

2024-2034
Southampton County
Comprehensive Plan



Adopted April 23, 2024

VISION 2035

**THE SOUTHAMPTON COUNTY
COMPREHENSIVE PLAN**

**Adopted by the Board of Supervisors of Southampton County, Virginia
April 23, 2024**

**Prepared by the
Southampton County Board of Supervisors and
Southampton County Planning Commission
with contributions from
Hampton Roads Planning District Commission
Hampton Roads Transportation Planning Organization
Southampton County Public Utilities Department
Southampton County Public Schools
Southampton County citizens**

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2024

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Introduction

Why does a community prepare a Comprehensive Plan? The reasons are numerous, but several are important. First, the Commonwealth of Virginia requires communities to prepare and update on a regular basis such a Plan. The Code of Virginia 1950, Title 15.2, generally defines the fundamental elements of the Comprehensive Plan, and requires review of the Plan at least once every five (5) years. Following are the elements required of a Comprehensive Plan:

It shall be general in nature, in that it shall designate the general and approximate location, character, and extent of each feature shown on the plan and shall indicate where existing lands or facilities are proposed to be excluded, widened, removed, relocated, vacated, narrowed, abandoned, or changed in use as the case may be. The plan, with the accompanying maps, plats, charts and descriptive matter, shall show the locality's long-range recommendations for the general development of the territory covered by the plan. It may include but need not be limited to:

- *The designation of area for various types of public and private development and use, such as different kinds of residential, business, industrial, agricultural, mineral resources, conservation, recreation, public service, flood plain and drainage, and other areas;*
- *The designation of a system of transportation facilities such as streets, roads, highways, parkways, railways, bridges, viaducts, waterways, airports, ports, terminals, and other like facilities;*
- *The designation of a system of community service facilities, such as parks, forests, schools, playgrounds, public buildings and institutions, hospitals, community centers, waterworks, sewage disposal or waste disposal areas, and the like;*
- *The designation of historical areas and areas for urban renewal or other treatment;*
- *The designation of areas for the implementation of reasonable ground water protection measures;*
- *An official map, capital improvements program, a subdivision ordinance, a zoning ordinance and zoning district maps, mineral resource maps and agricultural and forestall district maps, where applicable;*
- *The location of existing or proposed recycling centers; and*
- *The designation of areas for the implementation of measures to promote the construction and maintenance of affordable housing, sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated.*

Southampton County most recently adopted a Comprehensive Plan on June 22, 2016. The Planning Commission began this current update of the Plan, the required review of the Plan, in early 2020, upon understanding that changes in areas such as the economy, housing, economic development, and the provision of services made updates to the Plan necessary. An amendment to the Plan in 2017, to provide for the development of the Southampton Solar project near Boykins and Newsoms, was the only amendment to the Plan that had taken place subsequent to the 2016 adoption. The installation of this project was part of the leading edge of increased pressure on County residents from potential utility scale solar developers. Such projects have the potential to make substantial changes to the Southampton County community, including pressure on agriculture and forestal interests. The Planning Commission and Board of Supervisors took strong measures to manage the installation of such projects in the future through amendments to the zoning ordinance. This update to the Comprehensive Plan adds chapters regarding energy production and a wide-ranging discussion of the importance of agriculture and forestry to Southampton County.

After several months of discussion in early 2020, the COVID-19 pandemic caused Planning Commission meetings to be cancelled. Later in 2020, meetings were held in the auditorium of Southampton High School. Meetings were limited in scope, in accordance with COVID-19 protocols. In January 2021, electronic meetings began, and continued through April 2021. While the Plan chapters were discussed at these meetings, the unusual format made discussion difficult. Once regular meetings began in person in May 2021, discussion resumed in earnest. Since that time, the Planning Commission has reviewed and discussed the chapters, both new and revised, at each meeting. As summer drew near in 2023, neighborhood meetings were discussed, including advertising for those meetings at the Franklin

Southampton County Fair in August, and took place in various locations in the fall of 2023. The result of that work by the Planning Commission follows in the updates to the County's Comprehensive Plan.

Perhaps more important than the statutory requirements, however, are the community-based reasons to update a Comprehensive Plan. A community prepares and updates a Comprehensive Plan to articulate a vision for their future, and to create a guide as to how to achieve that vision. A comprehensive plan is a statement of long-range policy made by the governing body of a community concerning its future physical development. Comprehensive planning is one process available to local government for addressing current issues, anticipating need, and scheduling public improvements. It is the purpose of the Southampton County Comprehensive Plan to provide a sound basis for the preparation of detailed functional plans that will serve as a general guide in the day-to-day decisions of the County government. It establishes goals and implementation strategies for managing the future growth and development of the County. It contains an inventory and analysis of existing land use, growth trends, natural resources, population and economic factors, and public facilities, as well as the need for housing, preservation of agricultural and forested land, and protection of the environment and natural resources. It also contains recommendations for the general development of the County.

A Comprehensive Plan is a local guidebook. This Plan outlines what the citizens of Southampton County aspire to for their future. These are outlined, including preserving and enhancing the rural and scenic atmosphere of the County and providing for consistent growth of employment opportunities and capital investment through diversification and expansion of existing commercial ventures and promotion of new economic partnerships. These goals outline the direction the citizens of Southampton County want the County to take.

This Plan provides implementation strategies, the actions to be undertaken. These include strategies to protect and strengthen the agricultural and forestry communities, to support a strong educational component for County residents, and to seek ways to make it possible for residents and visitors alike to enjoy the natural beauty of our environment. These implementation strategies outline how the County will progress toward the stated goals.

Both of these reasons for the Plan, legislative and local, provide the impetus for this update of the Comprehensive Plan. But before we can look toward the future, we need to understand the past.

History and Culture

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

The earliest explorations of the area began a few years after the settlement at Jamestown. The inhabitants were then members of several small Indian tribes, mainly the Nottoways and Meherrins, with settlements along the rivers that now bear their names. In 1634 the western limit of English colonization was established at the so-called "Blackwater Line" which extended southeast from Fort Henry (now Petersburg) through the Blackwater Swamp. Increasing pressure from colonists resulted in lifting of the line in 1705, and in following years the County lay in the path of the general southwesterly migration from the James River settlements. The soils were good for farming and there were forests for timber. More settlers were attracted, and later their slaves. In 1705, the Nottoway Tribe was located on a 40,000 acre reservation, a three-mile circle tract on the north side of the Nottoway River in the Sebrell area and a six-mile square tract on the south side of the Nottoway River. From 1830 to 1878, after decades of land lost through land sales and other means, the Nottoway people became individual land owners acquiring land as the last portion of the reservation was allotted to descendants of females of the Tribe.

Water commerce to the south on the Blackwater and Nottoway Rivers was prominent in the early history of the County during both the Revolutionary and Civil Wars. Efforts to maintain or interrupt these routes for military supplies resulted in skirmishes on several occasions, but no major battles. South Quay on the Blackwater River was an established port from the early years of the 18th century. A most dramatic event of the County's history between the Revolutionary and Civil Wars was the slave rebellion led by Nat Turner in 1831. This bloody revolt and its aftermath resulted in the deaths of approximately 100 blacks and whites and drew national and international attention from both pro- and anti-slavery factions. This event is memorialized through the development of the Nat Turner Insurrection Trail project, which begins at the Rebecca Vaughan house in Courtland.

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

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

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

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

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

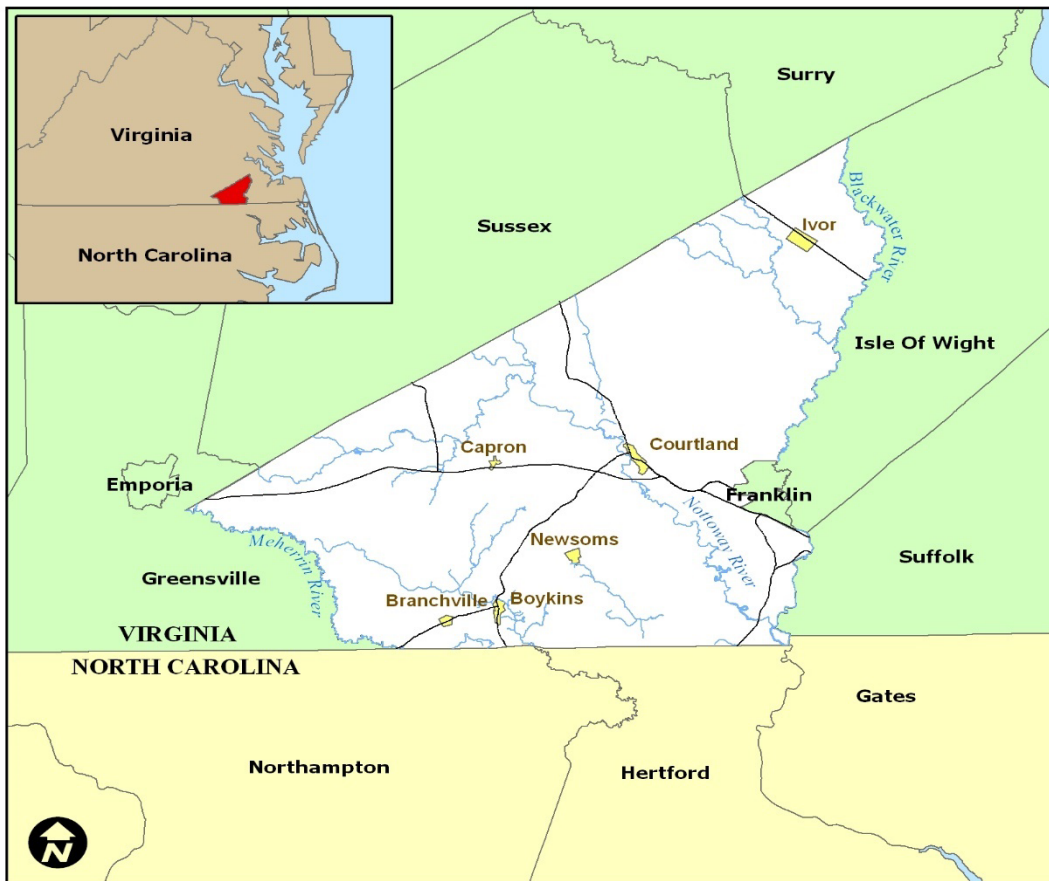
In more recent times the County's highways have assumed an increasing share of the responsibility for transporting farm products, timber, and manufactured products. In addition, improved roads and widespread automobile ownership have enabled the same kind of widely dispersed residential pattern once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

The history of the County has several major continuing influencing factors which will no doubt carry into its future: dependence on products from the land and preparation of these products for export; dependence on water for transportation, manufacturing and water supply; and continued development of improved transportation facilities for movement of people and goods. The continuing provision of public services,

from education and health care to utilities and fire protection, will be necessary to enable the local economy to function and expand.

Physical Setting

Southampton County lies in the western portion of Virginia's coastal plain, approximately 45 miles west of the metropolitan center of Hampton Roads and 65 miles southeast of Richmond. The County contains the incorporated towns of Boykins, Branchville, Capron, Courtland, Ivor, and Newsoms. Courtland is located near the center of the County and serves as the county seat. Southampton County is bordered by the Blackwater River, Isle of Wight County, and the cities of Franklin and Suffolk to the east and north, and by



the Meherrin River and Surry, Sussex, and Greenville counties to the west and north. The North Carolina counties of Northampton, Hertford, and Gates border Southampton County to the south. The total land area of the County is 385,944 acres or approximately 600 square miles.

Southampton County is home to the Middle Coastal Plain, a 40-mile wide swath of land stretching from Colonial Beach through Courtland and continuing to the North Carolina line, containing 40% of the Class I and Class II Prime Farmland in Virginia. This strip's protection for agriculture and forestry uses is imperative to ensure the County's economic future. A further discussion of Southampton County's reasons and methods to protect this important resource can be found in the Agriculture chapter.

Purpose and Authority to Plan

Chapter 15.2, Code of Virginia, requires the Planning Commission to review the Comprehensive Plan every five (5) years to determine whether the Plan needs to be updated. This update is the result of that review. The Plan, however, is not meant to serve the County for the short, five-year period only. While implementation policies may be focused on the near-term, the Plan serves to guide long-range thinking on the part of the citizens, appointed boards, and Board of Supervisors. As the County, the Commonwealth, the country, and the world change, planners need to continuously update the plan of action. Planning doesn't stop for five years until the next update; a Plan is a living document. This planning document contains much of the information essential to making decisions intelligently and should be consulted on a regular basis. As time passes, new data, unforeseen development in the County, and the development of innovative planning techniques may necessitate updates of this document. Therefore, the planning process should be considered a continuous task, demanding periodic re-evaluation as well as updates of economic, demographic, and land use projections. This plan should be considered a flexible guide that may be revised as changing conditions warrant a revision.

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

Planning Methodology

In the preparation of the Comprehensive Plan update, an analysis of the physical, economic, social, and population factors that affect the County was undertaken. After data relating to these factors was collected and analyzed, projections for future growth patterns were developed. Following analysis of data and development of projections based thereon, detailed recommendations were prepared to provide guidelines for the future development of the County. Upon completion, plan updates must undergo the same adoption procedure as prescribed for original plans in Section 15.2-2204 of the Code of Virginia (the Code). This legislation requires that the citizens of the County be afforded the opportunity to review and comment on the Plan update.

Plan Format

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

Planning areas are areas wherein current development patterns, current zoning, existing transportation systems, and existing or planned utilities and services indicate the continuation of more intensive development activity. While not all the area encompassed within a planning area will develop during the planning period due to environmental constraints, economic factors, and/or community concerns, planning areas offer a glimpse of where conditions may allow development to occur within the regulatory framework established by the County at present or in the future, as the County is confronted with changing circumstances.

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

The planning areas identified on the future land use map are: Ivor; Courtland; and, Boykins-Branchville-Newsoms. These areas are described in the Land Use chapter with respect to existing and projected land use, utilities, and services. Ivor, Courtland, Newsoms, Branchville, and Boykins are also incorporated towns, with their own adopted Comprehensive Plans and zoning regulations, which guide development within their corporate limits.

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

Lands located within community areas, like planning areas, are not granted “by right” approval to develop. As the County developed the growth management strategy contained in this updated comprehensive plan, it remained cognizant that development will occur in Southampton County, but that development in community areas should be limited to low density, in-fill type development that is in character with the respective community area. The community areas identified on the future land use map are Capron, Drewryville, and Sedley. These areas are described in the Land Use chapter with respect to existing and projected land use, utilities, and services. Of these, only Capron is an incorporated town, with its own adopted Comprehensive Plan and zoning regulations.

The goals and implementation strategies of the comprehensive plan present the needs and findings outlined in the plan elements noted above. The implementation strategies, found at the end of each chapter of this Plan, set forth the directions being recommended for the current as well as future Boards of Supervisors to take in continuing efforts to solve problems, meet needs as set forth in the goals, and make best use of the County’s advantages and resources.

Citizen Participation

Although public hearings are required prior to plan adoption, this planning effort went well beyond this requirement and began to solicit citizen participation during the review process. Inclusion of Plan review discussions by the Planning Commission began to appear in the Planning Commission agendas in early 2020. Agendas appear on the County’s website, and beginning in September 2021, Planning Commission meetings were live-streamed on the County’s website as well. This provides the opportunity for the public to watch the meetings either as they are on-going or to review a recording after the fact. In August 2023, material and staff were in attendance at the County Fair, and neighborhood discussions began in October 2023. Such discussions were hosted by community organizations throughout the County, providing a means for citizens to take part in the planning process more convenient to their homes.

Once neighborhood discussions were completed, the Planning Commission reviewed all the collected comments and made a final draft for their required public hearing. After the required Planning Commission public hearing and taking into account any information gathered at the public hearing, the Planning Commission passed the Comprehensive Plan to the Board of Supervisors for their required public hearing, review, and adoption.

Influences on Comprehensive Planning

On August 23, 1989, following two years of study and research, the Southampton County Board of Supervisors adopted a Comprehensive Plan. In adopting the Plan, the Board noted that the Plan was not so much a vehicle to generate change; rather, the Plan was considered a policy guide to offer suggestions, alternatives, and possible ways of dealing with change that naturally occurs for the benefit of the citizens of the County. That Plan was updated in 1995, 1999, 2007, and 2016. This Plan updates the Plan adopted in 2016.

Since the most recent update was adopted, amendments have been made to County ordinances to address issues brought to the attention of the Board of Supervisors on a number of topics. The Voluntary Agriculture and Forestal District program was adopted in 2017 and is discussed in the Agriculture chapter. This program protects agriculture and forestry land from encroachment by incompatible uses, and provides taxation advantages should the Board of Supervisors do away with the County land use valuation program. Utility scale solar regulations have been adopted, further protecting farm and forest land. An Active Transportation Plan has been prepared by the Hampton Roads Transportation Planning Organization, outlining potential pedestrian and bikeways to be considered by VDOT as roadways are improved. A Citizens Transportation Advisory Board, discussed in the Transportation chapter, has been created to focus on transportation issues and VDOT's SMART SCALE program applications. An Arterial Management Plan has been prepared to improve safety and encourage economic development along US 58. Accessory Dwelling Units (ADUs) have been added as a permitted use in residential districts to help fill a need County residents face in providing lodging for family members as well as the opportunity for rental income. The County Utility Department provided in-depth information regarding water and wastewater availability in specific areas of the County, to help the Planning Commission focus on areas that may be appropriate for further residential and non-residential development. All of these issues and others have influenced the development of this Comprehensive Plan update.

The County has grown in other areas as well. Enterprise zone status has encouraged further development of industrial uses along General Thomas Highway. The County has exercised an option on property on Rose Valley Road across from the Enviva facility to further provide for industrial development. Parcels within the existing Southampton Commerce and Logistics Center, near Enviva, are planned for industrial development in the near future. Interest continues for industrial development in the Camp Parkway Commerce Park property near the City of Franklin. Progress to renovate the Southampton Speedway west of Capron is underway, to bring racing back to the community. Several churches have been renovated and the Rising Star Church near Branchville was completely rebuilt in 2018 after a devastating fire. The Southampton County Schools continue renovations and additions to provide opportunities for excellent education for our students. The Southampton Academy in Courtland added a new gymnasium building. Work is nearing completion on the Nat Turner Insurrection Trail project that includes the Rebecca Vaughan House near the Southampton County Agricultural and Historical Museum in Courtland. The new Southampton County Courthouse project, which includes major renovations and additions to the Courthouse in the heart of Courtland, is scheduled for completion in early 2024.

The existing platted neighborhoods have been almost completely built out and homebuilders continue to search for additional lots for residential construction. Scattered single family homes have been constructed outside of platted subdivisions as well. The County received a grant through the Virginia Department of Housing and Community Development for Phase I of housing and drainage improvements along Thomaston Road in Newsoms, with further funding to be sought in future years.

Broadband is being expanded throughout the County with help from Federal funding, and should provide service to each address in the County in the next three to four years. This service will help provide for educational opportunities for our students, and work-from-home opportunities for adults. All Board of Supervisor and Planning Commission meetings are live-streamed for the use of all interested parties.

The County has an agreement with the City of Franklin for Franklin to provide 24 hour per day service to all County volunteer fire stations, adding additional health and safety measures for County residents. The County also added an Emergency Services Manager to provide overall management in emergency situations. The Community Development Department, once part of a shared services agreement with the City of Franklin, moved home to Southampton County to focus solely on serving County residents and properties.

These are just a few of the changes that have taken place in the County in the past several years, making the need for an update to the Comprehensive Plan clear. While Southampton County residents continue to enjoy the agricultural atmosphere and abundant natural beauty of our home, we continue to plan for a future that will make sure these features are available for generations to come.

POPULATION

Introduction

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

Using data from the U.S. Census Bureau, the Hampton Roads Planning District Commission, the Weldon Cooper Center, and local records, this chapter examines the most recent population estimates, population growth trends, and household information for Southampton County. The County is part of the Western Tidewater portion of the Hampton Roads Planning District Commission region, which also includes the cities of Franklin and Suffolk and the counties of Isles of Wight and Surry. Uneven growth has and will continue to take place in the region.

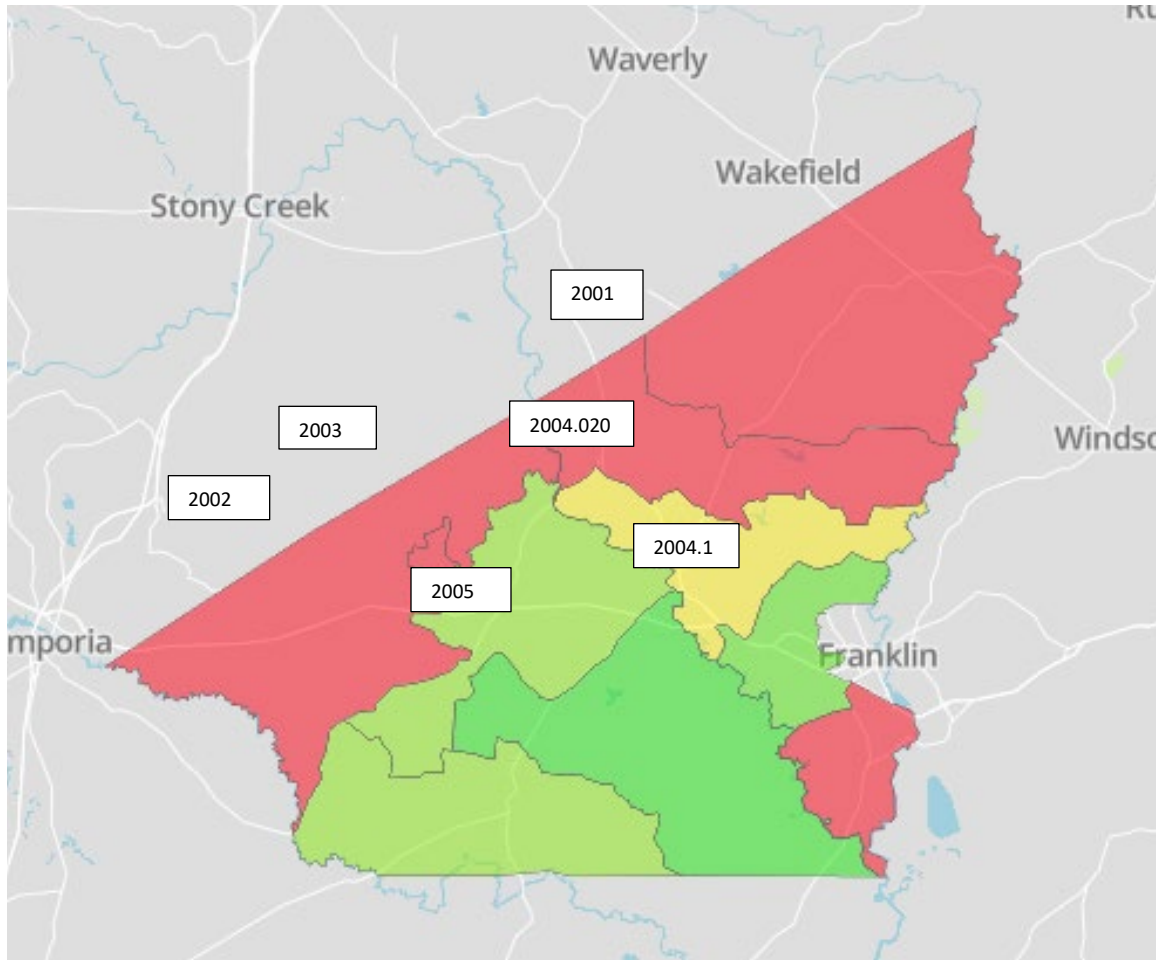
Population Trends

Population trends indicate past growth, the population growth of a community. Population projections indicate where growth is going, what to expect in the future. Both measures are important in planning for a community.

Some localities in the Southampton County region experienced population growth throughout the period from 1980 to 2020 (Table 1-1), while County population decreased slightly. The 2020 Census figures indicate that Suffolk had the largest population increase in the region, almost doubling since 1980. During the same period, Isle of Wight County also saw significant population growth, with an increase of 79% from 1980 to 2020. Franklin's population grew 12% between 1980 and 2020, while Surry County grew 7.5%

	POPULATION GROWTH SOUTHAMPTON COUNTY AND REGION					
	1980	1990	2000	2010	2020	Percent Change 1980 – 2020
Southampton County	18,731	17,550	17,482	18,570	17,966	-4%
Franklin	7,308	7,864	8,346	8,582	8,180	12%
Isle of Wight County	21,603	25,053	29,728	35,270	38,606	79%
Suffolk	47,321	52,143	63,677	84,585	94,324	99%
Surry County	6,046	6,145	6,829	7,058	6,501	7.5%

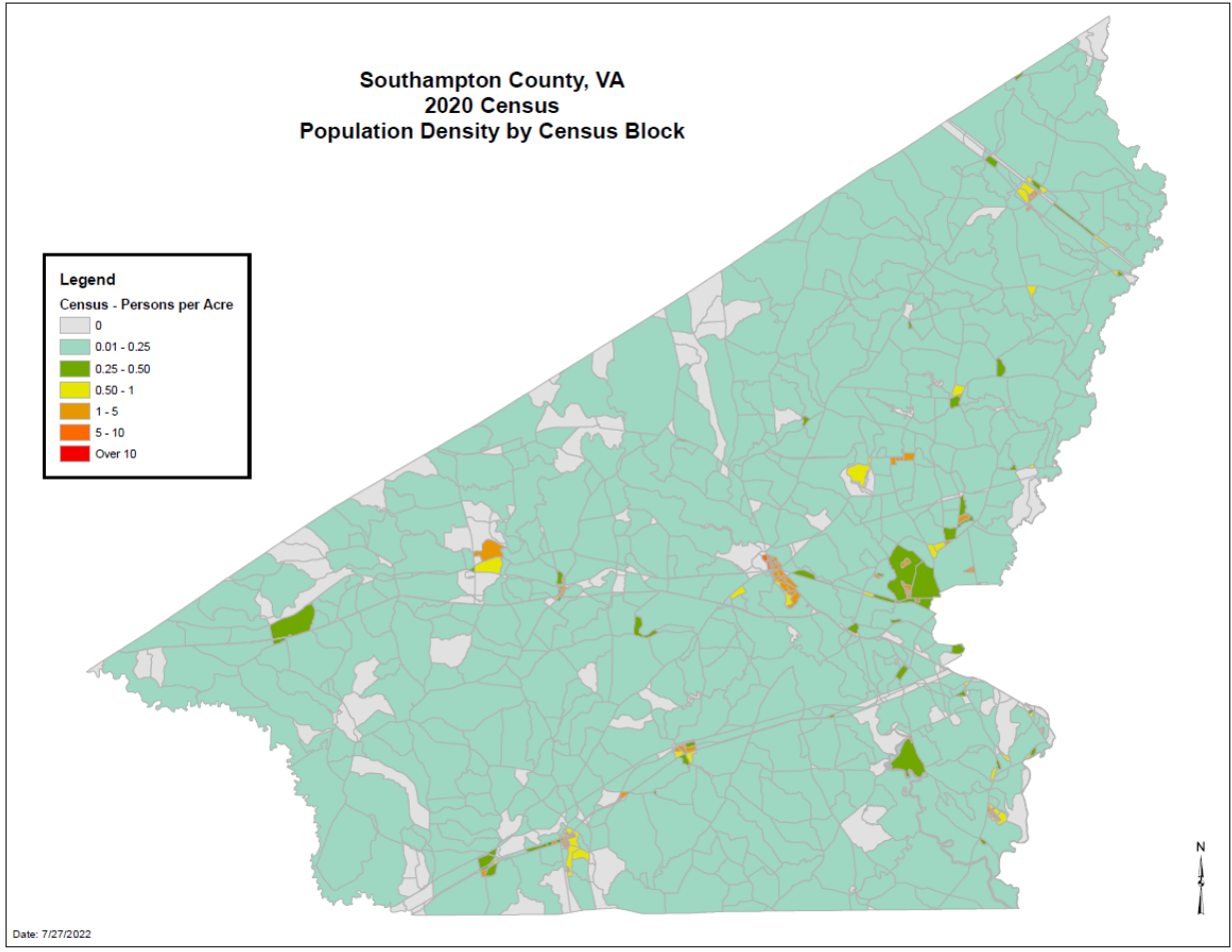
Source: U.S. Bureau of the Census, 2020 Census of Population and Housing, Weldon Cooper Center, HRPDC



Source: U.S. Bureau of the Census, 2020 Census of Population and Housing,

The map noted above displays the County by Census tract. The red areas indicate portions of the County that have lost population since the 2010 Census. Those areas in red include the northern portion of the County, Census Tract 2001, surrounding and including Ivor, where the population has decreased by 7.5%. The north-central portion of the County, north of Courtland and including the Sedley and Black Creek areas, also part of Census Tract 2001, has decreased in population by 7.9%. The portion of the County noted in red that includes the correctional institutions has decreased in population by 11.7%, Census Tract 2003. The far western portion of the County noted in red above, abutting Greenville County, Census Tract 2002, has lost 20.4% of its population since 2010. The portion of the County noted in red south of Franklin, the southern portion of Census Tract 2004.1, has decreased in population by 19.4%.

