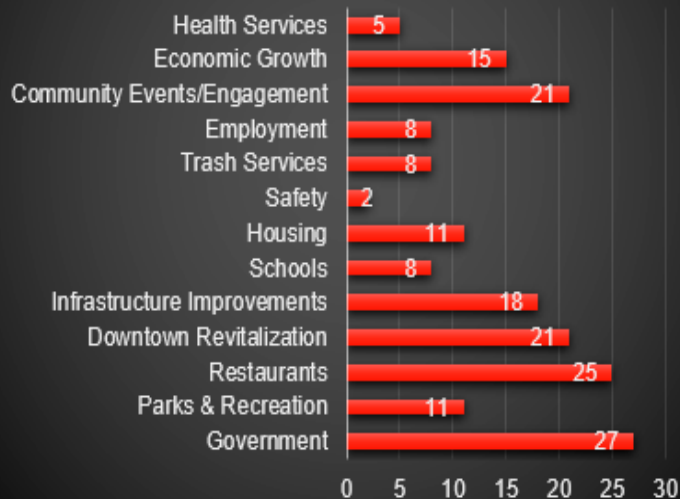
■ Yes
■ No

How long have you lived in Town?

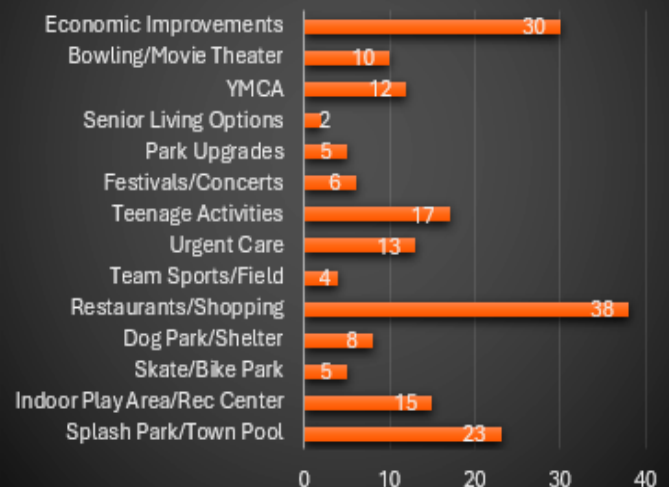


■ 0-5 years
■ 10-20 years
■ 6-10 years
■ I do not live in the Town of Appomattox
■ More than 20 years

What things do you want
to see changed in
Appomattox, VA?



What things do you want
to see created in
Appomattox?



Summary of Survey Findings

Key Takeaways from “Changes” Question

- Consistent follow-through of code enforcement with better transparency. Lower property/food tax and room for fresh perspectives within Council.
- Better cooperation between Town & County.
- More variety of restaurant options beside pizza and Mexican (suggestions include Chick Fil A, KFC, Applebee's, Texas Roadhouse, Starbucks, Babcock House).
- Clean up Downtown and revitalize old buildings for mixed use.
- More activities for the Youth/Teens and more community involvement/activities (i.e. Concerts, Festivals).
- Improve walkability with extended sidewalks and improve roadways (i.e. Confederate Blvd., Lee Grant).
- Repurposing the Wilbun's Grocery Store into a mixed use/town center area with apartments and stores or a health care facility.
- Improvement to Town Parks with an added Splash Pad.

Key Takeaways from “Create” Question

- Want a better variety of restaurant and shopping options in Town. Want something that the Town can call their own. Feel that they must go to other localities to have a “good” experience with food & shopping.
- Economic Improvements to make better use of abandoned buildings for reuse (i.e. Thomasville Building, Wilbun's Grocery).
- Create tourism to help ease taxes by making Appomattox a top line area that is attractive to bring tourists in to eat and stay longer than a day trip.
- Attractions such as a Splash Park or Town Pool, Dog Park/Shelter, Skate Park, Bowling, Movie Theater, and a YMCA (or indoor recreation center).
- Urgent Care Facility and senior living options (55+).
- Better softball field options.
- Activities aimed for teenagers like paintball, movies, motor sport tracks.
- Increase of festivals, concerts and community events to highlight town amenities and offerings.