The yellow area of the County, north of Courtland, Census Tract 2004.2, has experienced a population increase of 2% since the 2010 Census. The lighter green area surrounding Franklin, the northern portion of Census Tract 2004.1, has experienced a population increase of 5.5% since 2010. The area surrounding and including Capron, the northern portion of Census Tract 2005, has grown in population by 4.8%, and the area surrounding and including Boykins and Branchville, the southern portion of Census Tract 2005, has increased in population by 4.7%. The darker green area, a portion of Census Tract 2005, the area south of Courtland, including the Newsoms area and south to the state line, increased in population by 6%.



Source: U.S. Bureau of the Census, 2020 Census of Population and Housing

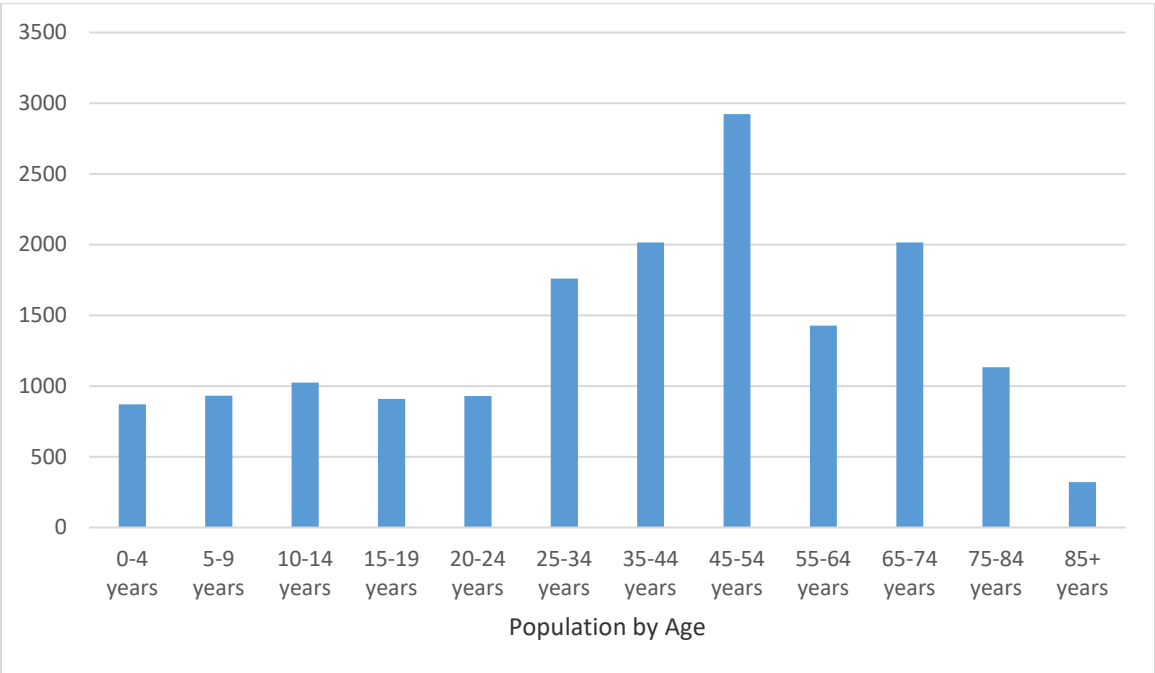
The map noted above indicates the population density by Census Block from the 2020 Census, with most of the County having a density of 0.01-0.25 persons per acre. Areas including Courtland, portions of Ivor, Newsoms, and Boykins, the Sedley area, and scattered areas in the eastern part of the County having higher densities, from 1-5 persons per acre.

Age, Race, and Sex

Population trends in Southampton County indicate a declining average household size and a significantly increasing median age, following recognized national trends. In 1970, the median age for County residents was 25.7 years. In 2020, the median age of the population had increased to 46.9 years, an increase of 21.2 years since 1970 but an increase of 1.6 years since 2010. In addition, the percentage of children age 14 and under has steadily decreased in the County. As with many other localities, the elderly population (65 years of age and older) has increased in Southampton County since 1980. Figure 1.1 below illustrates the age distribution of County residents from the 2020 Census.

COMPARATIVE POPULATION DATA SOUTHAMPTON COUNTY, VIRGINIA					
	1980	1990	2000	2010	2020
Population	18,731	17,550	17,482	18,570	17,631
Average Household Size (2015-19)	3.06	2.93	2.53	2.58	2.50
Median Age (years)	30.2	33.8	38.6	44.3	46.9
Percent children age 14 and under	20.7	19.2	18.6	16.9	14.7
Percent residents age 65 and older	10.9	14.3	14.2	15.2	20.8

Source: U.S. Bureau of the Census, 2020 Census of Population and Housing



Source: U.S. Bureau of the Census, 2020 Census of Population and Housing

The 2020 Census indicated that 61.0% of Southampton County residents were white and 34.7% were black, while 4.3% of the population fell into other race categories. Males accounted for 51.7% of the total population and females accounted for 48.3% of the total.

Marital Status, Households, and Families

The 2020 Census indicated that slightly less than half of Southampton County residents 15 years old and older, approximately 49%, were married (Table 1-2). Never married residents accounted for about 26% of the population. Widowed residents accounted for about 8.4% of the population.

MARITAL STATUS, 2020 SOUTHAMPTON COUNTY, VA	
Category Percentage	Number
Population 15 years and over 100%	15,052
Never married 26%	3,914
Now married, except separated 48.8%	7,345
Separated 3.4%	512
Widowed 8.4%	1,264
Divorced 13.4%	2,016

Source: U.S. Bureau of the Census, 2020 Census of Population and Housing

According to the 2020 Census, there were 6,524 households in Southampton County with an average household size of 2.50 persons. Traditional married couple families accounted for 53% of all families in Southampton County in 2020 (Table 1-3). Single-parent households accounted for approximately 19% of all family households, while single adults living alone made up another 25% of the total. Per Census Bureau definitions, a family householder is a householder living with one or more individuals related to him or her by birth, marriage, or adoption.

FAMILY TYPE AND PRESENCE OF CHILDREN, 2020 SOUTHAMPTON COUNTY, VA	
Total households	6,524
Family households	4,719
With children under 18	1,730
Married –couple family	3,470
With children under 18	1,131
Male householder, no wife, family	331
With children under 18	157
Female householder, no husband, family	918
With children under 18	442
Householder living alone	1,644
65 years and over	822

Source: U.S. Bureau of the Census, 2020 Census of Population and Housing

Approximately 8.1% of the County population was institutionalized in 2019. Of the institutionalized population in the County, 94% were housed in correctional facilities. A change in the 2020 Census removed most of the incarcerated population from the County's population count.

Educational Attainment

Educational attainment is one indicator of workforce-readiness and future earning potential. From the 2020 Census, County residents between 18 and 24 years of age have the following level of education. Note that this many of these age group are still of typical college age, while some may still be in high school.

	Number of Residents	Percentage of Population
Less than high school diploma or equivalent	125	10%
High school diploma or equivalent	452	36%
Some post high school education	552	45%
College degree	105	9%

The 2020 Census provided that 13,213 County residents were 25 years old or more. This age group has the following level of education:

	Number of Residents	Percentage of Population
Less than a ninth grade education	723	5.5%
Some high school but no diploma	1,286	10%
High school diploma or equivalent	3,942	30%
Some post high school education	3,486	26%
Associate's degree	1,344	10%
Bachelor's degree	1,587	12%
Graduate or professional degree	845	6%

Regional Population Projections

Population projections, as provided by the Weldon Cooper Center for Public Service Demographics Research Group, are useful when planning for business growth, the need for new schools, extension of utilities, development regulations that direct growth, and real estate tax forecasting, among other uses.

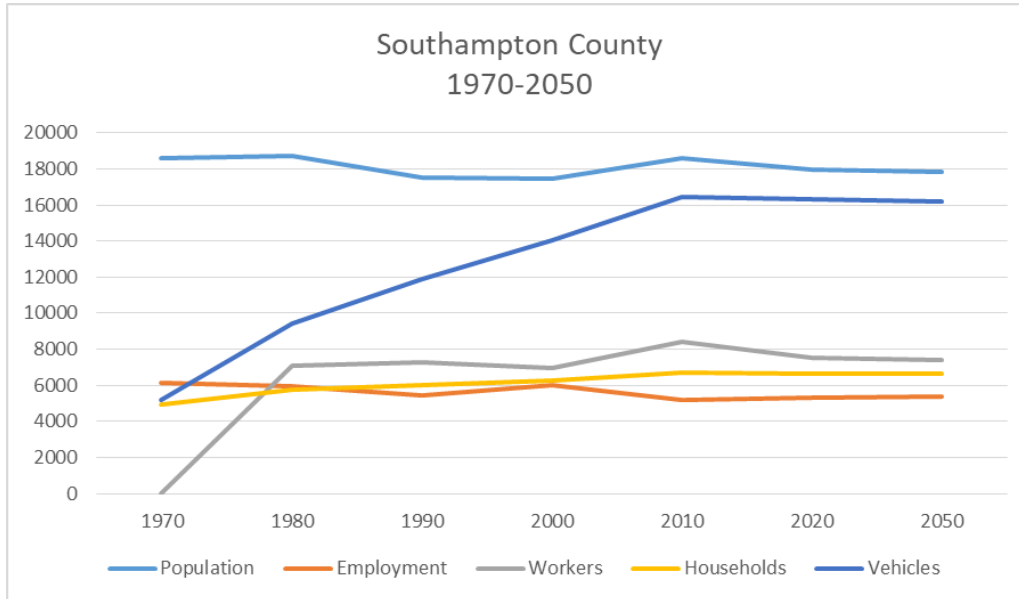
Recent projections provided by the Weldon Cooper Center show what was found in the 2020 Census throughout the United States: Rural areas lost population while suburban and urbanized areas gained population, and those growth patterns are expected to continue over the next twenty (20) years. Following are the projections for the communities that surround Southampton County, listed by 2020 population.

Locality	2020 population	Percent change	2030 projection	Percent change	2050 projection
Emporia	5,462	1.1%	5,525	0.03%	5,543
Surry	6,561	-9.8%	5,977	-6.2%	5,623
Franklin	8,180	-6.7%	7,667	-4%	7,389
Greensville	11,340	-9.1%	10,388	-3%	10,067
Sussex	11,370	-20.5%	9,434	-23.5%	7,632
Southampton	17,996	-4.8%	17,172	1.5%	17,429
Isle of Wight	38,606	7.1%	41,341	20%	49,544
Suffolk	94,324	8.8%	102,571	28.5%	131,480
Virginia	8,655,021	5.5%	9,129,002	15.5%	10,535,810

Source: Demographics Research Group of the Weldon Cooper Center for Public Service, July, 2022

The more suburban areas, such as Suffolk and Isle of Wight, are projected to increase in population over the next twenty (20) years, while the more rural and agricultural areas, including Southampton County, are projected to stay relatively steady, or decrease in population. The community and its leaders can make decisions and implement programs to affect these projections, whether growth, holding steady, or decreasing population is desired.

Southampton County Population, Employment, Workers, Households, and Vehicles Estimates and Projections



Source: Demographics Research Group of the Weldon Cooper Center for Public Service, July, 2022

	Population	Employment	Workers	Households	Vehicles
1970	18,582	6,124	NA	4,915	5,173
1980	18,731	5,927	7,065	5,774	9,414
1990	17,550	5,461	7,255	6,004	11,879
2000	17,482	6,026	6,954	6,279	14,034
2010	18,570	5,171	8,445	6,719	16,439
2020	17,996	5,339	7,550	6,618	16,299
2050	17,429	5,364	7,404	6,619	16,220

HOUSING

Introduction

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

Housing Inventory

The distribution of Southampton County’s housing stock has changed from 1980 to 2020 as illustrated in Table 2-1. Occupied single-family homes, which include both site-built and modular homes, are still the dominant housing type in the County, and they now account for 80% of the total occupied housing stock in the 2020 Census. The total number and percentage of occupied single family homes has decreased since the 2010 Census. The percentage of occupied residences that include multi-family residences has increased since the 2010 Census, and the percentage of occupied manufactured homes has increased slightly from the 2010 Census as well. While the number of occupied manufactured homes more than doubled between the 1980 Census and the 1990 Census, growth in the occupancy of manufactured homes has remained fairly consistent since that time. While the number of occupied single family homes has decreased between the 2010 Census and the 2020 Census and decreased by more than ten percentage points since the 1980 Census, single family residences are still the overwhelming choice of housing type in Southampton County.

Southampton County Occupied Housing Stock

	Single Family Number	Single Family Percent	Multi-Family Number	Multi-Family Percent	Manufactured Home Number	Manufactured Home Percent	Total
1980	5,649	91%	195	3%	407	6%	6,251
1990	5,416	83%	235	4%	909	13%	6,560
2000	5,555	79%	312	4%	1,191	17%	7,058
2010	6,071	82%	212	3%	1,146	15%	7,429
2020	5,287	79.8%	293	4.4%	1,038	15.7%	6,618

Source: US Bureau of Census, Selected Housing Characteristics, 2000, 2010, 2020

Because manufactured homes often require less of an initial investment than site built or modular homes, they may represent an affordable alternative to traditional single-family site-built housing. Over the past several years, however, reduced mortgage lending rates may have lead to an increase in the number of potential homebuyers who were able to look at site-built or modular homes rather than manufactured homes. Indeed, the increased availability, aesthetics, and acceptance of modular homes, which are accounted for in the single family home data, may have moved homebuyers from manufactured homes as well.

Housing Conditions, Costs, and Occupancy

Along with changes in the composition of Southampton County’s housing stock, housing values rose from 2010 to 2020. Data from the 2010 Census indicate that the median value of all owner-occupied housing

units was \$149,200. Data from the 2020 Census indicate that the median value of owner-occupied units again rose from 2010 to 2020 to \$178,500, an increase of 19.6% over the 2010 median value. Units lacking complete plumbing facilities accounted for only 1.9% of the total housing stock in 2020, down from 2% in 2010 (Table 2-2). Table 2-2 also indicates the number of vacant housing units in the County increased, and the percentage of vacant housing increased slightly, from 12% to 13.4% since 2010. The vacancy rate provided by the 2020 census for Virginia as a whole was 8.2%.

GENERAL HOUSING CHARACTERISTICS SOUTHAMPTON COUNTY, VIRGINIA		
	2010	2020
TOTAL HOUSING UNITS	7,429	7,648
Total occupied housing units	6,571	6,618
Total vacant housing units	858	1,030
Vacancy Rate	12%	13.5%
SELECTED CHARACTERISTICS		
Lack of complete kitchen facilities	155	119
Percent of total occupied housing units	2%	1.7%
Lack of complete plumbing facilities	263	128
Percent of total occupied housing units	4%	1.9%
OWNER OCCUPIED UNITS	5,004	4,923
Percent of occupied housing units	76%	
74.4%		
RENTER OCCUPIED UNITS	1,567	1,695
Percent of occupied housing units	24%	
25.6%		

Source: US Bureau of Census, Selected Housing Characteristics, 2010, 2020

The median value of an owner-occupied housing unit in Southampton County was \$178,500 per the American Community Survey provided by the United States Census Bureau. The most-recurrent housing value, at 29% of the housing in the County, was the \$200,000-299,999 range. 22.4% of the owner-occupied homes in the 2020 census data were valued between \$150,000 and \$199,999, while 16% of the owner-occupied homes were valued in the \$100,000 to \$149,999 range.

New Housing Construction

While earlier trends had a smaller number of new housing starts per year, the most recent four (4) years had a growing number of new residences. Manufactured homes includes both single and double wide structures, and their construction is governed by standards from the US Department of Housing and Urban Development. On the other hand, modular and site-built homes are both governed by the Uniform Statewide Building Code.

The construction value of site-built single family homes continues to rise. In 2018, the average value per site-built home was \$164, 427. In 2019, it rose to \$186,944, an increase of almost 14%. In 2020, the average value decreased 16% to \$157,042. In 2021, the average construction value increased to \$197,734, an increase of 26%, likely due in part to higher supply and labor costs.

New Construction Activity
2018 to 2021

Building Permits	2018	2019	2020	2021	Total 2018-2021
Manufactured homes	7	10	12	13	42
Modular homes	10	14	4	8	36
Site-built homes	32	29	43	51	155
Total number of new single family residences	49	53	59	72	233
Annual value of construction	\$7,374,870	\$7,964,642	\$8,032,602	\$13,182,713	\$36,554,727

Source: Southampton County Community Development Department building permit records, 2022

In 2022, permits for 67 new residences were issued in Southampton County, with an average value of \$218,000. That is a construction value of approximately \$14.7M.

Housing Opportunities

Housing opportunities for low and moderate income families, as well as workforce-priced housing, continue to be hard to find in many areas of the country, and Southampton County is no different. The median household income in Southampton County is \$63,034. The median household income of owner-occupied residences is \$74,899, but the median household income of renter-occupied residences is only \$39,799. The common rule of thumb is that a household should spend no more than 30% of its gross income on housing expenses, which includes utilities. Households that spend more than 30% of their gross income on housing are considered “cost burdened” and may have difficulty affording necessities such as food, transportation, and medical care, according to the Department of Housing and Urban Development. In a rural community where places of employment are spread out over 600 square miles of the County, and a significant number of citizens leave the County for employment, transportation costs are a significant factor in household spending.

Of the owner-occupied households with an annual household income of less than \$20,000, over 50% of them spend more than the recommended 30% of their income on housing costs. Of the owner-occupied households with an annual income of between \$50,000 and \$75,000, only approximately 10% spend more than 30% of their gross income on housing expenses. Of the largest group of owner-occupied residences, those with annual household incomes over \$75,000, approximately 5% spend more than 30% of their annual household income on housing expenses. Overall, 14% of owner-occupied residences spend more than 30% of household income on housing expenses.

The median value for owner-occupied housing reported in the 2020 Census was over \$178,000. One rule of thumb is that a family can typically afford a home 2-2.5 times their gross annual income. The median household income in Southampton County was \$63,034 in the 2020 Census. Using the 2-2.5 times the gross annual income rule of thumb would yield the income necessary to purchase a home between \$126,068 and \$157,585, less than the median value for owner-occupied homes. Even a median-income household that purchases a median-value home is likely cost-burdened, with low to moderate income households faring worse.

Low income households who rent do not fare as well as homeowners at escaping cost burden. Of the renter-occupied housing with incomes less than \$20,000, almost 90% spend more than the recommended 30% of their gross income on household expenses. Renter-occupied households with incomes over \$50,000 are less rent-burdened, with less than 5% spending more than the recommended 30% of their income on household expenses. Overall, 60% of renter-occupied residences spend more than 30% of their household income on housing expenses.

The upper income limit of a family of four designated as having a low to moderate income is \$47,750 in 2022 in Southampton County by federal standards. That income would yield a home purchase between \$95,500 and \$119,375. Of the 6,618 occupied residences in Southampton County, approximately 3,900 of those families, fewer than 60%, have a gross annual income that could afford a residence of the median value. A two-person household income that meets the low to moderate income limit of \$38,200 would be even further from being able to afford a home of median value. These low to moderate income households are often cost-burdened by spending a larger percentage of their income on housing costs, impacting their ability to purchase food, healthcare, transportation, and other household necessities such as clothing and school supplies. Fewer than 30% of the owner-occupied residences of median value would be within the reach of low and moderate income residents.

The characteristics of the population of Southampton County continue to change, and it's important that housing opportunities adapt. In 1970, the median age in Southampton County was 25.7 years. In the 2010 Census, the median age increased to 44.3 years. In the 2020 Census, the median age increased to 46.9 years. 21% of the population is 65 years old or more. Of the 6,618 households in the County, 2,664 households contain at least one person over the age of 60. 1,604 Southampton County citizens live alone. But of the 6,618 occupied residences in Southampton County, almost 20% of them contain four (4) or more bedrooms. Increasing housing opportunities for older and smaller families may continue to be necessary in the County.

In 2019, Southampton County adopted regulations permitting accessory dwelling units (ADUs) in all residential districts, for placement on properties with a single family modular or site-built residence. These are also known as mother-in-law suites, granny flats, backyard flats. They provide a means to construct a small residence, secondary to the principal residence, as a means for the homeowner to use for family or rent out to supplement their income. Four or five have been constructed each year since that time. Four or five a year aren't going to provide any significant increase in lower-cost housing, but every small incremental change makes a difference. As more neighbors see them being constructed, more applications may be submitted, as has been the case in one County neighborhood.

The subdivision ordinance exempts family transfers so as to permit property owners to create new lots for members of their immediate family. This adds perhaps four or five buildable lots per month, while permitting families to build houses as their children have children. The subdivision exemption that permits the creation of lots around existing residences that were in place prior to 1968 also helps create new buildable lots.

The Rural Residential zoning designation, that facilitates the creation of buildable lots from land that is in agricultural use while keeping the largest part of the land for agricultural use, generates four to five new lots per year. While the majority of new lots are created through either the family transfer or the existing homesite exemption, the Rural Residential district contributes some buildable lots for homes.

The County received funds from the Virginia Department of Housing and Community Development (DHCD) to renovate seven homes on Thomaston Road and replace two additional homes. This is the first phase of the grant, and it is hoped additional phases will continue to be funded through DHCD. These funds permit

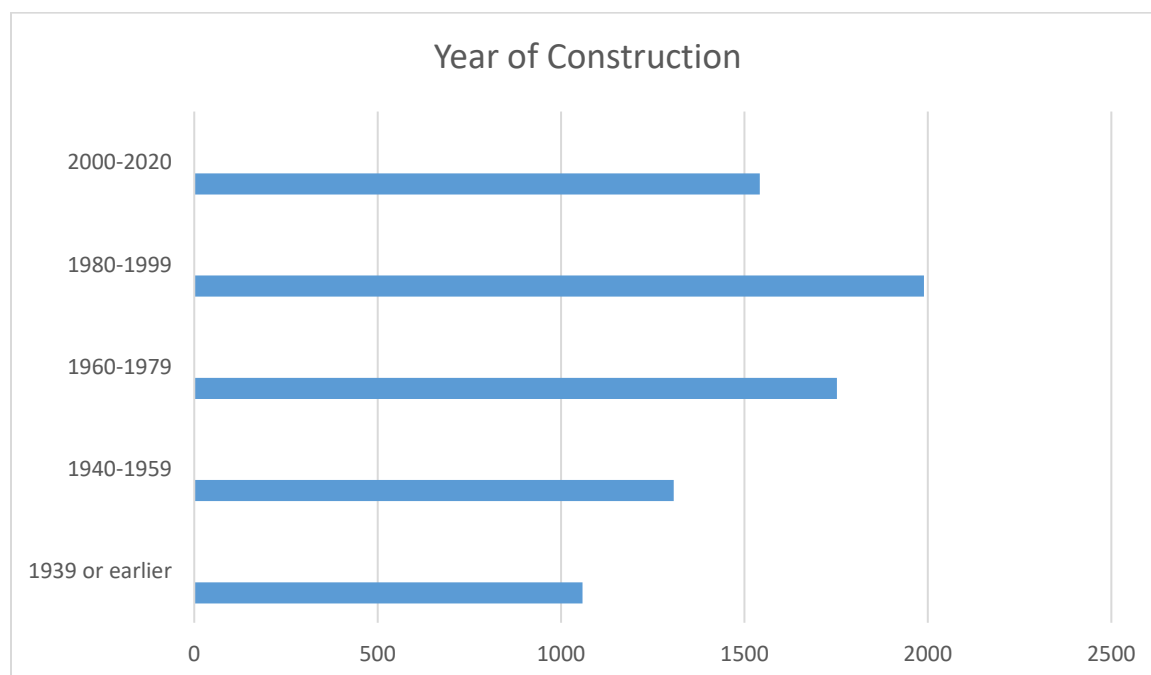
homes to be renovated with universal design standards and renovated so as to make them flood resistant, energy efficient, and appropriate for the low to moderate income residents who inhabit them now. Programs such as this grant program and the HOME program, both funded with federal and state funds, helps keep people in their homes, and helps make the homes decent, safe, and sanitary. Additional grant funds will be sought, and additional residences will be renovated as funds become available.

Housing Distribution and Age

There are approximately 385,500 acres or 602 square miles of land in Southampton County. Currently, less than ten percent of the County's land area is utilized for residential purposes. Most residential development is concentrated in towns, village centers, adjacent to the City of Franklin, and as strip development along the County's roads and highways.

The 2020 Census shows that the age distribution of residences throughout the County is relatively evenly spread throughout the years, except for a jump between 1980 and 2000. Of the 7,648 residences in the County, 31% were constructed prior to 1960, 23% were constructed between 1960 and 1980. Growth during the 1980s and 1990s contributed 26% of the existing residences, while the period between 2000 and the 2020 Census added an additional 20% to the total existing residences in the County today.

While the average number of residences constructed each year has been in the 50-60 range, the recent construction boom added over 70 new residences in 2021 and the County is on track for over 90 new residences in 2022. Many of these are in existing subdivisions, such as Sandy Creek, Bethel Farms, and Regency Estates. New homes continue to be constructed in the Sunbeam/Monroe Road area, as well as along rural roads such as Unity Road and Tucker Swamp Road. Construction has increased within the Town of Courtland as well.



Source: 2020 Census

Housing Projections

Population projections provided by the University of Virginia's Weldon Cooper Center forecast populations for 2030 and 2040. The Center forecasts the population of Southampton County in 2030 to be 17,711, an increase of 80 persons, or less than 1%. The Center forecasts the population in 2040 to be 17,466, fewer than the 2020 Census counted.¹

Hampton Roads Planning District Commission's (HRPDC) 2045 Socioeconomic Forecast projects a population of 20,218 by the year 2045. Projections are just that, however, projections and predictions based on the best available information. The difference between the Weldon Cooper projection and the HRPDC projection is 2,752 people. As has been done in the most recent Southampton County Comprehensive Plan update, the County acknowledges the higher number may be a possibility but expects something closer to the lower number.

Regardless, HRPDC projects Southampton County will have almost 7,400 households by 2045, creating a need for new housing as well as occupancy of existing housing. In the 2020 Census, 7,648 residential structures exist, but only 6,618 are occupied. Encouraging the renovation and maintenance of the existing structures will help provide the units necessary to house Southampton County citizens into the future.

The need for new housing may be expected to be both replacements for the aging housing stock as well as housing for additional residents. New housing also may be seen as necessary to provide appropriate housing for an aging population that no longer needs or has the capacity to care for a home that is surrounded by acreage. The trend in many areas of the country to smaller, easier to care for homes, should be encouraged as a means to provide housing appropriate to smaller families and for one and two person households. Accessory dwelling units are permitted under the County's zoning regulations, and they are being constructed in several neighborhoods.

Implementation Strategies

Increased housing opportunities can be achieved in a number of ways. Consideration may be given to:

- a. Smaller minimum lot sizes in areas that have both public water and sewer can help pave the way for more homes that serve the growing senior population and single-person households.
- b. Amending the zoning ordinance and Comprehensive Plan to allow density bonuses for developments that include housing for low and moderate income families as well as encouraging age-targeted neighborhoods may help increase the availability of such housing.
- c. Creation of a "pattern book" of Accessory Dwelling Unit plans for prospective property owners to use, so as to minimize the plan preparation costs, speed plan review, and encourage more widespread use.
- d. Preparation of a housing study to learn the depth of the affordable housing shortage in the County, and seek ways to address the shortage.
- e. Amending the zoning ordinance to permit the development of "cottage courts" in areas that have public water and sewer that may bring more financially-available or age-appropriate housing to the County. Cottage courts are typically smaller single family detached or two-family residences, on

¹ University of Virginia Weldon Cooper Center, Demographics Research Group. (2018). National Population Projections. Retrieved from <https://demographics.coopercenter.org/national-population-projections>

- one lot rather than on separate lots, such as can be seen in The Village at Woods Edge in Franklin.
- f. Encouraging multi-family development including townhomes in areas that have public water and sewer.
 - g. Encouraging the incorporated towns that have public water and/or sewer to consider a reduction in lot sizes to allow more construction of moderately-priced residences in areas that have the necessary infrastructure.
 - h. Encouraging VDOT to install pedestrian accommodations in the construction or reconstruction of roads and bridges to allow pedestrians in some parts of the County to access daily needs without a car. Provision of sidewalks may also encourage higher density development in areas where there are other uses, near towns and commercial centers.
 - i. Reduction of parking minimums for multi-family construction, as well as “cottage court”-type construction.
 - j. Permitting the retrofitting of existing larger homes with sufficient water and wastewater facilities into two or more units without any change to the exterior which could help provide more financially-accessible housing units without impacting the surrounding properties. Accessory dwelling units can be created now within existing single family homes, but retrofitting larger homes into similar-sized units, rather than one being secondary to the principal residence, could be considered.
 - k. Encouraging effective use of code enforcement that is financially supported by the County budget, which may lead to greater use of existing structures that have fallen out of use due to disrepair.
 - l. Increasing rental housing stock to be more fully used with an increase in rent vouchers and landlords willing to accept them.
 - m. Provisions so that dilapidated homes can continue to be rehabilitated and replaced through the use of HOME and CDBG funding as funding is available.
 - n. Seeking funding to upgrade sewer lift stations so as to permit development of platted lots in areas where public sewer would be available with such upgrades. Wastewater treatment plant capacity is available, but the lift stations to get the effluent to the plant is deficient in areas such as areas within and around Courtland.
 - o. Providing information regarding programs through the Department of Housing and Community Development to assist in the provision of housing for low income and special needs populations, such as the Livable Homes Tax Credit and the Virginia Housing Trust Fund Competitive Loan Pool.
 - p. Seeking increased interest and funding for public transportation, especially in areas near existing suburban-type development. This will permit residents to reduce car dependency and free up more family income to use toward housing costs.
 - q. Seeking grant funding to entice homebuilders to construct residential units for families and seniors with low to moderate incomes. Consider other options such as the waiving or refunding of permit and tap fees for such housing development.
 - r. Working with existing multifamily property owners through the C-PACE program. This permits property owners to finance the costs of energy efficiency upgrades 100% through the C-PACE program, repaid with a voluntary assessment on their property tax bill. Lower energy costs help make housing affordable for the residents of such projects.
 - s. Working with the County School Board and other providers to increase availability of low cost child care, so as to free up family finances from child care responsibilities and encourage more parents of young children to enter the workforce.
 - t. Continuing to encourage family transfer and existing homesite exempt subdivisions to help provide housing for the next generations.
 - u. Working with the incorporated towns and communities such as Sedley to help revitalize commercial areas to allow a more walkable town center to grow. More walkable communities that provide some goods and services needed on a daily basis can reduce car dependence and transportation costs, leaving more available for housing.

Summary

Southampton County is a rural locality with relatively sparse residential development. Concentrations of housing are located around several towns and communities, and grouped along highway corridors where access is readily available. Currently, the principal housing type in the County is the single-family detached dwelling unit. However, manufactured homes account for a substantial number of the new housing units in the County and may help to accommodate low-wealth residents and those who may not be able to find suitable housing in nearby urban and suburban areas. With abundant undeveloped land, much of it in use for agriculture and forestry uses, as well as development pressures from areas east of Southampton County, the County will need to consider where best to locate additional housing units of varying types.

With a changing population that trends toward a growing population of households with fewer or no children and an increasing elderly population, the County might also need to consider allowing higher density and mixed-use development, particularly near existing population centers. As fewer families have children and fewer older adults want to or are able to maintain acres of land surrounding their homes, development on smaller lots may provide more appropriate and less costly housing options.

Maintenance of the existing housing stock is also an important tool in the continued provision of decent, safe, sanitary, and appropriate housing for all County residents. A strong property maintenance program, backed with sufficient personnel and funding, may help keep older structures in good repair and able to house residents.

ECONOMY

Introduction

Southampton County is the westernmost county in the Virginia Beach-Norfolk-Newport News Metropolitan Statistical Area (MSA), which is the 37th largest in the United States. The MSA had 1,762,090 as of the 2020 Census. The MSA is approximately 57% White, 31% African-American, 4% Asian and the remainder of other races and two or more races.

Neighboring Southampton County geographically are Isle of Wight, Surry and Sussex Counties to the north, Greensville County to the west, Northampton, Hertford and Gates Counties, NC to the south, and the City of Suffolk and City of Franklin to the east.

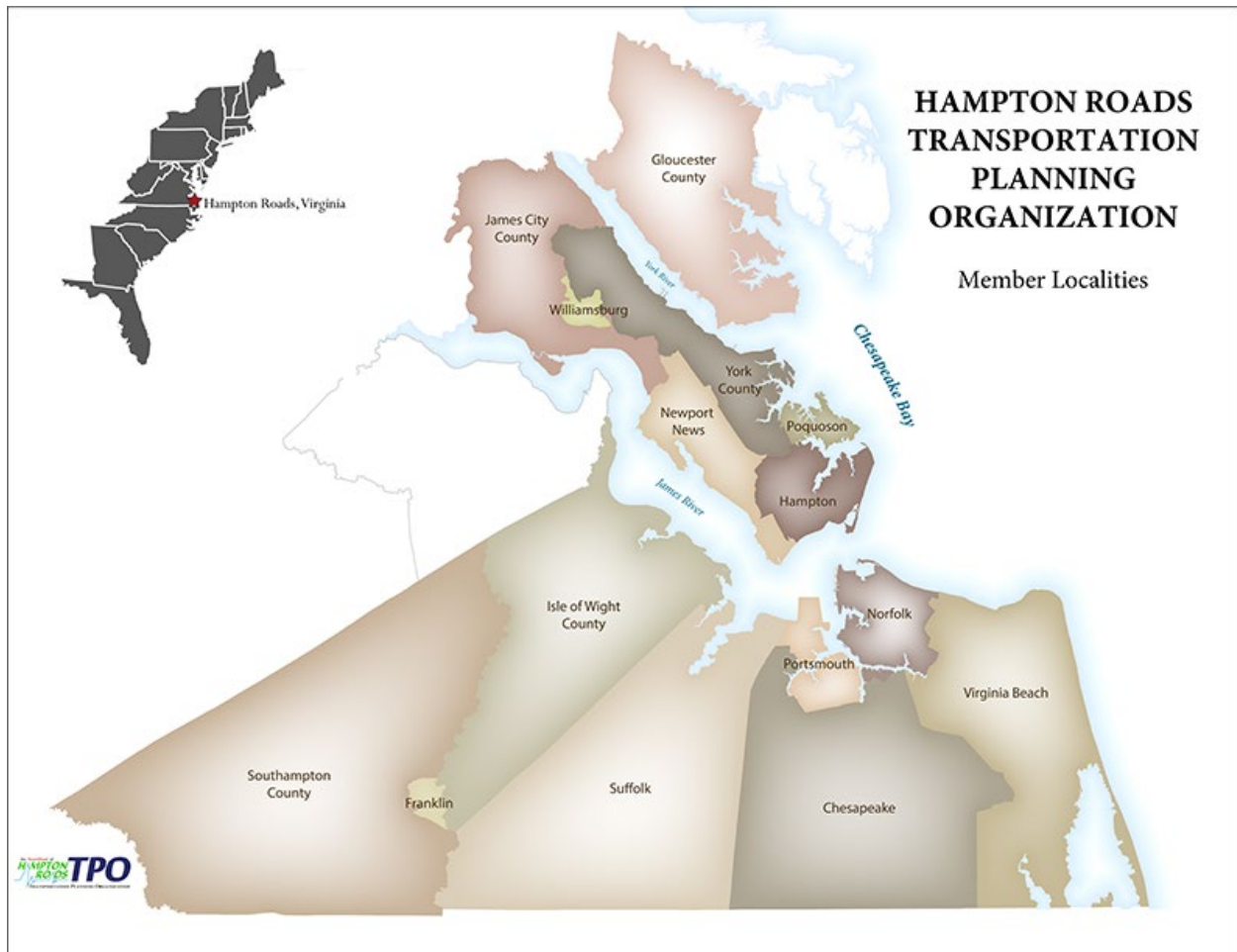
Franklin, Suffolk and Isle of Wight County are the leading areas for both out-commuting to work and in-commuting from other areas. Significant numbers of workers also commute from Southampton County to Sussex County and the Richmond metropolitan area. Other significant in-commuting to Southampton County comes from Northampton and Hertford Counties in North Carolina, and Brunswick and Sussex County in Virginia. The City of Suffolk and Isle of Wight County are both in the top ten municipalities for growth in Virginia, which is a good sign for potential growth in Southampton County given the continued growth of Port of Virginia traffic and related industries.

The largest population cohorts in Hampton Roads are 25-34 year olds, with almost 15% of the population, and 35-44 year olds, with slightly over 13% of the population. The significant military presence in Hampton Roads does influence the number of people in those cohorts, and provides an opportunity for all counties in the region to attract and retain talent exiting the military. The Hampton Roads Alliance estimates that 15,000 exiting military each year stay in Hampton Roads, and that talent pool provides considerable added depth to the local employment pool.

Southampton County had 17,996 residents in the 2020 Census, a decline of 3.1% from the 2010 Census numbers. Southampton County has had very stable population numbers for over a century, with the major change in population occurring in 1960 when the City of Franklin became an independent city. The median age of Southampton County residents is above the Commonwealth and national averages at approximately 46 years of age. Southampton County's 2020 Census population was 62.7% White, 34.1% African-American, and the remainder of other races or two or more races.

Approximately 76% of Southampton County households were homeowners in the 2017-2021 American Community Survey, with a median value of owner-occupied housing units of \$183,000. The County had 6,661 households with a median size of 2.50 per household. 85.5% were at least high school graduates, and 19.3% held Bachelor's Degrees or higher.

Based on the American Community Survey, 55.6% of the population aged 16 years and older are in the civilian labor force, which is below the Commonwealth and national averages. The relatively older population and potentially higher number of military persons living in the County are potential explanations for the gap. Rural populations and the need to travel long distances to employment also are likely factors. Southampton County residents have a mean travel time of 32.1 minutes to get to work.



Southampton County residents had a median household income of \$65,079 in 2021, which is higher than the more rural counties to the west of Southampton County as well as the City of Franklin. It is lower than the Commonwealth median household income, but only slightly below the national average of \$70,784. Approximately 14 percent of County residents live in poverty.

The current unemployment rate in Southampton County is 2.8%, which is below the Commonwealth average of 3.1%. Unemployment in Southampton County has been below the Commonwealth and national averages since 2013.

Southampton County helps fund Franklin Southampton Economic Development, Inc. (FSEDI), a not-for-profit agency that is the economic development agency for Southampton County and the City of Franklin. FSEDI has been in existence since 2005 and has completed a number of economic development projects in the City and County. FSEDI is also the Destination Marketing Organization (DMO) for Southampton County, and Southampton County is also a member of the Hampton Roads Alliance regional economic development organization, the Hampton Roads Planning District Commission, and other organizations that have an impact on economic development. Supporting FSEDI and the Hampton Roads Alliance is a cost-effective way to support economic development that has yielded results that far exceed the annual expenditure of supporting these organizations.

Major Employers and Wage Data

Southampton County is typically characterized by small employers, with few businesses that employ more than 100 persons. Barring the location of a “mega-site” sized business in Southampton County, this pattern of development is likely to continue into the foreseeable future.

Based on Virginia Employment Commission data for the third quarter of 2022, employment by size of establishment was as follows: 318 persons worked in firms with 0-4 employees, 394 persons worked in firms with 5-9 employees, 331 persons worked in firms with 10-19 employees, 426 worked in firms with 20-49 employees, and 675 employees worked in companies with 50-99 employees.

Based on Virginia Employment Commission data, the largest employers in Southampton County are:

- 1) Southampton County Public School Board
- 2) Deerfield Correctional Center
- 3) County of Southampton
- 4) Meherrin Agricultural and Chemical Company
- 5) Enviva Management Company, LLC
- 6) Southampton Academy
- 7) Division of Institutions
- 8) Courtland Operating LLC
- 9) Solenis LLC
- 10) Jernigan Oil Company, Inc.

The largest employment sector in the County is government (1,383, with 773 in local government, 565 in State government and 45 in Federal government), followed by manufacturing (362), wholesale trade (348), retail trade (330), health care and social assistance (194), accommodation and food services (139) and agriculture, forestry, fishing and hunting (132). A total of 3,459 persons were shown as working in Southampton County in the third quarter of 2022 by the Virginia Employment Commission.

The average weekly wage for all industries in Southampton County is \$883. Manufacturing had the highest weekly wage at \$1,372, followed by finance and insurance at \$1,329, and Federal Government employment (\$1,274).

Southampton County has long had strong roots in the agriculture and forestry industries, and is the leading producer of peanuts and cotton in Virginia. Other major crops, such as corn, soybeans and wheat, are also grown in the County. The County’s substantial production of peanuts has led to the creation of several area peanut companies that create significant levels of employment, including Hubbard Peanut Company, Gurganus Peanuts, Newsoms Peanut Shop and Parker’s Peanuts. Feridies, recently sold to a company headquartered in nearby Wakefield, also operates in Southampton County. These companies are an important part of the Salty Southern Route, a trail that promotes these products and attracts tourists to Southampton County.

According to the 2017 Census of Agriculture, Southampton County has 257 farms with 141,942 acres in production. The average farm size is 552 acres. The total market value of products sold was \$75,062,000, a five percent decline from the previous period. The market value of products sold per farm, though, rose 24 percent to \$292,071. Approximately 69 percent of acreage was in cropland, and 26 percent was in woodland.

Cotton represented 38,067 acres in production, soybeans represented 24,098 acres, corn for grain represented 15,561 acres, peanuts for nuts were planted on 11,210 acres and wheat for grain were planted on 3,003 acres. Hogs and pigs represent another major agricultural production area with just over \$10 million in sales in Southampton County. Shown below are some of Southampton County’s famous “jumbo Virginia peanuts.”



Acres under cultivation in Southampton County did drop by five percent according to the most recent Agricultural Census, and the County has taken land-use planning measures to protect agricultural and forestry lands, including the utility-scale solar project ordinance that will allow appropriate development in this emerging industry while at the same time protecting valuable agricultural and forestry land.

Southampton County continues to support agricultural production as a strong economic sector as well as an important part of its quality of life. Southampton County will remain a strong agricultural community far into the future, and these base industries have also been major supports for its growth into newer sectors such as renewable energy and food processing.

Major Current and Potential Employment Corridors

Southampton County has two major highway corridors. US-58, which spans the middle portion of the County and connects the area to urban Hampton Roads and Interstate 95 at Emporia, is the best-travelled. Major facilities along this route include the Port of Virginia and the Coastal Virginia Logistics Park in Suffolk, which has attracted several large distribution center facilities. Increased activity at the Port of Virginia combined with organic growth in Hampton Roads is beginning to create development pressure further down US-58 towards Southampton County as the main sites in Suffolk fill up with buildings.

The other major corridor is US-460, which traverses the northern portion of Southampton County. This route also has an active Norfolk Southern railroad line running parallel to it. While there are a few industries currently in this corridor, the potential for significant development exists there as well. The recently approved Port 460 project in Suffolk will eventually create five million square feet of distribution/logistics space that utilizes US-460 and will likely encourage upgrades to the existing highway that will benefit users along the entire corridor. US-460 is the shortest route between I-95 at Petersburg and the Port of Virginia, and is being utilized more often in recent times by logistics providers for goods going north. US-460 is also a connection to the Virginia Inland Port at Front Royal, which is a major distribution point for multi-modal freight opportunities in the Commonwealth.

A recent mega-project announced in Surry County, northeast of Southampton County, will result in the construction at least 30 new data centers with 3,000 projected employees. Hydrogen and nuclear power facilities are also anticipated, and this employment center could be attractive to northern Southampton County residents as well as businesses in the US-460 corridor. Many of the jobs at this new complex will likely be high-wage opportunities, and areas close to the development such as Ivor may well benefit from the influx of workers.

Another substantial node of economic activity includes the shared services area known as “The Golden Mile” which starts as Armory Drive in the City of Franklin and continues as General Thomas Highway in Southampton County. In Franklin, recent new developments in this corridor include Wawa, Starbucks and

Dunkin' restaurants, and an expanded Southern Charm Garden Center. Development opportunities remain in this general area, and are likely to continue as additional national chains can be attracted as well as other facilities such as new hotels and retail/restaurant usage.

On the County side of "the Golden Mile," the largest development is the Hampton Farms peanut butter plant. This facility is continuing to be invested in and add employment, and a satellite facility for cold storage and grain purchasing is being constructed by Meherrin/Hampton Farms down the road. Birdsong Peanuts is also expanding its warehouse facility further down General Thomas Highway near the Southampton Commerce and Logistics Center. Solenis LLC also maintains a substantial presence for its chemical business located near General Thomas Highway as well, with almost 100 employees at their complex. Solenis/Synthomer/Arkema is a high-wage producer of chemicals, with this facility being the only facility in the United States producing some of these chemicals.

Off of General Thomas Highway on Rose Valley Road, Enviva Biomass has its Southampton facility which processes wood to make utility-grade wood pellets. Enviva is a rapidly growing company, with 10 plants located throughout the Southeastern United States. While this business has mostly been for export, domestic business is also being obtained. Enviva completed an \$85 million expansion of the facility after its initial phase was completed, and is just now bringing the plant to full capacity. Its future in Southampton County is strong.

The remainder of the Southampton Commerce and Logistics Center may be committed to businesses shortly, as one parcel has been sold and another parcel placed under option. The third parcel is in its due diligence phase. At least one of the users is committed to utilizing the adjacent CSX rail line, which transverses the County in an east-west direction with connection points at Norfolk and Roanoke Rapids, NC. This property has 80 acres of land zoned M-2 with rail access.

Southampton County also has an option on the Beale Farm property adjacent to the Southampton Commerce and Logistics Center. This parcel is slightly over 200 acres, is zoned M-2 heavy industrial and can be available for a variety of manufacturing and related uses. Logistics and manufacturing uses are the most likely options for this parcel as it becomes developed, and creating new infrastructure and resources that can support more intensive operations as needed.

The Southampton Business Park in Courtland contains several businesses, as well as 32 acres remaining for a new business. Existing companies in the Southampton Business Park include Feridies Peanuts, Southampton Knife Sharpening, the regional Farmer's Market and Auction, and Southampton Terminal warehousing. The available acreage is zoned M-1, light industrial, and would likely be an excellent location for logistics or warehousing of some type. The Southampton Business Park has ample water and access to natural gas, as well as direct access to US-58. It will make an excellent site for a variety of manufacturing and transportation-related processes. The Southampton Business Park location is shown below.



The Camp Parkway Commerce Center is a privately-owned industrial park that has 439 acres of land located on Camp Parkway (Business US-58) in the Southampton County-City of Franklin shared services area. It is zoned CM-1, light industrial with proffers, and is anticipated to be used for logistics or light manufacturing. While it is located in Southampton County, it is part of the shared services area with the City of Franklin, and a water agreement with the City of Franklin will be required in order to facilitate development. The Camp Parkway Commerce Center has had interest in recent months and was recently sold, as the continued growth in logistics-related businesses in Hampton Roads due to increased activity at the Port of Virginia is reaching Southampton County.

Other potential sites for substantial economic development include the node at the US-258 interchange near US-58, and properties on US-58 in Courtland near the current commercial node and Southampton Business Park.

Southampton County should continue to be involved in the targeted purchase and development of land in appropriate locations for industrial and commercial purposes, as well as developing and improving necessary water and wastewater treatment facilities to allow higher density and more structured development opportunities. Participating in this manner will likely lower development costs in the long run, and allow growth in the County while also protecting the largest amount of agricultural and forestry lands as possible.

It is noted that while Southampton County is supportive of industrial and other “large-footprint” economic development, it seeks to locate such development in or near existing areas of substantial development and along existing major transportation corridors.

Tourism and Housing Development

Southampton County has a number of community assets that are marketed for tourism development. The County has been actively developing the Insurrection Trail, which commemorates the slave rebellion of Nat Turner and is an internationally-known event related to the Civil War and the abolition of slavery. Southampton County is also the birthplace of Dred Scott, who was made famous by the Supreme Court decision that returned him to slavery. These events are potential sites of historical tourism, and the County has been able to obtain funding for a self-guided tour as well as restore the Rebecca Vaughn House and Mahone’s Tavern in Courtland. These historical sites are managed by the Southampton Agricultural and History Museum.

Southampton County is also the birthplace of Confederate Civil War General William Mahone and Union Civil War General George Thomas. These historical generals had a significant impact on the Civil War and Reconstruction, and are part of the narrative that can be marketed to attract tourists and overnight lodging stays.

Along with historical tourism, Southampton County has scenic rivers that are increasingly utilized for fishing, kayaking and boating. Shown below is the Courtland Boat Landing, which is an active site for outdoor recreation in Southampton County.



New housing development has recently occurred in the County. The Bethel Farms and Regency Estates developments, both started and abandoned during the 2008 financial crisis, have now been completed. The County believes there are additional opportunities to add housing to attract younger families and working people that are seeking a more rural way of life.

Potential Target Industries

Southampton County is attractive for industries that rely on agricultural inputs, strong transportation networks and substantial acreage to site operations. The most recent major industry attraction projects in Southampton County, Enviva Biomass and Hampton Farms, both fit this profile of businesses that have a connection to locally produced products. Both of these businesses have significant manufacturing operations, and have been strong additions to the Southampton County economy.

The US-58 corridor has had a major expansion in logistics operations in recent years, as the Centerpoint/Coastal Virginia Logistics Center has had major expansions with the addition of Ace Hardware, Target, Amazon and QVC warehouses, as well as increased manufacturing operations at Massimo Coffee. The City of Suffolk is investing in a major expansion of US-58 in the Centerpoint area to accommodate increased truck traffic. Based on data provided by the Hampton Roads Planning District Commission, the

number of trucks travelling US-58 in this sector has doubled in recent years as the number of warehouses has expanded.

Aligning the current Southampton County schools Career and Technical Education programs to meet the needs of the industries already in the County, such as agriculture, forestry and construction, as well as newer opportunities such as logistics and magnatronics, will not only help Southampton County's economic development efforts in the future, but also create an environment that will allow more current Southampton County residents to live and work within the County. Creating a live-work environment in Southampton County will help to attract development and new residents.

Warehousing and logistics opportunities are likely to expand into Southampton County in the near future. These facilities generally require large land footprints, and wish to locate within 50 miles of the Port of Virginia and/or Interstate 95. Southampton County has a number of locations that can accommodate these site requirements, and companies in the logistics and related industries are looking actively at locations in the County.

Current Major Economic Initiatives

Southampton County is part of the Virginia Telecommunications Initiative (VaTI), which is providing broadband access to the remaining passings (addresses) in the County that are not currently served with broadband service. The provision of this utility is critical to 21st Century communications and work, and will help a number of enterprises in rural areas of the County become more productive and economically active. VaTI coverage is anticipated to be fully delivered in 2025. This improvement in infrastructure will benefit over 5,000 properties in Southampton County, and be a major benefit to the County's agricultural, forestry and other rural-based industries.

Crop production and modern farm equipment, for instance, now routinely uses GPS and Internet tracking software in order to manage the application of fertilizers and other chemicals as well as the planting locations and watering timing and applications.

Shown below are Southampton County and Charter officials at the 2022 Broadband Groundbreaking in Suffolk.



The expansion of broadband into all areas of Southampton County will not only help the existing agricultural and forestry lands where broadband is important for the optimum use of farm equipment, but also is invaluable in the development of home occupations in rural areas. The support of home occupations and remote work in Southampton County will allow more income to come into rural areas and support the existing housing stock as well as potential new development that is compatible with the existing land uses. The COVID-19 pandemic and its aftermath has opened many more opportunities for home-based and remote work that can be serviced in Southampton County once robust broadband is available.

Southampton County is continuing to work to develop areas where land can be effectively used for industrial applications, and the County's continued involvement in the entitlement and development of land will help guide future success. Southampton County is seeing increased activity for industrial and logistics companies looking to utilize railroad and Port of Virginia facilities to ship products. The County's access to US-58, US-460 and I-95 allows for easy shipment of freight in all four major directions, which is a major positive for work in a variety of industries.