Photo courtesy of the Town of Appomattox

Town of Appomattox Official Zoning Map



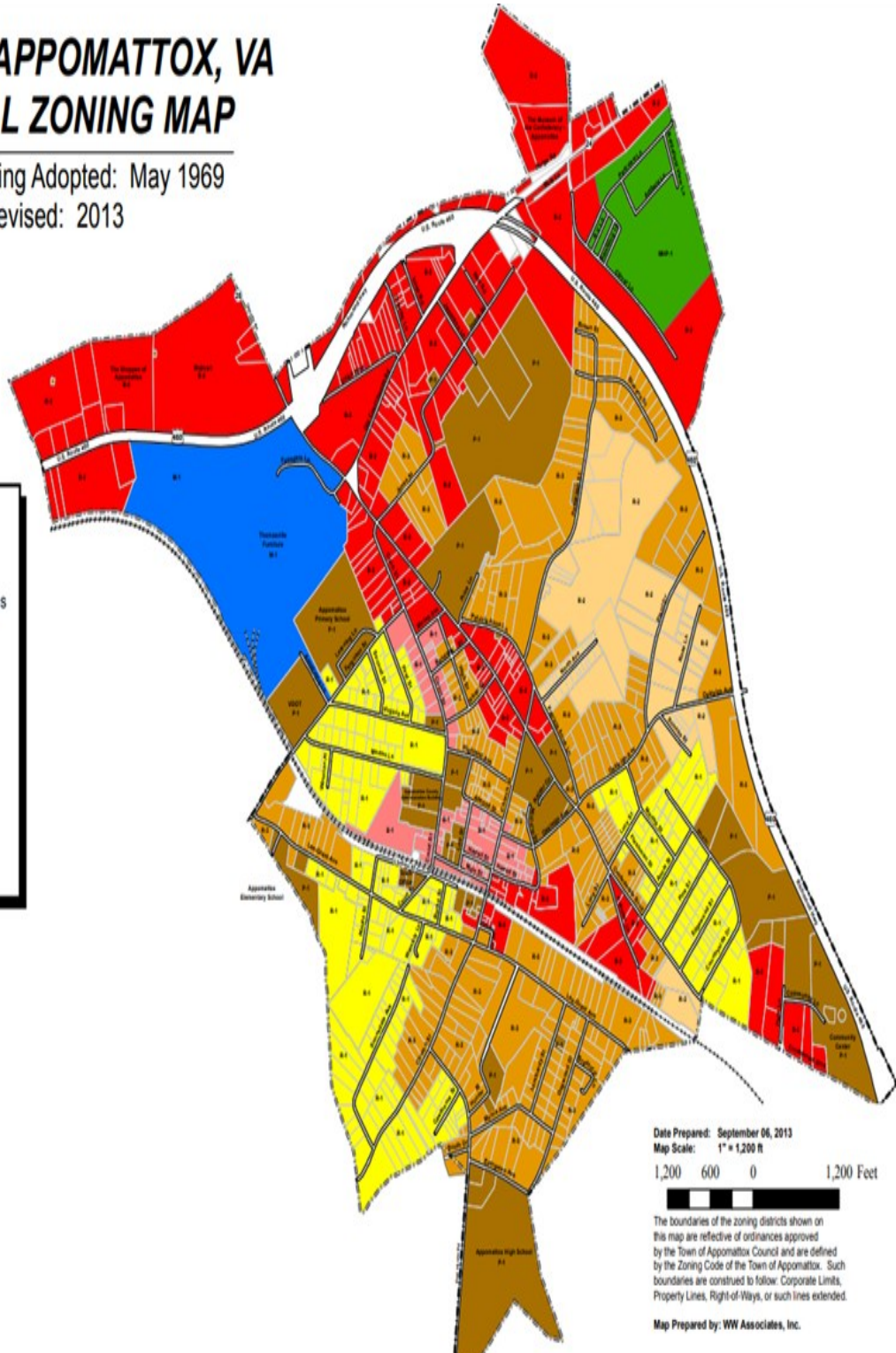
TOWN OF APPOMATTOX, VA OFFICIAL ZONING MAP

Original Zoning Adopted: May 1969

Revised: 2013

Legend

- R-1 Limited Residential
- R-2 Limited Residential, Village Homes
- R-3 General Residential
- B-1 General Business
- B-2 Intense Business
- M-1 Industrial
- MHP-1 Mobile Home Park
- P-1 Public Use District



Paul D. Harvey

Town Mayor

May 1969

Original Adopted Date

August 12, 2013

Adopted Date

Date Prepared: September 06, 2013
Map Scale: 1" = 1,200 ft

1,200 600 0 1,200 Feet

The boundaries of the zoning districts shown on this map are reflective of ordinances approved by the Town of Appomattox Council and are defined by the Zoning Code of the Town of Appomattox. Such boundaries are construed to follow: Corporate Limits, Property Lines, Right-of-Ways, or such lines extended.

Map Prepared by: WW Associates, Inc.