FSEDI completed and adopted a Strategic Plan in 2022, and the organization is working to implement its recommendations to help improve the local economy. The Strategic Plan has been presented to Franklin City Council and the Southampton County Board of Supervisors, which both groups affirming the direction and content. Southampton County has a Board seat on FSEDI that the Board of Supervisors makes recommendations for, as does the City of Franklin, Camp Family Foundation, Franklin-Southampton Area Chamber of Commerce and Franklin-Southampton Charities. FSEDI has been able to support economic development in both the City of Franklin and Southampton County, as well as obtain significant private support for economic development that otherwise likely would not exist without the partnership that is in place.

FSEDI programs such as STARTUP Franklin Southampton has supported businesses that have located in Southampton County, and its support of the Franklin Business Center also helps Southampton County residents who make up about 20 percent of the total number of businesses that operate from that facility. FSEDI also does business retention and expansion, business attraction, and networks with regional, Commonwealth and national organizations to bring additional economic opportunity to Southampton County. Entrepreneurial and small business based development is a key cornerstone of economic development in Southampton County.

Implementation Strategies

- a. Continue the Voluntary Agriculture and Forestal District program, which helps to protect the most productive agricultural and forestry land.
- b. Continue the land use valuation program through the Commissioner of the Revenue's office to provide tax relief to help maintain agriculture and forestry land.
- c. Continue to financially support the work of FSEDI and the Hampton Roads Alliance to bring new businesses and help grow existing businesses.
- d. Encourage staff to continue to refer prospective business owners to FSEDI for assistance in the creation of new businesses and the growth of existing businesses.
- e. Consider acquisition of further property for industrial expansion once the Beale Farm property acquisition is complete, to ensure continued available acreage for County industrial park growth.
- f. Use the recently-adopted utility-scale solar project ordinance to permit appropriately-scaled and located utility scale solar development to take place while protecting agriculture and forestry, as well as providing buffers around towns and communities.
- g. Review County ordinances to ensure the needs of future industrial development are met while protecting and enhancing the County's residents and economy.
- h. Businesses locate in areas where there is a ready workforce. Encourage continued growth of the vocational programs at Southampton County High School to provide the next generation of skilled employees and business owners.

- i. Consider expansion of public transportation through Senior Services of Southeastern Virginia to provide services to students, employees, medical patients, and consumers.
- j. Continue to permit a wide range of home occupations, which provide income to residents and serve as incubators for new ideas and businesses.
- k. Continue to foster a business-friendly community to encourage existing businesses to grow and new businesses to locate in the County. Consider amendments to existing policies and ordinances that may contribute to a business decision to locate elsewhere.
- l. Consider water and wastewater extensions to serve larger areas of the County to encourage further industrial and business development. Water and wastewater extensions may also be considered in areas where workforce/starter-type housing could be located, to help ensure a ready workforce is available for businesses.
- m. Continue to work with VDOT to ensure roads used to move goods through the County are in good repair, as well as to ensure safe travel for residents who use them daily.
- n. Promote tourism that features the County's long tradition of outdoor activities and agricultural-based businesses. Work with local groups, churches, and Franklin to promote local festivals and events that take place throughout the year. Continue to work with and provide support to the Southampton County Historical Society projects.
- o. Work with FSEDI to encourage development of facilities that serve tourism, including lodging.

Transportation

Southampton County is located in the western portion of the Hampton Roads region and serves as a vital connection between the more urban localities in the east and major north-south interstate corridors in the west that provide access to other parts of the Commonwealth and the East Coast. U.S. 58 and U.S. 460 are important thoroughfares in the County, connecting travelers to I-95 to the west and the rest of the Hampton Roads region to the east, while VA 35 provides access through the County from Sussex County to the north, through Courtland and Boykins, to North Carolina to the south. The need for rail service for freight is filled by both CSX and Norfolk Southern, while general aviation service is available in neighboring counties. Limited public transportation is provided in the area by Senior Services of Southeastern Virginia.

Southampton County Citizens' Transportation Advisory Committee

In 2018, the Board of Supervisors created the Southampton County Citizens' Transportation Advisory Committee (CTAC). This body of appointed citizens serves as an advisory committee to the Board of Supervisors with regard to transportation issues and projects throughout the County. The Committee provides the Board of Supervisors with a citizen's viewpoint on local transportation issues, strategies, funding, priorities, and the decision-making process of the Board, according to the adopted by-laws. The quarterly meetings are open to the public, and the minutes and outcomes of those meetings are provided to the Board of Supervisors. Members include one from each election district and two at-large members. The appointed members are qualified by knowledge and experience to make recommendations on local transportation matters and come from a variety of backgrounds, each with an interest in and knowledge of transportation issues throughout the County. One member may be a member of the Board of Supervisors, and one may be a member of the Planning Commission. The CTAC is staffed by the County Administrator, and ex-officio members include the Virginia Department of Transportation (VDOT) District Administrator, the President/CEO of Franklin-Southampton Economic Development, Inc. (FSEDI), and the secretary of the Southampton County Planning Commission.

In their history, the CTAC has made recommendations to the Board of Supervisors regarding issues such as restricting truck through-traffic on residential roadways, the Secondary Six-Year Road Plan provided by VDOT, road conditions throughout the County, proposals for revenue-sharing projects with VDOT such as lighting for the Courtland interchange, and the U.S. 58 Arterial Management Plan, completed in 2018, that led to SMART SCALE applications in the summer of 2020. The work of the CTAC led to the closure of Shady Brook Trail to through truck traffic, per the request of residents of the road.

Existing Roadway System

There are approximately 95 miles of primary roads and 670 miles of secondary roads in Southampton County. All existing primary roads are hard surfaced. About 575 miles of the secondary roadways (85%) are hard surfaced, while 98 miles of secondary roadways (15%) are all-weather surfaced. The existing roadway system in Southampton County includes two Principal Arterial routes (U.S. 58 and U.S. 460), one U.S. primary route (U.S. 258) south of Franklin, one state primary route (VA 35), and a system of secondary roads serving the remainder of the County.

U.S. 58 links Southampton County to metropolitan Hampton Roads to the east and to Interstate Highways 95, 85, and 77 to the west. To improve safety and mobility, U.S. 58 was widened to four lanes from Hampton Roads to Stuart, VA. U.S. 460 also connects the County with the greater Hampton Roads region and Interstates 95, 295 and 85 in the Petersburg area. U.S. 258 connects the area with U.S. 17 to the north and the North Carolina line to the south. VA State Route 186 serves as a major thoroughfare for the Boykins/Branchville area.

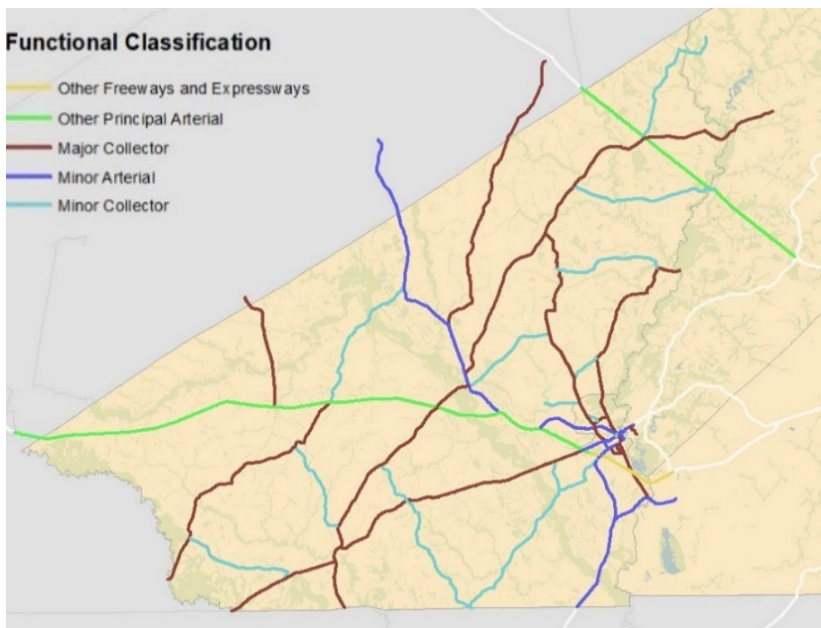
VA State Route 35 is designated as a Virginia Byway by the Virginia Department of Transportation (VDOT). VA 35 connects the County to I-95 south of Petersburg. It passes north to south through Courtland and the central part of the County. The Virginia Byway Program identifies road corridors containing aesthetic or cultural value, near areas of historical, natural or recreational significance. The Byway Program encourages travel to interesting destinations and away from high-traffic corridors. By following the byways, visitors are directed to places where they can explore Civil War battle sites and historical attractions, view beautiful scenery, and enjoy recreational resources. VA 35 will be an important connector on the 1831 Insurrection Trail under construction by the County and the Southampton County Historical Society with funding from VDOT.



Functional Classification

VDOT organizes roadways into a hierarchy based on their function. They are classified as Arterials, Collectors, and Local roads. Arterial roadways include Interstates, Freeways/Expressways, Other Principal Arterials and Minor Arterials. Arterial Roadways are defined as higher speed roadways with higher capacities that provide a connection between centers of activity. Local roadways provide more accessibility. They are defined as roadways that have the capability to provide access to and between land use activities within a defined area. Major and Minor Collectors are roadways that provide a mix between mobility and accessibility.

Figure 1 – Roadway Functional Classification



Roadways are also classified as Urban or Rural based on their location as defined by the Census Bureau. Figure 1 shows the functional classifications of non-local roadways within Southampton County, and Figure 2 shows the number of centerline-miles in Southampton County by roadway functional classification. The County has 514 centerline miles of local roads, the largest for any functional classification. There are 186 centerline-miles of collectors, 27 centerline-miles of minor arterials, and 46 centerline-miles of expressway and other principal arterial roadways which, as shown in Figure 1, are U.S. 58 and U.S. 460.

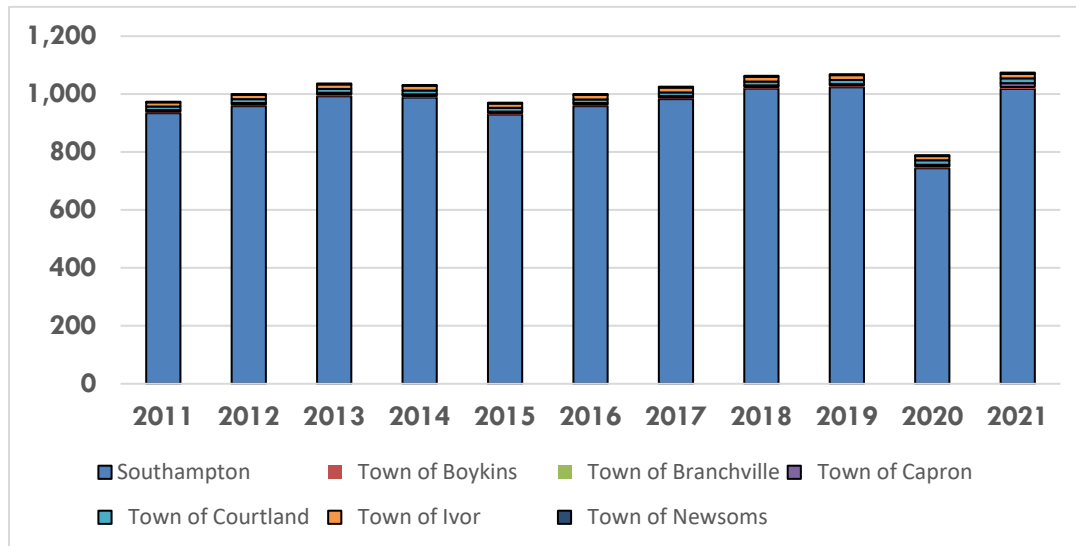
Figure 2 – Centerline-Miles by Functional Classification

Southampton County Total	
Other Freeway/Expressway	6.04
Principal Arterial	39.86
Minor Arterial	26.87
Major Collector	113.65
Minor Collector	72.67
Local	514.42
Total	773.51

Traffic Levels

VDOT estimates roadway travel levels by conducting counts on a regular basis throughout the Commonwealth. The table below shows the daily vehicle-miles of travel (VMT) for Southampton County and the towns within the county for the years 2011-2021.

Figure 3 – Southampton County Daily Vehicle-Miles of Travel (in thousands)



A further breakdown of daily VMT for Southampton County is shown in Figure 4 below. This table shows the ten-year trend for daily VMT within the county and its towns and the percent change over this time. The average annual daily VMT for the entire county is shown at the bottom of the table.

Figure 4 – Southampton County Daily Vehicle-Miles of Travel (in thousands)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	% Change 2012-2021
Southampton (unincorporated)	958.3	993.0	987.7	929.6	958.6	982.8	1,018.8	1,023.6	744.5	1,018.0	6.2%
Town of Boykins	5.1	5.1	5.2	4.6	4.7	4.7	5.1	5.4	5.4	5.2	2.0%
Town of Branchville	0.9	0.9	0.9	0.8	0.8	0.8	0.9	0.9	0.9	0.9	0.9%
Town of Capron	5.2	5.5	5.4	4.8	5.0	5.2	5.3	5.2	5.2	13.8	164.4%
Town of Courtland	12.7	13.1	13.6	13.0	12.0	12.2	13.7	14.3	15.3	15.9	24.7%
Town of Ivor	14.8	16.0	15.8	14.8	15.9	16.6	16.3	15.9	14.7	16.4	10.9%
Town of Newsoms	3.0	3.0	3.1	2.9	2.9	3.0	3.3	3.4	3.4	3.5	16.1%
County Total	1,000.1	1,036.7	1,031.7	970.6	999.9	1,025.3	1,063.3	1,068.7	789.4	1,073.8	7.4%

VDOT also produces Annual Average Daily Traffic (AADT) volume estimates based on traffic volume data collected once every three years. This data was most recently collected in Southampton County in 2021. These estimates describe the average number of vehicles that travel on each roadway segment each day, based on the total annual traffic estimate divided by the number of days in the year. Figure 5 shows the AADT for Southampton County Roadways with volumes of at least 1,000 vehicles per day. VDOT also produces AADT estimates for most local roadways within counties. These AADT estimates are included in VDOT's Daily Traffic Volume Estimates Jurisdiction Reports, which can be found at VDOT's website at <http://virginiadot.org/info/ct-TrafficCounts.asp>.

Figure 5 – Southampton County Annual Average Daily Traffic (AADT) Volumes

Link ID	Route Label	Route Alias	Physical Jurisdiction		Start Label	End Label	2012 AADT	2015 AADT	2018 AADT	2021 AADT	% Change in AADT 2012 to 2021
50339	VA 35	Meherrin Rd	87	Southampton County	North Carolina State Line	SCL Boykins	1500	1400	1500	1600	7%
50348	VA 35	Meherrin Rd	174	Town of Boykins	SCL Boykins	SR 186 Pittman Rd	1500	1400	1500	1600	7%
50415	VA 35	Meherrin Rd	174	Town of Boykins	SR 186 Pittman Rd	NCL Boykins	4000	3600	4000	3800	-5%
50338	VA 35	Meherrin Rd	87	Southampton County	NCL Boykins	87-693 Garris Mill Rd	1500	1400	1600	1700	13%
50057	VA 35	Meherrin Rd	87	Southampton County	87-693 Garris Mill Rd	US 58 Southampton Pkwy	1500	1300	1600	1700	13%
50350	Bus US 58, VA 35	Meherrin Rd	87	Southampton County	US 58 West of Courtland	CL Courtland	3200	2900	3600	3800	19%
50443	Bus US 58, VA 35	Meherrin Rd	201	Town of Courtland	CL Courtland	BUS US 58	3200	2900	3600	3800	19%
50337	VA 35	Main St	201	Town of Courtland	Bus US 58; Meherrin Rd	NCL Courtland	4800	4300	5600	5900	23%
50340	VA 35	Main St	87	Southampton County	NCL Courtland	87-616 Ivor Rd	4800	4300	5600	5900	23%
50474	VA 35	Main St	87	Southampton County	87-616 Ivor Rd	87-628 Wakefield Rd	2500	2600	3200	3400	36%
50336	VA 35	Plank Rd	87	Southampton County	87-628 Wakefield Rd	87-653 Cary's Bridge Rd	2100	2300	2700	2900	38%
50335	VA 35	Plank Rd	87	Southampton County	87-653 Cary's Bridge Rd	Sussex County Line	2000	2200	2600	2700	35%
50346	US 58	Southampton Pkwy	87	Southampton County	Greensville County Line	87-615 W, Adams Grove Rd	14000	13000	14000	14000	0%
50345	US 58	Southampton Pkwy	87	Southampton County	87-615 W, Adams Grove Rd	87-659 Drewry Rd; Pinopolis	14000	12000	14000	14000	0%
50344	US 58	Southampton Pkwy	87	Southampton County	87-659 Drewry Rd; Pinopolis	WCL Capron	14000	13000	14000	15000	7%
50427	US 58	Southampton Pkwy	183	Town of Capron	WCL Capron	87-653 Capron	14000	13000	14000	15000	7%
50343	US 58	Southampton Pkwy	183	Town of Capron	87-653 Main St	ECL Capron	15000	14000	15000	16000	7%
50428	US 58	Southampton Pkwy	87	Southampton County	ECL Capron	SR 35 & 58 Bus W of Courtland	15000	14000	15000	15000	0%
50534	US 58	Southampton Pkwy	87	Southampton County	SR 35 & 58 Bus W of Courtland	Bus US 58 East Of Courtland	16000	16000	16000	17000	6%
50078	US 58		87	Southampton County	Bus US 58 East Of Courtland	Bus US 58 West of Franklin	20000	21000	22000	23000	15%
50533	US 58		87	Southampton County	Bus US 58 West of Franklin	US 58 Bus West of Franklin	19000	19000	22000	23000	21%
50342	US 58	Southampton Pkwy	87	Southampton County	US 58 Bus West of Franklin	US 258 South of Franklin	18000	17000	18000	19000	6%
50341	US 58, US 258	Southampton Pkwy	87	Southampton County	US 258 South of Franklin	WCL Suffolk	19000	18000	19000	20000	5%
150326	Bus US 58	Clay St	87	Southampton County	US 58	WCL Franklin	2900	2800	2900	2800	-3%

Figure 5 – Southampton County Annual Average Daily Traffic (AADT) Volumes

Link ID	Route Label	Route Alias	Physical Jurisdiction		Start Label	End Label	2012 AADT	2015 AADT	2018 AADT	2021 AADT	% Change in AADT 2012 to 2021
50347	Bus US 58, Bus US 258		46	Isle of Wight County	ECL Franklin	Isle of Wight County Line	7700	6600	7700	7400	-4%
50350	Bus US 58, VA 35	Meherrin Rd	87	Southampton County	US 58 Southampton Pkwy	WCL Courtland	3200	2900	3600	3800	19%
50443	Bus US 58, VA 35	Meherrin Rd	201	Town of Courtland	WCL Courtland	SR 35 Main St	3200	2900	3600	3800	19%
50349	Bus US 58	Main St	201	Town of Courtland	SR 35; Meherrin Rd	ECL Courtland	6400	6700	7300	7800	22%
50444	Bus US 58	Jerusalem Rd	87	Southampton County	ECL Courtland	US 58 Southampton Pkwy	6400	6700	7300	7800	22%
50027	VA 186	Hugo Rd	87	Southampton County	North Carolina State Line	WCL Branchville	970	930	1000	1100	13%
50028	VA 186		175	Town of Branchville	WCL Branchville	ECL Branchville	970	930	1000	1100	13%
150219	VA 186	Pittman Rd	87	Southampton County	ECL Branchville	WCL Boykins	1400	1300	1500	1600	14%
50351	VA 186	Pittman Rd	174	Town of Boykins	WCL Boykins	SR 35 Meherrin Rd	2000	1700	2100	2200	10%
50029	VA 189	South Quay Rd	87	Southampton County	US 258 Smiths Ferry Rd	87-714 Pretlow Rd	1900	2000	2000	2100	11%
50080	VA 189	South Quay Rd	87	Southampton County	87-714 Pretlow Rd	SCL Suffolk	2500	2200	2600	2800	12%
50352	US 258	Smith Ferry Rd	87	Southampton County	North Carolina State Line	SR 189 South Quay Rd	4900	5200	5800	6100	24%
50059	US 258	Smith Ferry Rd	87	Southampton County	SR 189 South Quay Rd	87-684 Dogwood Bend Rd	3300	3600	4200	4400	33%
50353	US 258	Smith Ferry Rd	87	Southampton County	87-684 Dogwood Bend Rd	US 58 Southampton Parkway	4000	4100	4800	5100	28%
50341	US 58, US 258	Southampton Pkwy	87	Southampton County	US 58 Southampton Parkway	WCL Suffolk	19000	18000	19000	20000	5%
630108	Bus US 258	South St	87	Southampton County	US 258 Smith Ferry Road	SCL Franklin	5000	10000	9500	9400	88%
50347	Bus US 58, Bus US 258		46	Isle of Wight County	ECL Franklin	Isle of Wight County Line	7700	6600	7700	7400	-4%
50356	US 460	General Mahone Blvd	91	Sussex County	Sussex County Line	WCL Ivor	9300	10000	11000	11000	18%
50438	US 460	General Mahone Blvd	243	Town of Ivor	WCL Ivor	87-616 Main St	9300	10000	11000	11000	18%
50355	US 460	General Mahone Blvd	243	Town of Ivor	87-616 Main St	ECL Ivor	9800	9200	10000	10000	2%
50439	US 460	General Mahone Blvd	87	Southampton County	ECL Ivor	Isle of Wight County Line	9800	9200	10000	10000	2%
400133	87-603	Backwater Rd	87	Southampton County	87-635 E, Black Creek Rd	Isle of Wight County Line	1100	1100	1300	1400	27%
771587	87-611	Black Creek Rd	87	Southampton County	87-641 S, Sedley Rd	87-635 W, OBerry Church Rd	1200	1200	1200	1200	0%
771588	87-611	Joyners Bridge Rd	87	Southampton County	87-635 E, Black Creek Rd	Isle of Wight County Line	990	990	1300	1300	31%
400141	87-616	Ivor Rd	87	Southampton County	SR 35 Main St	87-728 Guy Place Rd	1200	1200	1500	1300	8%
400142	87-616	Ivor Rd	87	Southampton County	87-728 Guy Place Rd	87-633 St Luke Rd	1100	1100	1400	1100	0%

Figure 5 – Southampton County Annual Average Daily Traffic (AADT) Volumes

Link ID	Route Label	Route Alias	Physical Jurisdiction		Start Label	End Label	2012 AADT	2015 AADT	2018 AADT	2021 AADT	% Change in AADT 2012 to 2021
400143	87-616	Ivor Rd	87	Southampton County	87-633 St Luke Rd	87-641 Johnsons Mill Rd	1100	1200	1500	1200	9%
400144	87-616	Ivor Rd	87	Southampton County	87-641 Cottage Hill Rd	87-614 Seacock Chapel Rd	1400	1400	1900	1500	7%
400145	87-616	Ivor Rd	87	Southampton County	87-614 Seacock Chapel Rd	87-605 Millfield Rd	1500	1500	1800	1600	7%
400146	87-616	Ivor Rd	87	Southampton County	87-605 Millfield Rd	87-600 W, Boothe Rd	1400	1300	1400	1500	7%
400147	87-616	Ivor Rd	87	Southampton County	87-600 W, Boothe Rd	SCL Ivor	1400	1300	1500	1500	7%
400148	87-616	Main St	243	Town of Ivor	SCL Ivor	87-622 Rawls Dr	1800	1700	1700	2100	17%
400149	87-616	Main St	243	Town of Ivor	87-622 Rawls Dr	87-1201 Bell Ave	2100	1800	1900	2200	5%
400150	87-616	Main St	243	Town of Ivor	87-1201 Bell Ave	87-1202 Gale Ave	2200	1900	2000	2300	5%
400151	87-616	Main St	243	Town of Ivor	87-1202 Gale Ave	US 460 E, General Mahone Blvd	2700	2400	2400	2700	0%
400156	87-620	Broadwater Rd	243	Town of Ivor	US 460 General Mahone Blvd	87-736 Browns Ave	1800	1800	2200	2400	33%
400157	87-620	Broadwater Rd	87	Southampton County	87-736 Browns Ave	87-635 Tucker Swamp Rd	1700	1700	2000	2200	29%
400158	87-620	Broadwater Rd	87	Southampton County	87-635 Tucker Swamp Rd	87-617 Warrigue Rd	1800	1800	2100	2300	28%
400159	87-620	Broadwater Rd	87	Southampton County	87-617 Warrigue Rd	Isle of Wight County Line	1700	1800	2100	2100	24%
400166	87-635	Oberry Church Rd	87	Southampton County	87-641 Sedley Rd	87-706 Woods Trail	970	1000	1100	1100	13%
400167	87-635	Black Creek Rd	87	Southampton County	87-706 Woods Trail	87-626 Vicksville Rd	1100	1100	1100	1100	0%
400169	87-635	Unity Rd	87	Southampton County	87-603 E, Black Creek Rd	87-603 W, Unity Rd	950	940	1100	1100	16%
400170	87-641	Sedley Rd	87	Southampton County	NCL Franklin	87-635 Oberry Church Rd	3000	3000	3100	3300	10%
400171	87-641	Sedley Rd	87	Southampton County	87-635 Oberry Church Rd	87-646 N, Governor Darden Rd	1800	1800	2000	2100	17%
400172	87-641	Sedley Rd	87	Southampton County	87-646 N, Governor Darden Rd	87-632 Sycamore Ave	1800	1700	1900	2000	11%
400173	87-641	Sedley Rd	87	Southampton County	87-632 Sycamore Ave	87-1006 Peachtree Ave	1100	1000	1100	1200	9%
771661	87-649	Country Club Rd	87	Southampton County	87-611 Flaggy Run Rd	87-768 Shirley Court	1000	1000	1100	1100	10%
400180	87-649	Country Club Rd	87	Southampton County	87-768 Shirley Court	87-1706 Homestead Lane	930	900	1000	1100	18%
400181	87-649	Country Club Rd	87	Southampton County	87-1706 Homestead Lane	87-644 Scottswood Dr	1100	1100	1200	1300	18%
400182	87-649	Country Club Rd	87	Southampton County	87-644 Scottswood Dr	87-1704 Jay St	1500	1500	1600	1600	7%
400183	87-649	Country Club Rd	87	Southampton County	87-1704 Jay St	87-641 Sedley Rd	1700	1600	1800	1800	6%
771662	87-650	Shady Brook Trail	87	Southampton County	Dead End	US 58 EAST	990	990	1000	1000	1%
400190	87-653	Main St	183	Town of Capron	US 58 Southampton Pkwy	87-748 Railroad Ave	990	970	950	1000	1%
771711	87-666		87	Southampton County	87-730 Whitehead Rd	87-659 Vicks Mill Rd	930	930	1000	1000	8%

Figure 5 – Southampton County Annual Average Daily Traffic (AADT) Volumes

Link ID	Route Label	Route Alias	Physical Jurisdiction		Start Label	End Label	2012 AADT	2015 AADT	2018 AADT	2021 AADT	% Change in AADT 2012 to 2021
400198	87-671	General Thomas Hwy	87	Southampton County	SR 35 Meherrin Rd	87-665 Cross Keys Rd	2100	2000	2300	2400	14%
400199	87-671	General Thomas Hwy	87	Southampton County	87-665 Cross Keys Rd	WCL Newsoms	2300	2200	2600	2800	22%
400800	87-671	General Thomas Hwy	270	Town of Newsoms	WCL Newsoms	87-673 N Main St	2500	2400	2800	2900	16%
400801	87-671	General Thomas Hwy	270	Town of Newsoms	87-673 N Main St	ECL Newsoms	2500	2600	3000	3100	24%
400802	87-671	General Thomas Hwy	87	Southampton County	ECL Newsoms	87-674 Cypress Bridge Rd	2500	2600	3000	3100	24%
400803	87-671	General Thomas Hwy	87	Southampton County	87-674 Cypress Bridge Rd	87-680 W, Sunbeam Rd	3000	3100	3600	3800	27%
400804	87-671	General Thomas Hwy	87	Southampton County	87-680 W, Sunbeam Rd	87-650 Shady Brook Trail	3500	3600	4300	4500	29%
400805	87-671	General Thomas Hwy	87	Southampton County	87-650 Shady Brook Trail	87-687 Delaware Rd	4100	4400	4900	5200	27%
400806	87-671	General Thomas Hwy	87	Southampton County	87-687 Delaware Rd	87-688 Rose Valley Rd	4800	4700	5100	5400	13%
400807	87-671	General Thomas Hwy	87	Southampton County	87-688 Rose Valley Rd	US 58 Southampton Pkwy	5300	6100	6200	6600	25%
400816	87-673	S Main St	270	Town of Newsoms	87-671 General Thomas Hwy	NCL Newsoms	870	820	1100	1100	26%
400825	87-687	Delaware Rd	87	Southampton County	87-684 N, Sycamore Church Rd	87-671 General Thomas Hwy	1200	1100	1200	1300	8%
771751	87-687	Delaware Rd	87	Southampton County	87-671 General Thomas Hwy	Bus US 58 Camp Pkwy	1400	1400	1600	1600	14%
300314	87-706	Woods Trail	87	Southampton County	NCL Franklin	87-635 .	1200	1100	1200	1200	0%
400827	87-714	Preston St	87	Southampton County	SR 189 South Quay Rd	SCL Franklin	1300	1200	1400	1400	8%
771813	87-742	Old Bridge Rd	87	Southampton County	US 58 Southampton Pkwy	Bus US 58	620	620	1000	1000	61%
771977	87-1521	Old Plank Rd	201	Town of Courtland	87-1526 Hanging Tree Rd	Bus US 58	1400	1400	1500	1500	7%

Traffic Patterns

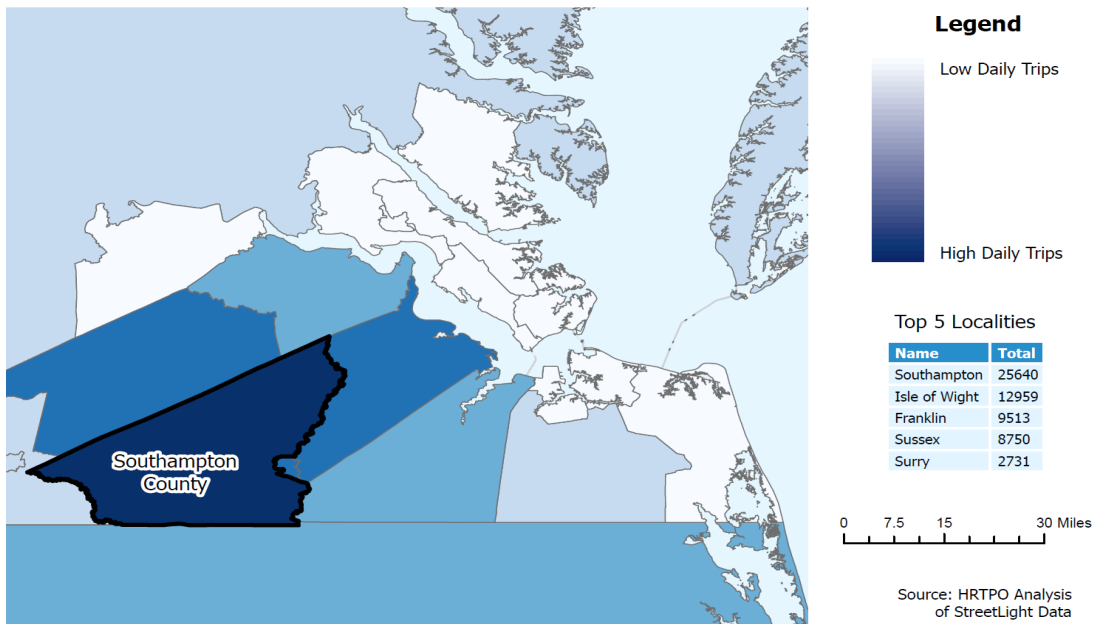
Southampton County is largely a rural community. As such, many of the trips that start or end in Southampton County are from other localities. An origin-destination analysis to determine traffic patterns in and out of the county was performed using Streetlight Data. Streetlight Data is a transportation data analytics company that uses big data from a number of sources including mobile devices to produce analyses for a number of planning-related uses, including origin-destination patterns.

Figures 6 and 7 show the destination of trips that originate in Southampton County. Approximately one-third (37%) of trips that originate in Southampton County also have destinations within the county, meaning that almost two-thirds (63%) of the trips that originate in Southampton County travel to destinations outside of the County. The localities with the highest number of trips that originate in Southampton County include Isle of Wight County (18% of all trips that originate in Southampton County), the City of Franklin (14%), and Sussex County (12%). All other localities have 4% or less of trips that originate in Southampton County.

Figure 6 – Destination of Daily Trips with an Origin in Southampton County

Destination of Trip	Daily Trips	Percent of Total Daily Trips
Southampton	25,640	37%
Isle of Wight	12,959	18%
Franklin	9,513	14%
Sussex	8,750	12%
Surry	2,731	4%
Suffolk	2,242	3%
North Carolina	1,570	2%
Brunswick	1,065	2%
Greensville	1,061	2%
Emporia	949	1%

Figure 7 – Destination of Total Daily Trips with an Origin in Southampton County

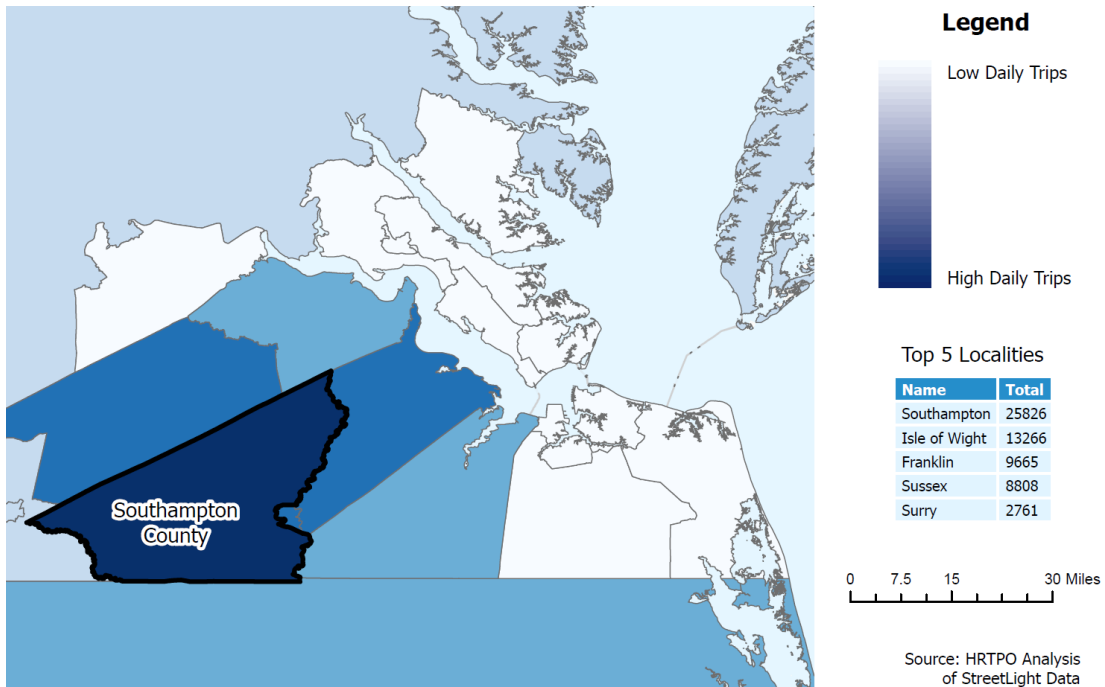


Figures 8 and 9 show the origin of trips that have a destination in Southampton County. Approximately one-third (37%) of trips that originate in Southampton County also have destinations within the county, so almost two-thirds (63%) of the trips with Southampton County destinations travel from outside of the county. The localities with the highest number of trips that have a destination in Southampton County include Isle of Wight County (19% of all trips that have a destination in Southampton County), the City of Franklin (14%), and Sussex County (12%). All other localities have 4% or less of trips that have a destination in Southampton County.

Figure 8 – Origin of Daily Trips with a Destination in Southampton County

Origin of Trip	Daily Trips	Percent of Total Daily Trips
Southampton	25,826	37%
Isle of Wight	13,266	19%
Franklin	9,665	14%
Sussex	8,808	12%
Surry	2,761	4%
Suffolk	2,173	3%
North Carolina	1,606	2%
Brunswick	1,069	2%
Greensville	1,067	2%
Emporia	944	1%

Figure 9 – Origin of Total Daily Trips with a Destination in Southampton County



Commuting Patterns

As shown in the previous section, the majority of trips in Southampton County travel into and out of the County to other localities. A similar pattern occurs when looking specifically at the commuting patterns of Southampton County residents.

The U.S. Census Bureau publishes locality-to-locality commuting data as part of the American Community Survey. Based on the most recent data available from the years 2011-2015, there were a total of 7,817 commuters that lived in Southampton County. Of these commuters, only 2,615 commuters (33%) also worked in Southampton County. The remaining 5,202 commuters (67%) worked outside of Southampton County. The most popular localities for Southampton County residents to work in were the City of Franklin (1,360 commuters), the City of Suffolk (782), Isle of Wight County (666), the City of Newport News (393), and Sussex County (359).

When looking at commuting patterns to jobs in Southampton County, the majority (65%) of the 4,028 people that commute to jobs in Southampton County are county residents. The most popular localities for people that commute to jobs in Southampton County were the City of Franklin (387 commuters), the City of Suffolk (125), Halifax County, NC (120), and Brunswick County (113).

Figure 10 – Commuting Patterns of Southampton County Residents

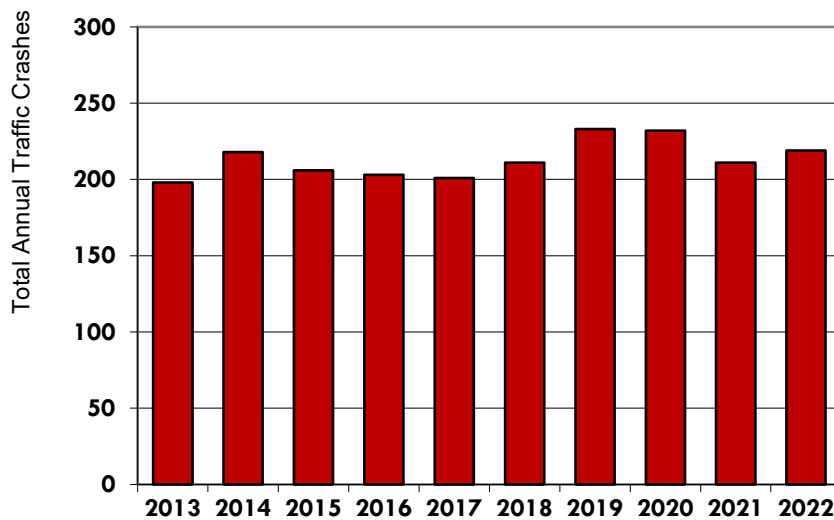
Commuting Destination	Total Commuters	Percent of Total County Commuters
Southampton	2,615	33%
Franklin	1,360	17%
Suffolk	782	10%
Isle of Wight	666	9%
Newport News	393	5%
Sussex	359	5%
Portsmouth	191	2%
Norfolk	172	2%
Chesapeake	169	2%
Emporia	151	2%

Safety

Ensuring travelers make it to their destination safely is a priority. Unfortunately, the number of fatalities has increased both in Hampton Roads and throughout the country since the pandemic began, largely due to higher speeds, distracted driving, and other reckless behaviors.

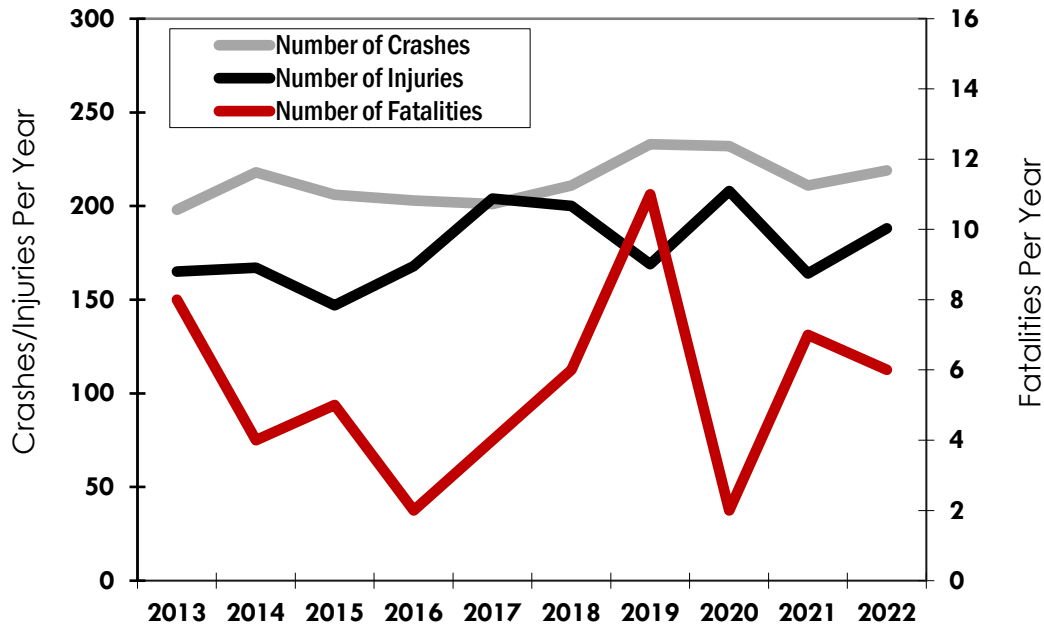
In Southampton County, there were 219 reportable crashes in 2022, resulting in 188 injuries and 6 fatalities. As shown in the Figure 11 and Figure 12, the number of crashes and injuries have seen slight increases in Southampton County over the last decade. The number of fatalities, however, varied throughout the last decade but have not seen a large increase post-pandemic as has occurred elsewhere.

Figure 11 - Southampton County Crashes, 2013-2022



Source: HRTPO analysis of VDOT data.

Figure 12 - Southampton County Crashes, Injuries, and Fatalities, 2013-2022



Source: HRTPO analysis of VDOT data.

The Hampton Roads Transportation Planning Organization (HRTPO) is preparing an update to the [Hampton Roads Regional Safety Study](#) in 2023. As part of the study, HRTPO staff has analyzed crashes at over 1,000 intersections throughout the region for the years 2017-2021, including 13 intersections in Southampton County. The number of crashes, the rate of crashes per 100 million entering vehicles, the number of fatal and serious injury (F+SI) crashes, and the rate of fatal and serious injury (F+SI) crashes at these intersections are shown in the table below.

Figure 13 - Southampton County Crashes at Select Intersections, 2017-2021

MAJOR ROAD	MINOR ROAD	TOTAL CRASHES	LOCALITY RANK	CRASH RATE PER 100MEV	LOCALITY RANK	TOTAL F+SI CRASHES	LOCALITY RANK	F+SI RATE PER 100MEV	LOCALITY RANK
ROUTE 58	ROUTE 308 (THREE CREEKS RD)	5	1	19.45	6	2	1	7.78	1
ROUTE 460	ROUTE 616 (MAIN ST)	5	1	23.93	4	0	4	0.00	4
ROUTE 189	ROUTE 714 (PRETLOW RD)	4	3	73.30	1	0	4	0.00	4
MAIN ST (RTE 35/58 BUS)	MEHERRIN RD (RTE 35/58 BUS)	3	4	19.90	5	0	4	0.00	4
ROUTE 35	ROUTE 628 (WAKEFIELD RD)	2	5	34.38	2	0	4	0.00	4
ROUTE 58	BUS ROUTE 58 (CAMP PKWY)	2	5	5.19	11	1	2	2.60	3
ROUTE 58	ROUTE 653 (PINOPOLIS RD)	2	5	7.29	10	1	2	3.65	2
ROUTE 35	ROUTE 186	1	8	14.61	7	0	4	0.00	4
ROUTE 35	ROUTE 616 (IVOR RD)	1	8	10.96	8	0	4	0.00	4
ROUTE 258	ROUTE 189	1	8	9.15	9	0	4	0.00	4
ROUTE 616 (IVOR RD)	ROUTE 641 (COTTAGE HILL RD)	1	8	31.44	3	0	4	0.00	4
ROUTE 35	ROUTE 671 (GENERAL THOMAS HWY)	0	12	0.00	12	0	4	0.00	4
ROUTE 460	ROUTE 620 (BROADWATER RD)	0	12	0.00	12	0	4	0.00	4

Total Crashes - Total number of crashes within 250' (0.05 mi.) of the intersection from 2017-2021

Crash Rate per 100MEV - Total number of crashes divided by the number of vehicles that enter the intersection x 100 million

Total F+SI Crashes - Total number of fatal and serious injury crashes within 250' (0.05 mi.) of the intersection from 2017-2021

F+SI Rate per 100MEV - Total number of fatal and serious injury crashes divided by the number of vehicles that enter the intersection x 100 million

Locality PSI Rank - Rank of intersection in terms of Potential for Safety Improvement (PSI). Intersection must be ranked within the top 400 intersections in the VDOT district to be included.

One of the intersections in the County that was previously a location with a high number of severe crashes – Southampton Parkway and Jerusalem Road – was replaced with an interchange and overpass in 2018. Also, future safety improvements are funded for two intersections on U.S. 58 through the SMART SCALE process – the intersections of Southampton Parkway and Camp Parkway west of Franklin and Southampton Parkway at the Southampton High School entrance just west of Virginia Route 35.

Pavement Condition

VDOT keeps an inventory of the pavement conditions for VDOT-maintained roads across the Commonwealth. Pavement condition data is collected annually on interstate and primary routes and rated on a scale from very poor to excellent. Figure 14 shows the pavement conditions for all roads within Southampton County for 2022.

A further breakdown of the pavement condition by lane-mile within the county is shown below in Figure 15. Nearly 70% of the roads throughout the county are in excellent or good condition, while 17% are in poor or very poor condition.

Figure 14 – Pavement Condition in Southampton County, 2022

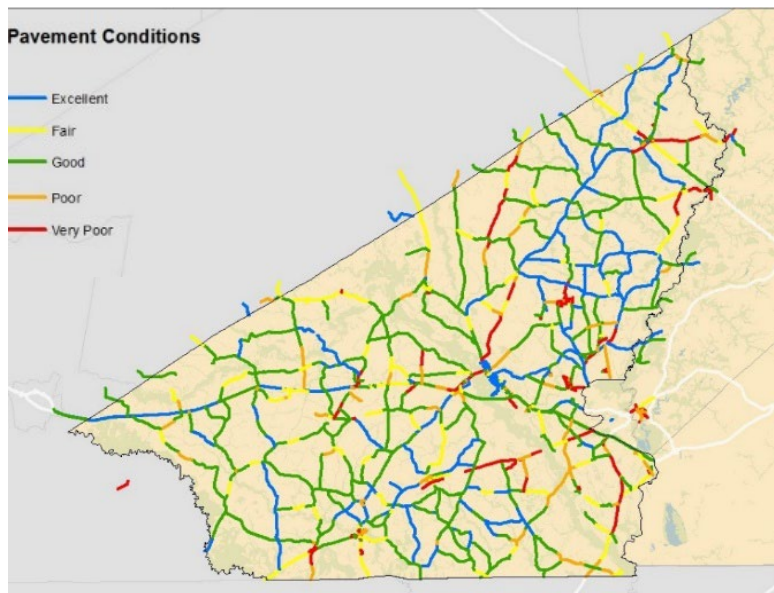


Figure 15 – Pavement Condition by Lane-Mile in Southampton County

Pavement Condition	Lane-Miles	Percent of Total Lane-Miles
Excellent	338.6	23%
Good	704.3	47%
Fair	188.3	13%
Poor	142.3	9%
Very Poor	117.9	8%

Bridge Conditions

Bridges are an important part of the transportation system throughout Hampton Roads, including Southampton County. As bridges age, maintaining them has become an issue throughout the area. The costs of constructing bridges can be four to six times higher than typical urban roadway reconstruction costs according to VDOT planning level estimates, and funding is lagging behind maintenance needs.

A bridge is classified as being in poor condition, which is also referred to as structurally deficient, if it has elements that need to be monitored and/or repaired. Structurally deficient bridges typically require maintenance and eventually need to be rehabilitated or replaced to address deficiencies.

A weight-posted bridge is defined as a structure that has a rated load carrying capacity that is less than the designated legal truck weights. In Virginia, the maximum legal truck weight is 27 tons for a three-axle, single unit vehicle and 40 tons for trucks with semi-trailers. Structures are also posted if they have weight restrictions for five-axle, 45-ton vehicles that can obtain blanket operating permits, which are DMV-issued permits that allow an overweight truck to travel on any designated route throughout the state. Bridge inspectors impose weight restrictions on bridges as necessary for the structure to remain safely in service. Below is a list of the bridges that are structurally deficient or weight-posted in the County.

Figure 16 – Deficient Bridges in Southampton County

	Structurally Deficient	Weight-Posted	Currently Funded Projects
Adams Grove Road	X	X	
Buckhorn Quarter Road	X	X	
Burdette Road		X	
Burnt Reed Road	X		X
Crumpler Road	X	X	
Drake Road	X	X	
Farmers Bridge Road		X	
General Thomas Highway	X		X
Mills Neck Road		X	
St. Lukes Road		X	
Sands Road		X	
Seacock Chapel Road	X	X	X
South Quay Road			X

The below table describes the bridges within Southampton County that are currently listed in the Virginia Department of Transportation's Six-Year Improvement Program (SYIP) for rehabilitation or replacement.

Figure 17 – Bridges in Southampton County Included in the SYIP

UPC	Description	Federal Bridge ID	Estimate (Values in thousands of dollars)
121531	Route 614 over Seacock Swamp Replacement	17781	\$5,867
101495, 108976	Route 671 over Nottoway River	17865, 17866	\$17,900
113031	Route 743 over Tarrara Creek	17901	\$2,557
98813	Route 189 over Blackwater River	17755	\$1,906

Freight

Freight transportation influences every aspect of our daily lives and keeps our businesses and industries competitive in the local, state, and global economy. Hampton Roads is a multimodal region that includes ports, airports, rail, private trucking, shipping and warehouse distribution facilities, as well as a network of road and rail corridors for the delivery of freight, goods, and services. Southampton County is an important part of the freight community, serving as one of the major gateways to the region. Since the predominant mover of freight is by truck for both Hampton Roads and Southampton County, the focus of this section is on truck movement.

The number of trucks entering and exiting Hampton Roads has greatly increased in recent years, as shown in Figure 18. Two of these largest gateways are U.S. 58 and U.S. 460 in Southampton County. In 2022, U.S. 58 and U.S. 460 combined accounted for 36% of trucks passing through Hampton Roads Gateways, as shown in Figure 19. U.S. 58 and U.S. 460 are the second and third busiest freight gateways to the region, behind only I-64.

Figure 18 – Average Weekday Truck Volumes at Hampton Roads Gateways

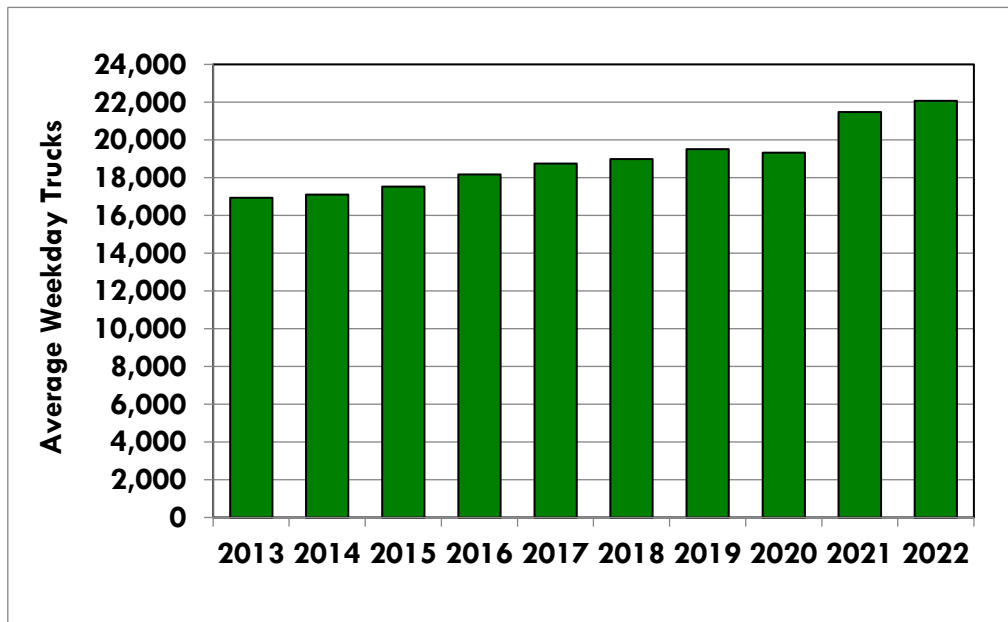
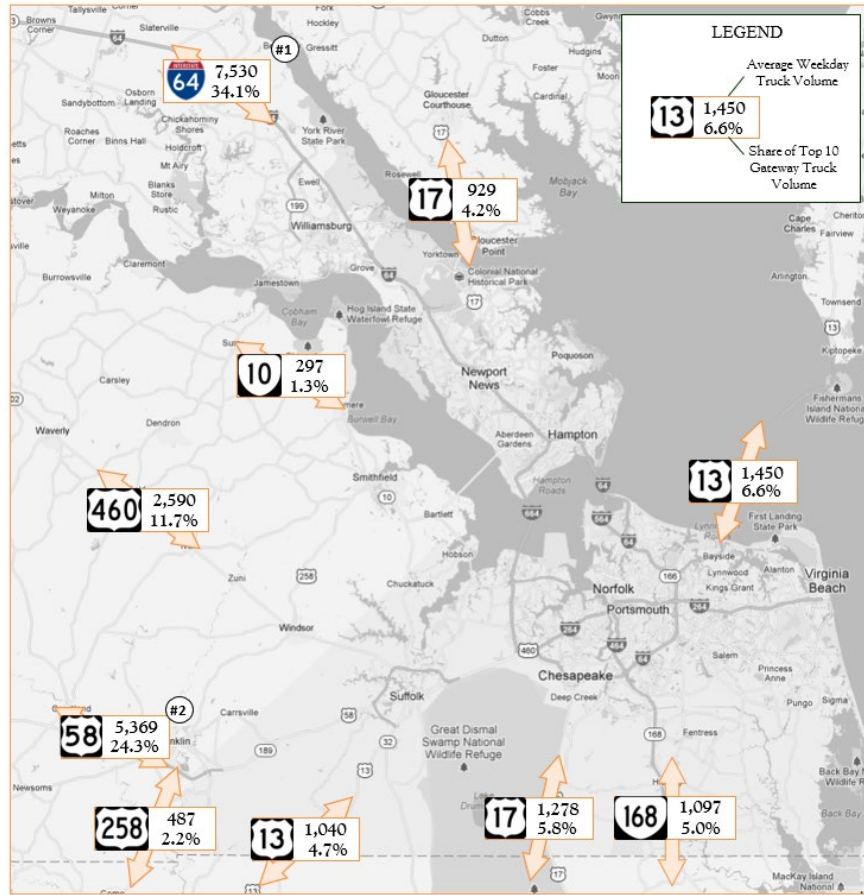
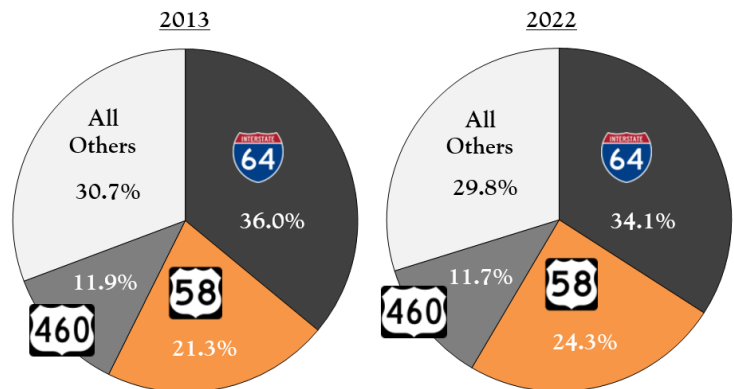


Figure 19 – Number and Share of Trucks Passing Through Regional Gateways Each Weekday, 2022



The share of trucks at each gateway has been shifting over the last decade from I-64 towards U.S. 58 and U.S. 460. Now, more trucks use the combination of U.S. 58 and U.S. 460 to enter or exit the region than I-64. This trend is expected to continue into the future as distribution centers continue to be built in the western portions of the region.

Figure 20 – Share of Trucks Passing Through Regional Gateways Each Weekday, 2013 and 2022

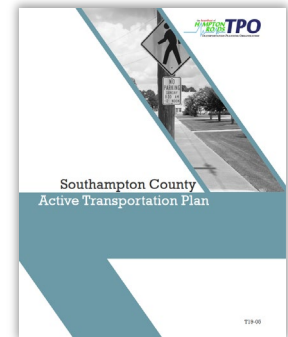


Active Transportation

Active Transportation includes all forms of human-powered transportation, including bicycling and walking and connections to transit. While many in the County take part in biking and walking for recreation and exercise, some residents use or would like to use biking and walking to access employment, educational opportunities, medical care, and daily needs such as groceries. People who may face access and mobility challenges include people with low incomes, the elderly, people with disabilities, and those with no private vehicle, as well as children and young people not of driving age. Regardless of age, income, or disability, safety while walking or bicycling should be important to everyone in the community.

In 2015, the HRTPO offered the Board of Supervisors their services to create an Active Transportation Plan for the County, and the Board accepted. In 2018, the Plan was completed and accepted by the Board. Funds for the Plan were supplied through the HRTPO. The Active Transportation Plan has been made part of the County's Comprehensive Plan by reference.

HRTPO staff worked with a group of stakeholders appointed by the Board of Supervisors, and included a number of public outreach opportunities, including a booth at the County fair, online and paper surveys, and attendance at various civic events. The following vision statement was generated in coordination with stakeholders, based on feedback received from public outreach:



The Southampton County Active Transportation Plan sets forth a vision to enrich the County with safe bicycle and pedestrian accommodations that provide an efficient, alternate method of travel for users with varying skill levels, encourage active transportation, provide awareness, and uphold the unique qualities of the County.

The Plan cataloged sidewalks and points of interest throughout the County, mapped the Nat Turner Insurrection Trail as well as the locations of schools, the library, parks and other civic locations, and made recommendations for improvements. Such improvements ranged from widening and repairing existing sidewalks, installing new sidewalks, and installing shared paths for bicycles and pedestrians within the existing right-of-way. The Plan also provides possible locations for crosswalks.

The discussion of bike paths or greenways traversing the County has found residents both for and against such improvements throughout the years. The Active Transportation Plan includes improvements only within the existing right-of-way. The Plan also discusses the existing CSX Railroad line, should that railway be abandoned and become available for a “rails-to-trails” project.

The Plan discusses the advantages of active transportation improvements, including the opportunity for economic development and better health for the users. The Plan provides a guide should the County or an incorporated town wish to seek funding opportunities or have the opportunity through a development request to require such improvements during the development process.

The Plan may also be used when VDOT is considering roadway improvements to encourage the provision of sidewalks or multi-use paths along improved roadways to facilitate non-motorized usage. Referred to as “Complete Streets”, these roadways support nonmotorized transportation for recreation and necessary travel. Such streets may encourage students to travel by foot or bicycle to school, as shown on the Town of Newsoms page of the Active Transportation Plan. Providing for complete streets at the planning stage, when roads are constructed or undergo substantial improvements, is more cost effective than trying to provide such pedestrian facilities after the fact.

Other Transportation Systems

Rail Service

Railroads play an important role in the County's transportation network, particularly for local industry. Both Norfolk Southern and CSX Corporation offer freight and piggyback services to Southampton County. Rail traffic in the Branchville/Boykins area has increased steadily in recent years as use of the port increases. Increases in cargo moving by train helps reduce truck traffic along U.S. 58 and U.S. 460, the County's main commercial corridors, and is therefore a positive change.

Air Service

Air service is available in multiple locations within an hour's drive of Southampton County. Newport News-Williamsburg International Airport is the closest major commercial airport, approximately 40 miles to the northeast in the city of Newport News. Norfolk International Airport is located approximately 50 miles from the County. Also nearby is Richmond International Airport, which is located approximately 60 miles away in Henrico County. Air freight service is available at both the Norfolk and Richmond airports.

General aviation services are available at two locations just outside Southampton County. The Franklin Municipal Airport is owned by the City of Franklin and is located approximately one mile east of the city limits on U.S. 58/258 Business in Isle of Wight County. The Emporia-Greenville Regional Airport is located on U.S. 58 in neighboring Greenville County, just west of the Southampton County line.

Public Transportation

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

In early 2022, Southampton County, along with the City of Franklin and Isle of Wight County, agreed to work with SSSEVA to undertake a transit study of the feasibility of enhanced public transportation options through the 5311 Grant Program for Rural Services. This study will seek to learn the feasibility of public transportation for all, not only those served by SSSEVA. That study, financed in large part by the Virginia Department of Rail and Public Transportation, is being led by the City of Franklin on behalf of the three units of local government.

Water Access

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

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

In 2014, the Panama Canal opened a new third set of locks which enables the world's largest container ships more direct access from Asia to the United States east coast. The Port of Virginia is a first port of call

and a major international hub with rail service east-west on Norfolk Southern and north-south on CSX.

In 2021, the Port expanded its rail capacity and reconfigured and doubled the size of the on-dock railyard. The improvements will double the existing capacity of the current rail operation. Two (2) ship-to-shore container cranes began operation in 2021 as well, expanding the port's throughput capacity. It is the goal of the port to have 40 percent of the total container volume move by rail as improvements are completed. Increases in port capacity will continue to impact Southampton County, both roads and railways.

Transportation Projects

SMART SCALE

The statewide SMART SCALE process was created in 2014 to provide a means to prioritize and fund transportation improvements in Virginia. SMART SCALE is an acronym for System Management and Allocation of Resources for Transportation: Safety, Congestion, Accessibility, Land Use, Economic Development and Environment. The goal of the SMART SCALE process is to fund the right transportation projects through a prioritization process that evaluates each project's merits using key factors and focuses on the degree to which a project addresses a problem or need relative to the requested funding. Prior to SMART SCALE, projects in Southampton County were less competitive for funding because the County does not have the congestion issues found elsewhere in the region and funding was often based on reducing congestion. However, SMART SCALE looks at safety and economic development as well, which helps County projects gain some advantage.

The SMART SCALE funding process occurs on a two-year cycle. For the 2022 funding cycle (Round 4), a total of three projects in Southampton County received funding. The projects that received funding are:

Intersection improvements at the intersection of Southampton Parkway and New Market Road, ranked 20 out of 406 proposed projects.

Intersection improvements on Southampton Parkway at its intersection with Camp Parkway to install a Continuous Green T traffic signal, ranked 83 out of 406 proposed projects.

Southampton High School U.S. 58 Crossover, which would make improvements at Southampton High School for high-school-aged drivers entering and exiting U.S. 58.

Combined, these three improvements total approximately \$7.2M in SMART SCALE allocations.

In 2022, a SMART SCALE project at the intersection of Drewry Road and Southampton Parkway (U.S. 58) was scheduled for submittal for the 2024 SMART SCALE funding cycle. A public hearing was held in May 2022 to collect public comment on the two available alternatives, and whether to submit an application at all. The alternatives were a restrictive crossing U-turn (RCUT) or a continuous green T (CGT) intersection. The Board of Supervisors declined to forward either of the alternatives. They directed the Citizens' Transportation Advisory Committee to invite VDOT to discuss less-costly ideas to improve safety at the intersection, including a reduced speed limit along U.S. 58 as well as flashing signs warning drivers of the impending intersection.

Six-Year Improvement Program

The Virginia Department of Transportation Six-Year Improvement Program (SYIP) is the statewide transportation improvement plan. The SYIP includes all transportation related projects that have received funding or are currently under construction within the Commonwealth.

Southampton County currently has 17 projects listed in the Fiscal Year 2023 SYIP. These projects include bridge replacements, turn lane improvements, and reconstruction and resurfacing of non-hard surfaced roads, most of which are described previously.

VDOT instituted a “Rural Rustic Road” program in 2003 that allows a less costly way to hard surface unpaved roads. The paving consists of an impervious surface and reestablishes existing ditches and culverts, with the road on the same existing alignment. This preserves trees, vegetation, side slopes and open drainage to the extent possible. The following roads are designated as Rural Rustic Roads and are in VDOT’s plans for improvement, as approved by the Board of Supervisors in May 2022:

Figure 21 – Designated Rural Rustic Roads in Southampton County

State Route	Road name	From	To
738	Bowers Road	635, Black Creek Road	Dead end
643	Darden Scout Road	1015, Ward Lane	646, Gov. Darden Road
664	Waller Road	663, The Hall Road	659, Vicks Millpond Road
607	Farmers Bridge Road	35, Plank Road	606, Cabin Point Road

Long-Range Transportation Planning

VTRANS

VTrans is the Commonwealth of Virginia’s statewide long-range multimodal transportation plan. VTrans – which is prepared by Virginia’s Office of Intermodal Planning and Investment (OIP) in cooperation with a variety of stakeholders – identifies the overarching vision and goals for transportation in the state. VTrans also identifies transportation investment priorities and provides direction on strategies and programs that can be incorporated into locality and MPO plans. Recent legislation passed by the General Assembly mandates that the transportation component of each locality’s Comprehensive Plan must be consistent with VTrans.



VTrans focuses on the transportation needs on three levels: 1) Interregional travel through Corridors of Statewide Significance, 2) Intraregional travel through Regional Networks, and 3) Travel in local activity centers through Urban Development Areas (UDAs). Currently, there are no UDAs located within Southampton County.

As part of the original VTrans effort, the state developed a network of Corridors of Statewide Significance (CoSS). VTrans defines these CoSS 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 economic prosperity of the state.” Both U.S. 58 and U.S. 460 are classified as Corridors of Statewide Significance.

OIP recently led the development of the VTrans2040 plan. The plan was developed in two phases: the VTrans2040 Vision and the VTrans2040 Multimodal Transportation Plan.

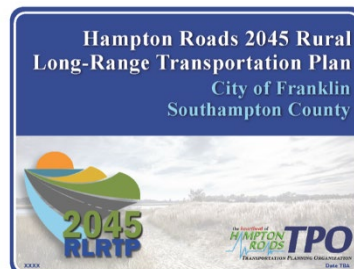
The VTrans2040 Vision was adopted by the Commonwealth Transportation Board in December 2015. And in January 2020 the Commonwealth Transportation Board re-affirmed the transportation vision.

The VTrans2040 Multimodal Transportation Plan is comprised of two components: (1) 2025 Transportation Needs Assessment and (2) 2040 Scenario Analysis. The 2025 Transportation Needs Assessment addresses statewide transportation needs at the three levels listed previously. One of the key purposes of the Transportation Needs Assessment is to serve as a screen for projects applying for consideration in the SMART SCALE project prioritization process.

Within the Transportation Needs Assessment for the Hampton Roads Region, VTrans has identified areas along U.S. 58 and U.S. 460 that have congestion issues that affect freight and passenger movement, safety needs, and corridor reliability needs. In addition, U.S. 460 has a lack of alternative routes and U.S. 58 needs greater network connectivity according to the VTrans analysis.

Hampton Roads Rural Long-Range Transportation Plan (RLRTP)

In 2022, VDOT, the HRTPO Board, and the Southampton County Board of Supervisors adopted the [Hampton Roads 2045 Rural Long-Range Transportation \(RLRTP\)](#) – a fiscally unconstrained transportation vision plan for the City of Franklin and Southampton County. The 2045 RLRTP is intended to serve as a resource to help position both localities in their pursuit of SMART SCALE funds and other potential funding sources and to inform the statewide VTrans multimodal transportation plan.



Planning for the future requires that anticipated growth, potential land use changes, and any challenges that a locality and its residents may face be accounted for. The following demographic and land use observations were noted as part of the development of the 2045 RLRTP:

- From 1980 to 2000, Southampton County experienced a decrease in population of about 7%. Population in the County is projected to increase by approximately 12% between 2020 and 2045, up to 20,218 residents.
- Although there was a decrease in employment that occurred between 2010 and 2020, employment in Southampton County is projected to increase by approximately 26% between 2020 and 2045, up to 6,255 people.
- From a demographic profile assessing the social and economic characteristics of Southampton County, it was determined that the Title VI and Environmental Justice communities within Southampton County exceeded the regional averages for seven of the nine Environmental Justice indicators as shown in Figure 22, including disabled populations, elderly populations, and low-income households. This assessment was conducted to help ensure that Title VI and Environmental Justice communities will not be disproportionately affected from transportation recommendations.
- Overall, Southampton County remains largely agricultural and forested lands. The development that has occurred is mostly along secondary roads in the traditionally agricultural areas of the County, as well as near the incorporated town and community areas.

Engagement with rural stakeholders and the public occurred throughout the development of the 2045 RLRTP. One of the major milestones for the Plan was developing the list of priorities and concerns as part of the 2045 RLRTP visioning process. In collaboration with rural stakeholders, HRTPO staff created and disseminated a public survey to help identify important transportation issues for the residents of the City of Franklin and Southampton County using the MetroQuest platform. The survey was made available to the public between December 1, 2021, and December 31, 2021, accessible online at the City of Franklin, Southampton County, and HRTPO websites. Flyers with a QR code/web link to the online survey were distributed at various establishments throughout the City and the County including:

- Franklin Library
- James L. Camp YMCA
- Hayden Village Center
- Martin Luther King Jr. Community Center

- Paul D. Camp Community College
- Southampton County Administration Building
- Walmart Supercenter in Franklin
- Walter Cecil Rawls Library

For participants without internet access, paper versions of the survey were also provided at the Martin Luther King Jr. Community Center, the Southampton County Administration Building, and the Walter Cecil Rawls Library. Additionally, the survey flyer was advertised in *The Tidewater News*, the local newspaper for Franklin, Southampton County, and Isle of Wight County.

As part of the project evaluation of the 2045 RL RTP, a cross-check of candidate projects was conducted against the VTrans Mid-Term Needs and Priorities. Using Geographic Information System (GIS), a spatial overlay analysis was conducted to identify overlap between the RL RTP candidate projects and the VTrans Mid-Term Needs. Any VTrans Mid-Term Need and Priority not already captured by a candidate project was added to the 2045 RL RTP candidate project list.

The recommended 2045 RL RTP improvements spanned across multiple project types including Bridges/Highways, Systems/Demand Management, Active Transportation (bicycle and pedestrian), and Transit. All recommendations were listed by locality and project type in the following order:

- **Prioritized VTrans Needs** – Prioritized transportation recommendations that were evaluated with the HRTPO Project Prioritization Tool and that align with the state’s VTrans Mid-Term Needs and Priorities.
- **Other Prioritized Recommendations** – Prioritized transportation recommendations that were evaluated with the HRTPO Project Prioritization Tool but were not identified as a VTrans Mid-Term Need.
- **Non-Prioritized Recommendations** – Transportation recommendations that could not be evaluated with the HRTPO Project Prioritization Tool. These recommendations do not have a prioritization score.

Figure 22 – Southampton County Environmental Justice Indicators

Environmental Justice Indicator	Definition	Southampton County	Regional Average
Carless Households	Households with no vehicles available	7.5%	6.7%
Disabled Populations	Non-institutionalized persons identified as having a disability of the following basic areas of functioning - hearing, vision, cognition, and ambulation	13.3%	9.7%
Elderly Populations	People who are aged 65 and older	17.8%	13.0%
Female Head of Households	Households where females are the heads of households with children present and no husband present	18.9%	15.7%
Households Receiving Food Stamps	Households that received Supplemental Nutrition Assistance Program (SNAP) or Food Stamps	16.7%	10.9%
Households Receiving Cash Public Assistance	Households that received either cash assistance or in-kind benefits	3.7%	2.6%
Limited English Proficiency Populations	Population 5 years or older who speak English less than "very well"	0.0%	1.6%
Low-Income Households	A low-income household is one whose income is low, relative to other households of the same size	9.9%	9.3%
Minority Populations	A person who is black, Hispanic, American Indian, Alaskan Native or Asian American	41.0%	41.0%

The 2045 RL RTP recommendations are shown in the maps and tables on the following pages.

Figure 23 - 2045 Rural Long-Range Transportation Plan: Southampton County – Prioritized VTrans Needs

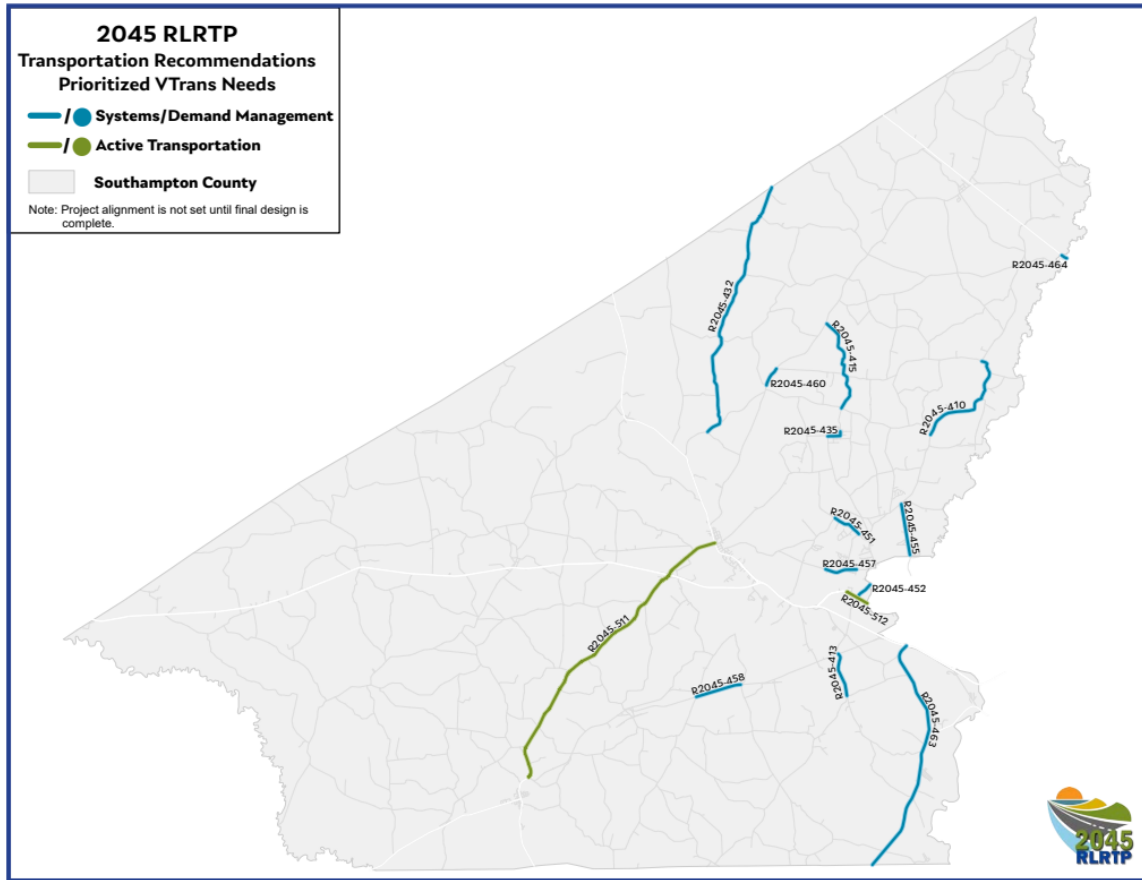


Figure 24 - 2045 Rural Long-Range Transportation Plan: Prioritized VTrans Needs

2045 RL RTP PROJECT ID	LOCALITY	VTRANS MIDTERM NEED	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	EXISTING LANES	PROPOSED LANES	ESTIMATED COST OF PROJECT (CURRENT YEAR\$)	PRIORITIZATION SCORE
HIGHWAY RECOMMENDATIONS										
R2045-202	Franklin	RN - ROADWAY SAFETY	Armory Drive	College Drive	High Street	Reconstruct roadway to urban four-lane standards with left turn lane as needed. Includes reconfiguration of Armory Dr at College Dr intersection.	2	4	\$19,335,750	180
R2045-200	Franklin	RN - ROADWAY SAFETY	2nd Avenue	High Street	Mechanic Street	Widen roadway to urban four-lane standards and reconstruct 2nd Ave/ Mechanic St intersection.	2	4	\$5,412,680	147
SYSTEMS/DEMAND MANAGEMENT RECOMMENDATIONS										
R2045-400	Franklin	RN - ROADWAY SAFETY	Armory Drive	Franklin City Limits/US 58	College Dr	Apply access management.	5	5	\$150,000	193
R2045-407	Franklin	RN - TDM	Pretlow Street	SCL of Franklin	South St	Reconstruct roadway to urban two-lane standards and add appropriate turn lanes at major intersections. Construct bike lane or multi-use trail.	2	2	\$24,199,318	157
R2045-403	Franklin	RN - TRANSIT ACCESS TO ACTIVITY CENTERS RN - ROADWAY SAFETY	Fairview Drive	Hunterdale Rd	High St	Reconstruct roadway to urban two-lane standards, including turn lanes at major intersections and the hospital.	2	2	\$14,623,583	149
R2045-409	Franklin	IEDA ACCESS	VA 687	Franklin Corporate Limits	Hunterdale Rd	Widen roadway to urban three-lane cross section (center turn lane).	2	2	\$8,792,318	138
R2045-466	Franklin	CoSS - TDM RN - TDM	2nd Avenue	Mechanic St	Franklin City Limit	Construct park and ride lot to address TDM needs identified in Vtrans Mid-Term Needs	N/A	N/A	\$882,000	103
R2045-795	Franklin	RN - ROADWAY SAFETY	Kings Ln at Clay St	N/A	N/A	Install Watch for Turning Vehicles sign and flashing lights on Clay St. Study traffic to identify optimal improvements, such as signalization.	N/A	N/A	N/A	N/A
R2045-794	Franklin	RN - ROADWAY SAFETY	Southampton Rd at Clay St	N/A	N/A	Install Watch for Turning Vehicles sign and flashing lights on Clay St. Study traffic to identify optimal improvements, such as signalization.	N/A	N/A	N/A	N/A
R2045-451	Southampton	RN - ROADWAY SAFETY	VA 643	VA 644	VA 611	Reconstruct roadway to rural two-lane standards with turn lanes at major intersections and extend improvements to Sedley Rd.	2	2	\$12,299,380	156
R2045-452	Southampton	RN - ROADWAY SAFETY	VA 687	Camp Pkwy	Franklin Corporate Limits	Widen to rural three-lane roadway (center turn lane) when volumes warrant.	2	2	\$11,354,318	154
R2045-432	Southampton	RN - ROADWAY SAFETY	Wakefield Road/VA 628	Guy Place Rd/VA 728	Sussex County Line	Reconstruct roadway to address geometric deficiencies (11-ft lanes).	2	2	\$106,436,880	128
R2045-465	Southampton	RN - ROADWAY SAFETY	VA 706 (Woods Trail)	Northern City Limits of Franklin	Black Creek Rd	Reconstruct intersection to improve horizontal alignment and reconstruct to rural two-lane roadway with turn lanes.	2	2	\$31,990,166	125
R2045-460	Southampton	RN - ROADWAY SAFETY	Ivor Road (Rt 616)	Saint Lukes Rd	Unity Rd	Reconstruct roadway to include shoulders	2	2	\$7,663,455	117
R2045-415	Southampton	RN - ROADWAY SAFETY	Johnsons Mill Road	VA 645	VA 616	Reconstruct roadway to address geometric deficiencies (10-ft lanes).	2	2	\$42,287,689	116
R2045-464	Southampton	CoSS & RN - CAPACITY PRESERVATION CoSS & RN - TDM	US 460	Southampton County Line	Zuni	Construct park and ride lot to address TDM needs identified in Vtrans Mid-Term Needs. (If appropriate, additional description/evaluation will be needed to address other VTrans Needs: CoSS Capacity Preservation, RN Capacity Preservation)	N/A	N/A	\$882,000	116
R2045-435	Southampton	RN - ROADWAY SAFETY	Sycamore Avenue	VA 632	VA 1006	Reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders).	2	2	\$14,636,099	113
R2045-410	Southampton	RN - ROADWAY SAFETY	Black Creek Road	VA 626	Unity Rd	Reconstruct roadway to address geometric deficiencies (11-ft lanes).	2	2	\$44,703,490	112
R2045-413	Southampton	RN - ROADWAY SAFETY	Delaware Road	VA 684 N	VA 671	Reconstruct roadway to address geometric deficiencies (10-ft lanes).	2	2	\$17,648,400	110
R2045-463	Southampton	RN - ROADWAY SAFETY	Smiths Ferry Road (US 258)	US 58	NC State Line	Reconstruct roadway to include shoulders	2	2	\$95,261,008	108
R2045-468	Southampton	RN - ROADWAY SAFETY	General Thomas Highway (Route 671)	Cypress Bridge Rd	Sunbeam Rd	Reconstruct roadway to include shoulders	2	2	\$45,579,546	101

Figure 24 - 2045 Rural Long-Range Transportation Plan: Prioritized VTrans Needs

2045 RL RTP PROJECT ID	LOCALITY	VTRANS MIDTERM NEED	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	EXISTING LANES	PROPOSED LANES	ESTIMATED COST OF PROJECT (CURRENT YEAR\$)	PRIORITIZATION SCORE
R2045-457	Southampton	RN - ROADWAY SAFETY	Country Club Road (Route 649)	Shirley Ct	Cypress Br	Reconstruct roadway to include shoulders	2	2	\$12,660,985	81
R2045-798	Southampton	RN - ROADWAY SAFETY	Bethany School Rd (Rt 690) at S Quay Rd	N/A	N/A	Monitor traffic to identify optimal improvements, such as signalization.	N/A	N/A	N/A	N/A
R2045-796	Southampton	RN - ROADWAY SAFETY	Storys Station Rd (Rt 611) at Bethel Rd	N/A	N/A	Monitor traffic to identify optimal improvements, such as signalization, stop signs, etc.	N/A	N/A	N/A	N/A
R2045-797	Southampton	RN - ROADWAY SAFETY	Storys Station Rd at Country Club Rd	N/A	N/A	Monitor traffic to identify optimal improvements, such as signalization, stop signs, etc.	N/A	N/A	N/A	N/A
ACTIVE TRANSPORTATION RECOMMENDATIONS										
R2045-503	Franklin	RN - TDM	Blackwater River Greenway Trail System	Barrett Street	N. High Street	Infill improvements to segments of trail system and extension of riverfront segment extending north from the downtown core.	N/A	N/A	\$882,000	144
R2045-505	Franklin	RN - ROADWAY SAFETY	Fairview Area Multi-Use Path	Franklin City Northern Limit (along Hunterdale Rd)	Armory Drive (along High St)	Provide a multi-use path	N/A	N/A	\$8,093,750	122
R2045-509	Franklin	RN - TDM	Morton Street Shared-Use Path	Banks St	Pretlow St	Construct shared-use paths	N/A	N/A	\$1,633,333	116
R2045-512	Southampton	RN - TDM	Business US 58 (Camp Pkwy) Shared-Use Path	Riverdale Elementary School	Franklin City Limit	Proffered alignment (Sidewalk or Multi-Use Path)	N/A	N/A	\$3,791,667	103
R2045-511	Southampton	RN - TDM	Boykins-Courtland (Route 35/US Business 58) Shared-Use Path	Boykins (Johnson St)	Courtland	Sidewalk	N/A	N/A	\$39,827,083	95
TRANSIT RECOMMENDATIONS										
R2045-801	Franklin/ Southampton	RN - TRANSIT ACCESS/EQUITY	General Public Comment: Transit Need	N/A	N/A	Lack of transportation services	N/A	N/A	N/A	N/A
R2045-802	Franklin/ Southampton	RN - TRANSIT ACCESS/EQUITY	General Public Comment (multiple): Transit Need	N/A	N/A	Need for on-demand transportation services	N/A	N/A	N/A	N/A
R2045-803	Franklin/ Southampton	RN - TRANSIT ACCESS/EQUITY	General Public Comment (multiple): Transit Need	N/A	N/A	Public transportation need	N/A	N/A	N/A	N/A

Figure 26 - 2045 Rural Long-Range Transportation Plan: Other Prioritized Recommendations

2045 RL RTP PROJECT ID	LOCALITY	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	EXISTING LANES	PROPOSED LANES	ESTIMATED COST OF PROJECT (CURRENT YEAR \$)	PRIORITIZATION SCORE
BRIDGE PRIORITIZED RECOMMENDATIONS									
R2045-102	Southampton	Route 58 (Eastbound) over Nottoway Swamp Bridge	N/A	N/A	Bridge reconstruction for structurally deficient bridge	2	2	\$24,000,000	88
R2045-103	Southampton	Seacock Chapel Road over Seacock Swamp Bridge	N/A	N/A	Bridge reconstruction for structurally deficient bridge	2	2	\$293,239	69
R2045-101	Southampton	Clarksbury Road over Rosa Swamp Bridge	N/A	N/A	Bridge reconstruction for structurally deficient bridge	2	2	\$293,239	56
HIGHWAY PRIORITIZED RECOMMENDATIONS									
R2045-204	Franklin	College Drive	South Street	Armory Drive	Widen roadway to urban four-lane standards.	2	4	\$11,449,900	170
R2045-210	Franklin	South Street	Amber Drive	High Street	Widen roadway to urban four-lane standards. Construct bike lane and monitor for pedestrian elements.	2	4	\$27,688,500	162
R2045-208	Franklin	Progress Parkway Extension	Commerce Park Road	South Street	Construct 2-lane urban service road adjacent to US 58.	0	2	\$7,090,152	142
R2045-212	Franklin	Washington Street Extension	Railroad Crossing	Armory Drive	Construct rural two-lane roadway.	0	2	\$1,561,000	131
R2045-206	Franklin	Hunterdale Road	Clay Street	Northern City Limits of Franklin	Widen roadway to urban four-lane standards and add 8-foot hike and bike trail.	2	4	\$36,431,500	127
R2045-207	Franklin	Progress Parkway Extension	South Street	Pretlow Street	Construct 3-lane collector with a multi-use path.	0	3	\$11,645,455	124
R2045-211	Franklin	Stewart Drive Extension	Bailey Drive	Council Drive	Construct 3-lane collector with a multi-use path.	0	3	\$9,968,394	122
R2045-205	Franklin	Council Drive Extension	Clay Stret	Armory Drive	Construct rural two-lane roadway.	0	2	\$11,444,720	116
R2045-209	Franklin	Sachs Avenue Extension	Sachs Avenue	Commerce Park Road	Construct 2-lane urban service road.	0	2	\$1,499,061	109
R2045-203	Franklin	Bailey Drive Extension	Stewart Drive	Kings Lane	Construct 2-lane urban service road.	0	2	\$3,038,636	102
R2045-201	Franklin	Andrew Avenue Extension	Chaucer Court	High Street	Construct rural two-lane roadway. Construct bike lane or multi-use trail.	0	2	\$9,626,400	92
SYSTEMS/DEMAND MANAGEMENT PRIORITIZED RECOMMENDATIONS									
R2045-406	Franklin	High Street	Birch St	South St	Reconstruct roadway to urban two-lane standards and add appropriate turn lanes at major intersections.	2	2	\$2,235,174	187
R2045-405	Franklin	High Street	Fairview Dr	Beaman St	Widen to three-lane roadway with center turn lane, curb and gutter, sidewalk, and 8-foot hike and bike trail.	2	2	\$11,733,745	186
R2045-408	Franklin	South Street at Pretlow Street	N/A	N/A	Apply access management.	N/A	N/A	\$150,000	170
R2045-404	Franklin	High Street	Northern City Limits of Franklin	Fairview Dr	Widen roadway to urban three-lane cross section (center turn lane).	2	2	\$19,983,600	166
R2045-402	Franklin	Country Club Road at Hunterdale Road	N/A	N/A	Apply access management and refresh pavement markings.	N/A	N/A	\$150,000	131
R2045-401	Franklin	Bailey Drive at Stewart Drive	N/A	N/A	Realign roadway and apply access management.	N/A	N/A	\$150,000	122

Figure 26 - 2045 Rural Long-Range Transportation Plan: Other Prioritized Recommendations

2045 RL RTP PROJECT ID	LOCALITY	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	EXISTING LANES	PROPOSED LANES	ESTIMATED COST OF PROJECT (CURRENT YEAR \$)	PRIORITIZATION SCORE
R2045-449	Southampton	US 58 Intersection #35: Story Station Road	N/A	N/A	Reconfigure main intersection of US 58 and Story Station Rd to signalized Restricted Crossing U-Turn (RCUT). Construct u-turn areas east and west of existing intersection.	N/A	N/A	\$1,688,250	193
R2045-446	Southampton	US 58 Intersection #28-29: Main Street	N/A	N/A	Reconfigure to Restricted Crossing U-Turn (RCUT). Reconfigure Main St intersection (I #28) to main RCUT intersection. Reconfigure Meadow St intersection (I #29) to u-turn area. Construct u-turn area west of main intersection.	N/A	N/A	\$1,688,250	188
R2045-439	Southampton	US 58 Intersection #17: Green Plains Road	N/A	N/A	Reconfigure to Restricted Crossing U-Turn Intersection (RCUT). Reconfigure Crossover #29 to u-turn area. Reconfigure Green Plains Rd intersection (I #17) to main RCUT intersection. Construct u-turn area east of main intersection.	N/A	N/A	\$1,069,225	185
R2045-438	Southampton	US 58 Crossover #76-79 (Option 1)	N/A	N/A	Widen EB US 58 lanes to construct continuous right-turn lane to Story Station Rd intersection, removing/realigning traffic markings on EB US 58 as necessary. Reconfigure three crossovers to directional medians.	N/A	N/A	\$11,311,275	170
R2045-442	Southampton	US 58 Intersection #23: Barhams Hill Road	N/A	N/A	Construct right-turn lanes on US 58	N/A	N/A	\$980,000	164
R2045-443	Southampton	US 58 Intersection #24: Drewry Road	N/A	N/A	Reconfigure intersection of US 58 and Drewry Rd to Restricted Crossing U-Turn. Construct u-turn areas with loons east and west of intersection at Drewry Rd and US 58. Extend existing right turn lanes on US 58 to u-turn areas. Construct acceleration lane for SB Drewry Rd to WB US 58. Reconstruct all existing turn lanes to VDOT design standards.	N/A	N/A	\$2,251,000	159
R2045-450	Southampton	US 58 Intersection #36: Shady Brook Trail	N/A	N/A	Reconfigure intersection to directional median permitting left-turns in only from westbound US 58. Lengthen westbound left-turn lane on US 58.	N/A	N/A	\$1,764,000	158
R2045-447	Southampton	US 58 Intersection #30: Rawlings Road	N/A	N/A	Construct right-turn lanes on US 58	N/A	N/A	\$980,000	157
R2045-418	Southampton	Main Street	SCL of Capron	Southampton Pkwy	Reconstruct to urban two-lane roadway (Capron).	2	2	\$1,823,182	153
R2045-428	Southampton	Pretlow Road at S Quay Road	N/A	N/A	Add eastbound left turn lane.	N/A	N/A	\$591,316	150
R2045-444	Southampton	US 58 Intersection #26: Angelico Road	N/A	N/A	Lengthen existing right and left eastbound turn lanes on US 58. Construct westbound right-turn lane on US 58.	N/A	N/A	\$1,540,000	144
R2045-440	Southampton	US 58 Intersection #18: Hicks Ford Road	N/A	N/A	Reconfigure to Restricted Crossing U-Turn Intersection (RCUT). Reconfigure Crossover #30 to u-turn area. Reconfigure Hicks Fork Rd intersection (I #18) to main RCUT intersection. Construct u-turn area west of main intersection.	N/A	N/A	\$1,406,875	140
R2045-441	Southampton	US 58 Intersection #22: Route 695/Old Belfield Road	N/A	N/A	Reconfigure intersection to directional median to permit left-ins only from eastbound US 58. Right-in/right-outs are still permitted. Construct westbound right-turn on US 58.	N/A	N/A	\$980,000	140
R2045-419	Southampton	Main Street	SCL of Ivor	VA 1201	Reconstruct to urban two-lane roadway (Ivor).	2	2	\$6,229,204	139
R2045-422	Southampton	Monroe Road	North Carolina State Limits	VA 720	Reconstruct roadway to address geometric deficiencies (11-ft lanes).	2	2	\$65,229,394	139
R2045-437	Southampton	US 58 Crossover #48	N/A	N/A	Construct westbound right-turn lane on US 58	N/A	N/A	\$490,000	138
R2045-431	Southampton	Plank Road/VA 35	VA 719	VA 713	Realign VA 35, including full intersections with minor roadways.	2	2	\$8,089,203	135
R2045-434	Southampton	Statesville Road	North Carolina State Limits	VA 672 E	Reconstruct roadway to address geometric deficiencies (11-ft lanes).	2	2	\$70,674,088	135
R2045-414	Southampton	Governor Darden Road	ECL of Courtland	VA 641 N	Reconstruct roadway to address geometric deficiencies (11-ft lanes).	2	2	\$54,495,683	134
R2045-445	Southampton	US 58 Intersection #27: Old Lamb Road	N/A	N/A	Lengthen existing right and left eastbound turn lanes on US 58. Construct westbound right-turn lane on US 58.	N/A	N/A	\$1,540,000	128
R2045-429	Southampton	Proctors Bridge Road	NCL of Ivor	VA 737	Reconstruct roadway to address geometric deficiencies (10-ft lanes).	2	2	\$8,089,203	127

Figure 26 - 2045 Rural Long-Range Transportation Plan: Other Prioritized Recommendations

2045 RL RTP PROJECT ID	LOCALITY	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	EXISTING LANES	PROPOSED LANES	ESTIMATED COST OF PROJECT (CURRENT YEAR \$)	PRIORITIZATION SCORE
R2045-459	Southampton	Indian Town Road	Old Cart Rd	Medicine Springs Rd	Reconstruct roadway to address geometric deficiencies	2	2	\$10,027,500	123
R2045-425	Southampton	Plank Road at VA 713	N/A	N/A	Add northbound right and southbound left turn lanes and stop bars on minor approaches.	N/A	N/A	\$2,100,000	116
R2045-430	Southampton	Proctors Bridge Road	VA 617	VA 621	Reconstruct roadway to address geometric deficiencies (10-ft lanes).	2	2	\$34,591,986	116
R2045-436	Southampton	Unity Road	Ivor Rd	Isle of Wight County Line	Reconstruct roadway to address geometric deficiencies (10/11-ft lanes).	2	2	\$104,984,886	114
R2045-421	Southampton	Millfield Road	Wakefield Rd/VA 628	Seacock Chapel Rd	Reconstruct roadway to address geometric deficiencies (10-ft lanes).	2	2	\$75,763,333	112
R2045-461	Southampton	Medicine Springs Road	Indian Town Rd	US 58	Reconstruct roadway to address geometric deficiencies	2	2	\$21,219,811	111
R2045-433	Southampton	Seacock Chapel Road	Millfield Rd	Isle of Wight County Line	Reconstruct roadway to address geometric deficiencies (including full-width lanes and shoulders.	2	2	\$53,963,498	108
R2045-424	Southampton	Plank Road at VA 647	N/A	N/A	Add northbound and southbound right and left turn lanes and stop bars on minor approaches.	N/A	N/A	\$2,123,362	103
R2045-427	Southampton	Popes Station Road	VA 735	VA 608 E	Reconstruct roadway to address geometric deficiencies (10-ft lanes).	2	2	\$32,088,000	103
R2045-462	Southampton	Popes Station Road	VA 608 E	Carys Bridge Rd	Reconstruct roadway to address geometric deficiencies (10-ft lanes).	2	2	\$35,957,197	102
R2045-416	Southampton	Little Texas Road	VA 730	VA 658 N	Reconstruct roadway to address geometric deficiencies (10/11-ft lanes).	2	2	\$68,778,826	99
R2045-420	Southampton	Meherrin Road at Ridley Road	N/A	N/A	Signalize intersection	N/A	N/A	\$946,400	97
R2045-426	Southampton	Plank Road at VA 719	N/A	N/A	Add northbound right and southbound left turn lanes and stop bars on minor approaches.	N/A	N/A	\$2,100,000	97
R2045-412	Southampton	Clarksbury Road	VA 666	Pinopolis Rd	Reconstruct roadway to address geometric deficiencies (11-ft lanes).	2	2	\$53,324,877	93
R2045-411	Southampton	Carys Bridge Road	VA 651	Plank Rd	Reconstruct roadway to address geometric deficiencies (11-ft lanes).	2	2	\$55,879,362	89
R2045-423	Southampton	Pinopolis Road	VA 658 N	SCL Capron	Reconstruct roadway to address geometric deficiencies (11-ft lanes).	2	2	\$23,203,240	88
ACTIVE TRANSPORTATION PRIORITIZED RECOMMENDATIONS									
R2045-501	Franklin	Armory Drive Bike Lanes	US 58	S. College Dr	Restriping Armory Dr commercial corridor to include bicycle lanes.	N/A	N/A	\$57,500	134
R2045-504	Franklin	Clay Street Bicycle Lanes	Western City of Franklin Limits	Lee St	Restriping roadway to include bicycle lanes	N/A	N/A	\$109,000	132
R2045-507	Franklin	High Street Shared-Use Path	Beaman St	Northern City Limits of Franklin	Provide for a 8-foot hike and bike trail adjacent to roadway.	N/A	N/A	\$5,731,250	123
R2045-506	Franklin	Fairview Drive Shared-Use Path	Hunterdale Rd	High St	Construct shared-use paths	N/A	N/A	\$2,668,750	117
R2045-508	Franklin	Hunterdale Road Shared-Use Path	Clay Street	NCL	Construct shared-use paths	N/A	N/A	\$5,410,417	115
R2045-502	Franklin	US 58 Bike Bypass	Armory Drive	Pretlow St	Provide outer bicycle bypass along the southwest boundary of the City.	N/A	N/A	\$4,811,000	112

Figure 26 - 2045 Rural Long-Range Transportation Plan: Other Prioritized Recommendations

2045 RL RTP PROJECT ID	LOCALITY	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	EXISTING LANES	PROPOSED LANES	ESTIMATED COST OF PROJECT (CURRENT YEAR \$)	PRIORITIZATION SCORE
R2045-500	Franklin/Southampton	Southampton-Franklin Rail-to-Trail	Hunterdale Rd	Western edge of Southampton CL	Convert abandoned rail line to multi-use trail	N/A	N/A	\$2,741,667	114
R2045-523	Southampton	Nat Turner Insurrection Trail	N/A	N/A	Nat Turner Insurrection Trail - Sidepath & Signage	N/A	N/A	\$90,338,000	125
R2045-522	Southampton	Little Texas to Franklin Shared-Use Path	Greenville County Line	Franklin City Limit	Shared-Use Path	N/A	N/A	\$51,476,000	122
R2045-526	Southampton	Route 611 (Black Creek Rd/ Joyners Bridge Rd)	Route 641 (Sedley Rd)	Isle of Wight County Limit	Sidepath	N/A	N/A	\$5,147,917	102
R2045-519	Southampton	Ivor Road (Route 616) Shared-Use Path	Cottage Hill Rd	US 460	Sidepath	N/A	N/A	\$24,995,833	102
R2045-514	Southampton	Courtland (Route 35/Main St) Shared-Use Path	North Courtland Corporate Limit	South Courtland Corporate Limit	Sidepath	N/A	N/A	\$6,227,083	100
R2045-516	Southampton	Flaggy Run Road - Country Club Road Shared-Use Path	Bus US 58 (Main St)	Franklin City Limit	Sidepath	N/A	N/A	\$13,693,750	100
R2045-529	Southampton	Unity Road (Route 603) Shared-Use Path	Isle of Wight County Limit	Johnsons Mill Rd	Sidepath	N/A	N/A	\$4,681,250	97
R2045-524	Southampton	Newsoms - General Thomas Highway (Route 671) Shared-Use Path	East Town Line	West Town Line	Sidepath	N/A	N/A	\$1,954,167	95
R2045-528	Southampton	Storrs Station Road Shared-Use Path	Country Club Rd	Sedley Road (Route 641)	Sidepath	N/A	N/A	\$9,975,000	95
R2045-525	Southampton	Newsoms - Main Street Shared-Use Path	Meherrin Elementary School	South Town Line	Sidepath	N/A	N/A	\$3,266,667	93
R2045-521	Southampton	Little Texas Road - Pinopolis Road (Branchville to Capron) Shared-Use Path	Whitehead Rd	US 58	Sidepath	N/A	N/A	\$37,858,333	93
R2045-517	Southampton	Governor Darden Road Shared-Use Path	Courtland Main Street (Route 35)	Sedley Road (Route 641)	Shared-Use Path	N/A	N/A	\$16,902,083	93
R2045-518	Southampton	Ivor (US 460) Shared-Use Path	West Ivor Corporate Limit	East Ivor Corporate Limit	Sidepath	N/A	N/A	\$3,952,083	93
R2045-527	Southampton	Sedley Shared-Use Paths	South Sedley Corporate Limit	North Sedley Corporate Limit	Sidepath	N/A	N/A	\$1,662,500	92
R2045-520	Southampton	Johnsons Mill Road - Unity Road - Cottage Hill Road Shared-Use Path	Peachtree Ave	Route 616 (Ivor Rd)	Sidepath	N/A	N/A	\$14,875,000	92
R2045-515	Southampton	Drevryville - Drevry Road Shared-Use Path	Pinopolis Rd	US 58	Sidepath	N/A	N/A	\$12,410,417	92
R2045-513	Southampton	Capron Main Street (Route 653) Shared-Use Path	North Capron Corporate Limit	South Capron Corporate Limit	Sidepath	N/A	N/A	\$2,741,667	91
R2045-510	Southampton	Barrow Road - Old Place Road - Garris Mill Road Shared-Use Path	Pinopolis Rd	Route 35 (Meherrin Rd)	Sidepath	N/A	N/A	\$13,504,167	89
R2045-531	Southampton	Cypress Cove Country Club Neighborhood Shared-Use Path	Country Club Rd/Homestead Ln	Country Club Rd/Scottswood Dr	Shared-Use Path	N/A	N/A	\$42,714,583	65
R2045-530	Southampton	US 460 Shared-Use Path	Sussex County Line	Zuni	Sidepath	N/A	N/A	\$18,937,500	62

Figure 27 - 2045 Rural Long-Range Transportation Plan: Southampton County – Non-Prioritized Recommendations

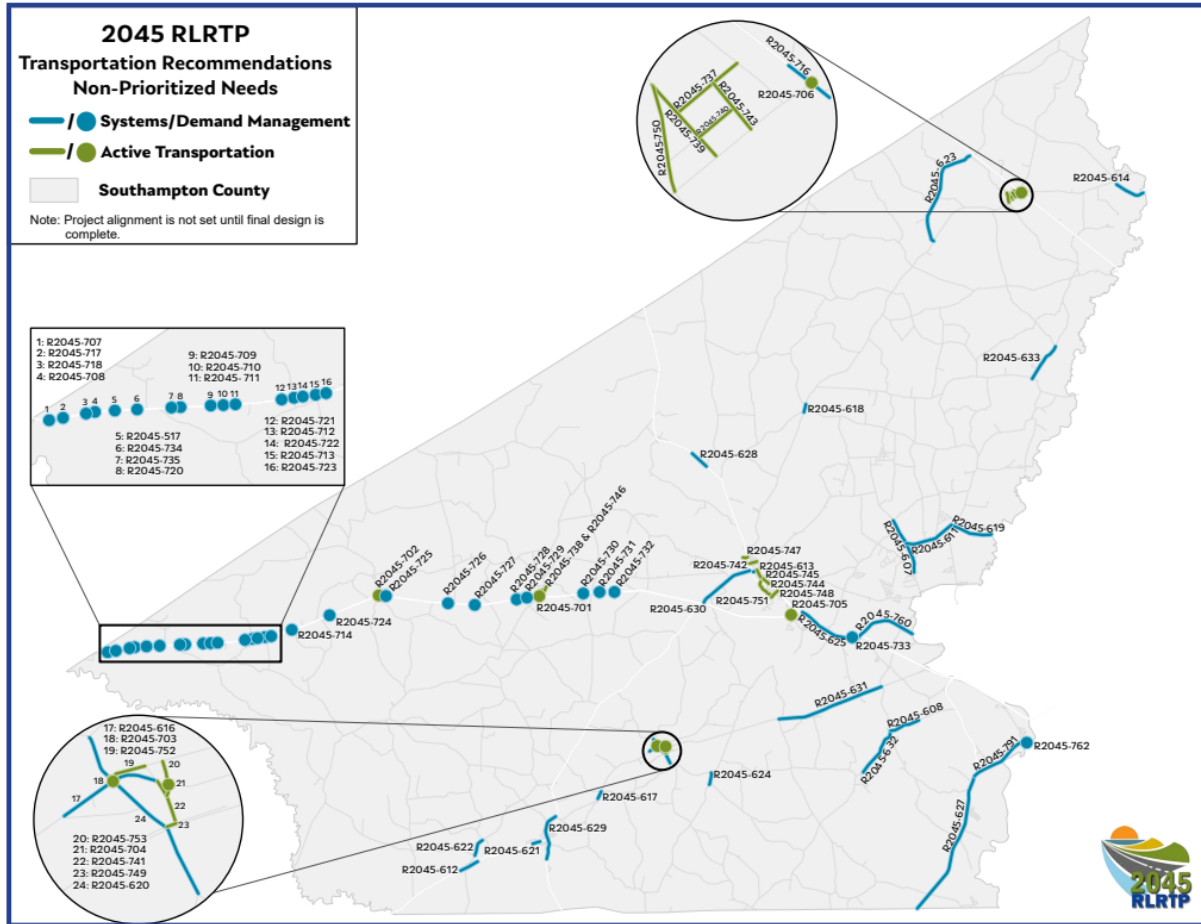


Figure 28 - 2045 Rural Long-Range Transportation Plan: Non-Prioritized Recommendations

2045 RL RTP PROJECT ID	LOCALITY	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	EXISTING LANES	PROPOSED LANES	ESTIMATED COST OF PROJECT (CURRENT YEAR \$)	PRIORITIZATION SCORE
SYSTEMS/DEMAND MANAGEMENT NON-PRIORITIZED RECOMMENDATIONS									
R2045-600	Franklin	1st Ave	N High St	Mechanic St	Improve stormwater drainage system in Downtown Franklin and add floodwalls to the Blackwater River.	2	2	N/A	N/A
R2045-773	Franklin	2nd Ave	Mechanic St	Franklin City Line	Continue to monitor for improvements.	N/A	N/A	N/A	N/A
R2045-763	Franklin	2nd Ave at High St	N/A	N/A	Install signs for left turn restriction during peak hours.	N/A	N/A	N/A	N/A
R2045-764	Franklin	2nd Ave at Main St	N/A	N/A	Install signs for left turn restriction during peak hours.	N/A	N/A	N/A	N/A
R2045-776	Franklin	2nd Ave at Mechanic St	N/A	N/A	Review sight distances, signage, markings, and signal to assess safety needs.	N/A	N/A	N/A	N/A
R2045-601	Franklin	3rd Ave	N High St	N Mechanic St	Improve stormwater drainage system in Downtown Franklin and add floodwalls to the Blackwater River.	2	2	N/A	N/A
R2045-602	Franklin	4th Ave	N High St	N Mechanic St	Improve stormwater drainage system in Downtown Franklin and add floodwalls to the Blackwater River.	2	2	N/A	N/A
R2045-775	Franklin	Armory Dr	Franklin City Limits/US 58	College Dr	Continue to monitor for improvements.	N/A	N/A	N/A	N/A
R2045-770	Franklin	Armory Dr at College Dr	N/A	N/A	Review sight distances, signage, markings, and signal to assess safety needs.	N/A	N/A	N/A	N/A
R2045-757	Franklin	Beaman St over Norfolk Southern Railroad	N/A	N/A	Install protective flashing lights and/or bells and add rubberized crossing.	N/A	N/A	N/A	N/A
R2045-758	Franklin	Bowers Rd over Norfolk Southern Railroad	N/A	N/A	Install protective flashing lights and/or bells.	N/A	N/A	N/A	N/A
R2045-777	Franklin	Clay St at 4th Ave	N/A	N/A	Monitor crashes on Fourth Avenue approach and apply rumble strips if needed.	N/A	N/A	N/A	N/A
R2045-765	Franklin	Clay St at 4th Ave	N/A	N/A	Improve pavement markings and signage and prohibit parking along eastbound Fourth Avenue approach.	N/A	N/A	N/A	N/A
R2045-778	Franklin	Clay St at College Dr	N/A	N/A	Review sight distances, signage, markings, and signal to assess safety needs.	N/A	N/A	N/A	N/A
R2045-779	Franklin	College Dr	Armory Dr	Stewart Dr	Review signage, sight distances, lighting, and driveway consolidation to assess safety needs.	N/A	N/A	N/A	N/A
R2045-780	Franklin	College Dr	South St	Armory Dr	Review signage, sight distances, lighting, and driveway consolidation to assess safety needs.	N/A	N/A	N/A	N/A
R2045-771	Franklin	Country Club Rd at Hunterdale Rd	N/A	N/A	Continue to monitor for improvements.	N/A	N/A	N/A	N/A
R2045-605B	Franklin	Elm St	Mechanic St	Main St	Improve stormwater drainage system in Downtown Franklin and add floodwalls to the Blackwater River.	2	2	N/A	N/A
R2045-715	Franklin	Elm St at Main St	N/A	N/A	Improve turning radius in southeast quadrant.	N/A	N/A	N/A	N/A
R2045-789	Franklin	Fairview Dr at High St	N/A	N/A	Continue to monitor and consider signalization.	N/A	N/A	N/A	N/A
R2045-781	Franklin	High St	Beaman St	Fairview Dr	Review signage, sight distances, lighting, and driveway consolidation to assess safety needs.	N/A	N/A	N/A	N/A
R2045-782	Franklin	High St	South St	Beaman St	Review signage, sight distances, lighting, and driveway consolidation to assess safety needs.	N/A	N/A	N/A	N/A
R2045-759	Franklin	High St over CSX Railroad	N/A	N/A	Install gates.	N/A	N/A	N/A	N/A

Figure 28 - 2045 Rural Long-Range Transportation Plan: Non-Prioritized Recommendations

2045 RL RTP PROJECT ID	LOCALITY	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	EXISTING LANES	PROPOSED LANES	ESTIMATED COST OF PROJECT (CURRENT YEAR \$)	PRIORITIZATION SCORE
R2045-790	Franklin	Hunterdale Rd at VA 687	N/A	N/A	Maintenance and repave gravel shoulder by church.	N/A	N/A	N/A	N/A
R2045-605A	Franklin	Mechanic St	2nd Ave	Elm St	Improve stormwater drainage system in Downtown Franklin and add floodwalls to the Blackwater River.	2	2	N/A	N/A
R2045-774	Franklin	Mechanic St	4th Ave	2nd Ave	Continue to monitor for improvements.	N/A	N/A	N/A	N/A
R2045-772	Franklin	Mechanic St N at 4th Ave	N/A	N/A	Monitor need for signal.	N/A	N/A	N/A	N/A
R2045-766	Franklin	Mechanic St N at 4th Ave	N/A	N/A	Improve pavement markings and signage and change eastbound control from "Yield" to "Stop".	N/A	N/A	N/A	N/A
R2045-603	Franklin	Middle St	E 2nd Ave	E 4th Ave	Improve stormwater drainage system in Downtown Franklin and add floodwalls to the Blackwater River.	2	2	N/A	N/A
R2045-604	Franklin	N Franklin St	WE 1st Ave	WE 4th Ave	Improve stormwater drainage system in Downtown Franklin and add floodwalls to the Blackwater River.	2	2	N/A	N/A
R2045-626	Franklin	River Rd	N High St	Franklin CL	Improve stormwater drainage system or implement a mild terrain slope with vegetated filter strips next to roadway.	2	2	N/A	N/A
R2045-606	Franklin	S Main St	South St	WE 4th Ave	Improve stormwater drainage system in Downtown Franklin and add floodwalls to the Blackwater River.	2	2	N/A	N/A
R2045-605C	Franklin	South St	S Main St	High St	Improve stormwater drainage system in Downtown Franklin and add floodwalls to the Blackwater River.	2	2	N/A	N/A
R2045-783	Franklin	South St	SCL of Franklin	Amber St	Continue to monitor for improvements.	N/A	N/A	N/A	N/A
R2045-700	Franklin	South St at Pretlow St	N/A	N/A	Conduct traffic study to determine optimal improvements, such as signalization or lengthening turn lanes.	N/A	N/A	N/A	N/A
R2045-609	Franklin	W Barrett St	S High St	S Main St	Improve stormwater drainage system in Downtown Franklin.	2	2	N/A	N/A
R2045-610	Franklin	W Jackson St/ Mechanic St	N High St	2nd Ave	Improve stormwater drainage system in Downtown Franklin and add floodwalls to the Blackwater River.	2	2	N/A	N/A
R2045-611	Southampton	Black Creek Rd	Sedley Rd	Joyner's Bridge Rd	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-792	Southampton	Black Creek Rd	Sedley Rd	Unity Rd	Install School Bus Ahead signs	N/A	N/A	N/A	N/A
R2045-613	Southampton	Bride St	Alley St	High St	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-612	Southampton	Broad St	Branchville WCL	Branchville ECL	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-614	Southampton	Broadwater Rd	Warrigue Rd	Southampton CL	Improve stormwater drainage system or implement a mild terrain slope with vegetated filter strips next to roadway.	2	2	N/A	N/A
R2045-760	Southampton	Camp Pkwy (Bus Rte 58)	East of Courtland	West of Franklin	Add shoulders/rumble strips. Add turn bays. Improve intersection East of Courtland	N/A	N/A	N/A	N/A
R2045-761	Southampton	Camp Pkwy (Bus US 58)	Delaware (Rte 687)	Franklin City Line	Add shoulders/rumble strips.	N/A	N/A	N/A	N/A
R2045-716	Southampton	General Mahone Blvd	Proctors Bridge Rd	Broadwater Rd	Extend northbound right turn lane at Main St and southbound right turn lane at Broadwater Rd. Consider signalizing Broadwater Rd	N/A	N/A	N/A	N/A
R2045-785	Southampton	General Mahone Blvd	Proctors Bridge Rd	Broadwater Rd	Monitor traffic on roadway for additional improvements.	N/A	N/A	N/A	N/A
R2045-616	Southampton	General Thomas Hwy	Ball Park Rd	Fremantle St/Everett St	Improve stormwater drainage system.	2	2	N/A	N/A

Figure 28 - 2045 Rural Long-Range Transportation Plan: Non-Prioritized Recommendations

2045 RLRTP PROJECT ID	LOCALITY	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	EXISTING LANES	PROPOSED LANES	ESTIMATED COST OF PROJECT (CURRENT YEAR \$)	PRIORITIZATION SCORE
R2045-617	Southampton	General Thomas Hwy	Fullers Mill Rd	Cross Key Rd	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-769	Southampton	General Thomas Hwy at WB US 58	N/A	N/A	Add "Right Lane Must Turn Right" signage on southbound General Thomas Hwy and consider channelizing right turn lane at exit from McDonald's.	N/A	N/A	N/A	N/A
R2045-618	Southampton	Ivor Rd	Trinity Church Rd	Saint Lukes Rd	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-619	Southampton	Joyners Bridge Rd	Black Creek Rd	Southampton CL	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-620	Southampton	N Main St/ Grays Shop Rd	Old Chapel Rd	Blackhead Signpost Rd	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-622	Southampton	Old Branchville Rd	Whitehead Rd	Vicks Millpond Rd	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-621	Southampton	Pittman Rd	Green St Cres	Eso Dr	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-762	Southampton	Pretlow Rd at S Quay Rd	N/A	N/A	Add "Stop Ahead" signage and rumble strips to minor approach.	N/A	N/A	N/A	N/A
R2045-627	Southampton	Route 258	NC State Line	Route 189	Improve stormwater drainage system or implement a mild terrain slope with vegetated filter strips next to roadway.	2	2	N/A	N/A
R2045-628	Southampton	Route 35	Cabin Point Rd	Farmers Grove	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-629	Southampton	Route 35	NCL Boykins	Route 671	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-630	Southampton	Route 35/Business Route 58	Route 58	WCL Courtland	Floodplain restoration along the Nottoway River and implement a mild terrain slope with vegetated filter strips next to roadway.	2	2	N/A	N/A
R2045-631	Southampton	Route 671	Sunbeam Rd (RTE 680)	Delaware Rd (RTE 687)	Implement a mild terrain slope with vegetated filter strips next to roadway. Add floodwalls along Nottoway River near roadway.	2/3	2/3	N/A	N/A
R2045-632	Southampton	Route 684	McClenny Dr	Delaware Rd	Floodplain restoration along the Nottoway River. Improve stormwater drainage system or implement a mild terrain slope with vegetated filter strips next to roadway.	2	2	N/A	N/A
R2045-786	Southampton	S Main St (US 58 BUS)	S Main St (VA 35)	ECL of Courtland	Continue to monitor for improvements. (Courtland)	N/A	N/A	N/A	N/A
R2045-791	Southampton	S Quay Rd (Rte 189)	Smith Ferry Rd (Rte 258)	Pretlow Rd	Add shoulders/rumble strips. Increase distance to trees in curve	N/A	N/A	N/A	N/A
R2045-623	Southampton	Sadler Rd	Ivor Rd	Bell Rd	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-624	Southampton	Sands Rd	Mary Hunt Rd	Cypress Bridge Rd	Improve stormwater drainage system.	2	2	N/A	N/A
R2045-607	Southampton	Sedley Rd	Champs Dr	Pond Branch Rd	Implement a mild terrain slope with vegetated filter strips next to roadway.	2	2	N/A	N/A
R2045-787	Southampton	Smith Ferry Rd	Nottoway River Bridge S	VA 189	Continue to monitor for improvements.	N/A	N/A	N/A	N/A
R2045-788	Southampton	Smith Ferry Rd	VA 684 N	Southampton Pkwy	Continue to monitor for improvements.	N/A	N/A	N/A	N/A
R2045-606	Southampton	Sycamore Church Rd	Delaware Rd	Dogwood Bend Rd	Add floodwalls along roadway.	2	2	N/A	N/A
R2045-633	Southampton	Tucker Swamp Rd	Unity Rd	Doles Rd	Floodplain restoration along Seacock Swamp. Improve stormwater drainage system or implement a mild terrain slope with vegetated filter strips next to roadway.	2	2	N/A	N/A
R2045-625	Southampton	US 58	Main (Bus US 58)	Camp Pkwy	Improve stormwater drainage system.	4	4	N/A	N/A

Figure 28 - 2045 Rural Long-Range Transportation Plan: Non-Prioritized Recommendations

2045 RL RTP PROJECT ID	LOCALITY	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	EXISTING LANES	PROPOSED LANES	ESTIMATED COST OF PROJECT (CURRENT YEAR \$)	PRIORITIZATION SCORE
R2045-707	Southampton	US 58 Crossover #23	N/A	N/A	Lengthen existing left-turn lanes on US 58	N/A	N/A	N/A	N/A
R2045-717	Southampton	US 58 Crossover #24	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-718	Southampton	US 58 Crossover #26	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-708	Southampton	US 58 Crossover #27	N/A	N/A	Lengthen existing eastbound left-turn lane on US 58	N/A	N/A	N/A	N/A
R2045-719	Southampton	US 58 Crossover #28	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-734	Southampton	US 58 Crossover #29	N/A	N/A	Reconfigure crossover to u-turn area	N/A	N/A	N/A	N/A
R2045-735	Southampton	US 58 Crossover #30	N/A	N/A	Reconfigure crossover to u-turn area	N/A	N/A	N/A	N/A
R2045-720	Southampton	US 58 Crossover #31	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-709	Southampton	US 58 Crossover #32	N/A	N/A	Lengthen existing left-turn lanes on US 58	N/A	N/A	N/A	N/A
R2045-710	Southampton	US 58 Crossover #33	N/A	N/A	Lengthen existing eastbound left-turn lane on US 58	N/A	N/A	N/A	N/A
R2045-711	Southampton	US 58 Crossover #34	N/A	N/A	Lengthen existing left-turn lanes on US 58	N/A	N/A	N/A	N/A
R2045-721	Southampton	US 58 Crossover #37	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-722	Southampton	US 58 Crossover #38	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-723	Southampton	US 58 Crossover #39	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-724	Southampton	US 58 Crossover #43	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-725	Southampton	US 58 Crossover #49	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-726	Southampton	US 58 Crossover #55	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-727	Southampton	US 58 Crossover #56	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-728	Southampton	US 58 Crossover #60	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-729	Southampton	US 58 Crossover #62	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-730	Southampton	US 58 Crossover #66	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-731	Southampton	US 58 Crossover #67	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-732	Southampton	US 58 Crossover #69	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-767	Southampton	US 58 Crossover #74	N/A	N/A	Sign for "Authorized Vehicles Only"	N/A	N/A	N/A	N/A

Figure 28 - 2045 Rural Long-Range Transportation Plan: Non-Prioritized Recommendations

2045 RL RTP PROJECT ID	LOCALITY	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	EXISTING LANES	PROPOSED LANES	ESTIMATED COST OF PROJECT (CURRENT YEAR \$)	PRIORITIZATION SCORE
R2045-768	Southampton	US 58 Crossover #80	N/A	N/A	Sign for "Authorized Vehicles Only"	N/A	N/A	N/A	N/A
R2045-733	Southampton	US 58 Crossover #81	N/A	N/A	Remove crossover	N/A	N/A	N/A	N/A
R2045-712	Southampton	US 58 Intersection #19: Adams Grove Road	N/A	N/A	Lengthen existing eastbound left-turn lane on US 58	N/A	N/A	N/A	N/A
R2045-713	Southampton	US 58 Intersection #20: Tennessee Road	N/A	N/A	Lengthen existing eastbound left-turn lane on US 58	N/A	N/A	N/A	N/A
R2045-714	Southampton	US 58 Intersection #21: Turner Road	N/A	N/A	Lengthen existing eastbound left-turn lane on US 58	N/A	N/A	N/A	N/A
R2045-784	Southampton	VA 687	Camp Pkwy	Franklin Corporate Limits	Preserve right-of-way for future widening to rural three-lane cross-section from railroad crossing to Camp Pkwy.	2	3	N/A	N/A

ACTIVE TRANSPORTATION NON-PRIORITIZED RECOMMENDATIONS									
R2045-755	Franklin	2nd Ave at Armory Dr	N/A	N/A	Install signal and pedestrian crosswalks.	N/A	N/A	N/A	N/A
R2045-754	Franklin	Downtown Walking Route	N/A	N/A	Install signage on downtown walking route (Main St, 3rd Ave, 2nd Ave and High St), connecting Boat Landing, Barrell's Landing, Farmer's Market, Train Station/Visitor's Center, Chamber Walk, Atkinson Park, and the Maury Rawls Historic Building.	N/A	N/A	N/A	N/A
R2045-756	Franklin	Mechanic St N at 4th Ave	N/A	N/A	Add ADA ramps and crosswalks.	N/A	N/A	N/A	N/A
R2045-736	Franklin	Pretlow St	0.17 Mi N Morton St	Laurel St	Provide sidewalk.	N/A	N/A	N/A	N/A
R2045-737	Southampton	Babb Dr	Bell Ave	Railroad Ave	Widen and Extend Sidewalk	N/A	N/A	N/A	N/A
R2045-738	Southampton	Barham Ave	Meadow St	Route 653 (Main St)	Sidewalk	N/A	N/A	N/A	N/A
R2045-739	Southampton	Bell Ave	Route 616 (Main St)	Rawls Dr	Widen and Extend Sidewalk	N/A	N/A	N/A	N/A
R2045-793	Southampton	Black Creek Rd	Joyner's Bridge Rd	Unity Rd	Install Share the Road Signs	N/A	N/A	N/A	N/A
R2045-740	Southampton	Church St	Rawls Dr	Gale Ave	Widen and Extend Sidewalk	N/A	N/A	N/A	N/A
R2045-741	Southampton	Everett St	Railroad St	Route 671 (General Thomas Hwy)	Sidewalk	N/A	N/A	N/A	N/A
R2045-742	Southampton	Florence St	Route 35 (Main St)	Aurora St	Widen and Extend Sidewalk	N/A	N/A	N/A	N/A
R2045-743	Southampton	Gale Ave	Route 616 (Main St)	Babb Dr	Widen and Extend Sidewalk	N/A	N/A	N/A	N/A
R2045-745	Southampton	Linden St	Rochelle St	Bride St	Widen Sidewalk	N/A	N/A	N/A	N/A
R2045-744	Southampton	Linden Street	Route 35 (Main St)	Rochelle St	Sidewalk/Sidepath	N/A	N/A	N/A	N/A
R2045-703	Southampton	Main St at Route 671 (General Thomas Hwy)	N/A	N/A	Crosswalk Feasibility Study	N/A	N/A	N/A	N/A
R2045-746	Southampton	Meadow St	Elm Ave	Barham Ave	Sidewalk	N/A	N/A	N/A	N/A
R2045-747	Southampton	Oak Trail	Route 35 (Main St)	Stevens Wood Apartments	Sidewalks	N/A	N/A	N/A	N/A

Figure 28 - 2045 Rural Long-Range Transportation Plan: Non-Prioritized Recommendations

2045 RL RTP PROJECT ID	LOCALITY	PROJECT NAME	FROM	TO	PROJECT DESCRIPTION	EXISTING LANES	PROPOSED LANES	ESTIMATED COST OF PROJECT (CURRENT YEAR \$)	PRIORITIZATION SCORE
R2045-748	Southampton	Old Plank Rd	Southampton Academy	Route 35 (Main St)	Sidewalks	N/A	N/A	N/A	N/A
R2045-749	Southampton	Railroad St	Main St	Everett St	Sidewalk	N/A	N/A	N/A	N/A
R2045-750	Southampton	Rawls Dr	Route 616 (Main St)	Bell Ave	Widen and Extend Sidewalk	N/A	N/A	N/A	N/A
R2045-751	Southampton	Shand Dr	Route 35 (Main St)	Old Plank Rd	Sidewalks	N/A	N/A	N/A	N/A
R2045-752	Southampton	Thomaston St	Westbrook St	Main St	Sidewalk	N/A	N/A	N/A	N/A
R2045-706	Southampton	US 460 at Route 616	N/A	N/A	Crosswalk Feasibility Study	N/A	N/A	N/A	N/A
R2045-702	Southampton	US 58 at Drewry Road	N/A	N/A	Crosswalk Feasibility Study	N/A	N/A	N/A	N/A
R2045-705	Southampton	US 58 at Old Bridge Rd	N/A	N/A	Crosswalk Feasibility Study	N/A	N/A	N/A	N/A
R2045-701	Southampton	US 58 at Route 653 (Main St)	N/A	N/A	Crosswalk Feasibility Study	N/A	N/A	N/A	N/A
R2045-753	Southampton	Westbrook St	Everett St	Thomaston St	Sidewalk	N/A	N/A	N/A	N/A
R2045-704	Southampton	Westbrook St at Route 671 (General Thomas Hwy)	N/A	N/A	Crosswalk Feasibility Study	N/A	N/A	N/A	N/A
GENERAL COMMENT NON-PRIORITIZED RECOMMENDATIONS									
R2045-800	Franklin/ Southampton	General Public Comment	N/A	N/A	Improve road conditions	N/A	N/A	N/A	N/A
R2045-799	Franklin/ Southampton	General Public Comment (multiple)	N/A	N/A	Address littering and landscape issues	N/A	N/A	N/A	N/A
R2045-804	Southampton	General Public Comment	N/A	N/A	Address flooding issue on secondary streets in Southampton County	N/A	N/A	N/A	N/A

Implementation Strategies

- a) Adopt the Active Transportation Plan as provided by the Hampton Roads Transportation Planning Organization. Seek various grant funds to implement improvements recommended in the Plan as sought by the Board of Supervisors and citizens and assist the incorporated towns in implementation activities as well as requested.
- b) Work with VDOT during roadway improvement planning to encourage improvements recommended in the Plan while the road is undergoing improvement, including provisions for active transportation and the installation of broadband, especially on bridges.
- c) Amend the Subdivision Ordinance to include Complete Street strategies in the County's ordinances with regard to new streets proposed during the subdivision process.
- d) Should new schools be planned, use the Safe Routes to School guidelines as a consideration in siting such schools.
- e) Continue to encourage the Citizens Transportation Advisory Committee to study and make recommendations regarding transportation issues. Encourage participation of a Planning Commission member on the Committee or as an ex-officio member.
- f) Continue to work with VDOT to facilitate limited access management along principal corridors. Encourage the use of access roads as outlined in VDOT's 2018 Arterial Management Plan along U.S. 58 (Southampton Parkway) in new development and redevelopment.
- g) Use the Comprehensive Plan and zoning ordinance to encourage mixed use development in appropriate areas so as to make it possible for residents and visitors to do several tasks while parking their vehicle once, including work and shopping. Encourage applications for mixed use development that includes residential development that provides housing in proximity of non-residential uses.
- h) Encourage submittal of zoning map amendment applications for age-targeted housing for seniors in areas that are or could be served by I-Ride or other public transportation. Encourage such housing in areas that would allow pedestrian access to shopping and other daily needs. Encourage the installation of sidewalks connecting such housing to off-site uses.
- i) Encourage use of the Planned Office and Industrial District zoning designation to facilitate campus-like design, providing for employment, retail opportunities, and daily necessities such as day care facilities within a walkable development.
- j) Recognize and promote the value of rail and water transportation and encourage improvements to such facilities. Work with the Department of Rail and Public Transportation to secure funding for private property owners to install rail spurs for industrial development when appropriate.
- k) Support State transportation processes and policies which relieve traffic congestion and improve the appearance, safety, and capacity of major thoroughfares and the secondary system, including the hard surfacing of rural roads when property owners seeks such improvements.
- l) Encourage citizens to report road damage to VDOT in a timely manner. The increases in tractor trailer traffic on rural roads due to harvesting activity and mineral extraction is increasing damage to rural roadways and reporting to VDOT can help effectuate timely repairs. Reporting of needed roadside ditch repairs to VDOT is encouraged as necessary.
- m) Encourage continued SMART SCALE applications to remedy existing problems in the transportation system

- n) Provide encouragement toward the completion of the Nat Turner Insurrection Trail, both in Courtland and throughout the southern portion of the County. In appropriate areas, work with property owners as needed to amend the zoning and Comprehensive Plan designations to allow development that supports the Trail, encouraging local use and tourism.
- o) Consider citizen requests for no through truck limits and lowered speed limits in residentially-developed areas.
- p) Continue to refine the Comprehensive Plan and zoning designations to promote sound land use without jeopardizing the function of high-speed thoroughfares.
- q) Support Senior Services of Southeastern Virginia's I-Ride program and other transportation programs financially when possible.
- r) Locate land uses that generate extensive traffic, both passenger vehicles and freight-transporting vehicles, along roadways that have sufficient capacity. Continue to require transportation improvements found necessary through Traffic Impact Analyses (TIAs) to be installed as development progresses in projects that require such studies.
- s) Continue to work with VDOT's revenue sharing program when feasible to complete projects that fall outside the SMART SCALE parameters, including lighting at the Courtland Interchange.
- t) Take recommendations of 2018 Access Management Plan into consideration with development applications along U.S. 58. Encourage consolidation of driveways where possible, consider Plan suggestions in closing of some cross-overs and upgrading remaining cross-overs to help increase safety as outlined in the Plan. Continue to seek SMART SCALE funding to implement Plan.
- u) Consider applications for EV charging stations in conjunction with residential and non-residential development.
- v) Consider working with VDOT in the creation of a comprehensive sign plan for signage along rural roads that reminds drivers to be diligent along such roads, considering the narrow width of the roads, blind curves, multiple driveways, and slow-moving agricultural equipment and school buses.
- w) Consider participation in the Hampton Roads Transportation Planning Organization's Community Advisory Committee. Southampton County's seat on the committee has been unfilled for a number of years. This committee provides input to ensure voices of the public are heard in the planning process for the region, since transportation issues do not begin and end at the County line.

Public Education

Introduction

The Southampton County Public School Division operates six public schools and a technical career center serving students in grades Pre-Kindergarten through 12. All County schools are accredited by the Virginia Department of Education based on Standards of Learning Assessments (SOLs) and other tests in English, history, mathematics, and science.

Recent years have been challenging for education as a result of the COVID-19 pandemic. From an August 18, 2022, news release from the Virginia Department of Education:

“Results from Standards of Learning and other state assessments taken by Virginia students during the 2021-2022 school year reflect the continuing impact of prolonged school closures on student learning. Despite one-year gains in most subjects, student achievement in all areas remained well below pre-pandemic levels. The 2021-2022 school year marked the return to in-person learning for all 132 Virginia school divisions and the return to normal levels of student participation in the state testing program.

The bottom line is that in-person instruction matters. When we compare the 2021-2022 data with achievement in 2020-2021 – when the majority of our students were learning remotely or on hybrid schedules – we can see the difference our teachers made once they were reunited with their students in their classrooms.”

The news release continues:

“The first step in addressing the learning loss our students have experienced is to dive into the SOL data at the state, division, and school levels and identify the instructional supports and interventions students require individually and in the aggregate to get back on track to grade-level proficiency. This is especially critical for our youngest learners who have spent more than a third of their early elementary years without the benefit of in-person instruction.”

Study of educational achievement after several years of impacts from the COVID-19 pandemic will provide outcomes not necessarily indicative of the educational achievement of Southampton County students in more typical times. A lasting effect of the pandemic may be a continued shortage of teachers and staff, which will impact student achievement in the near term as well. Per the news release:

“With the exception of writing, students overall and students in all demographic groups made progress in 2021-2022, compared with performance in 2020-2021.

The growth and progress of students last year accounts for the rebound in achievement in most content areas. Teachers are working so hard to help students catch up and meet academic needs. Schools have the responsibility to target their state and federal pandemic relief funds on proven strategies to address learning loss, such as high-dosage tutoring, before and after-school programs and extended learning opportunities.”

Student Performance

*With regard to the charts following, per the Virginia Department of Education, SOL and EOC Test Pass Rate 2019-2020 scores were impacted by the closure of schools and cancellation of State assessments. The 2020-2021 scores reflect reduced student participation in State assessments due to COVID-19 and other pandemic-related factors.

Standard of Learning (SOL) Pass Rates 2016-2021

	English Reading	Mathematics
Grade 3		
2016-2017	78	88
2017-2018	74	80
2018-2019	74	87
2019-2020*	68	57
2020-2021	58	62
Grade 5		
2016-2017	84	79
2017-2018	82	75
2018-2019	81	81
2019-2020*	76	51
2020-2021	72	64
Grade 8		
2016-2017	75	90
2017-2018	71	69
2018-2018	80	82
2019-2020*	56	34
2020-2021	65	38

End of Course (EOC) Pass Rates 2016-2022

	2016-2017	2017-2018	2018-2019	2019-2020*	2020-2021	2021-2022
English Reading	89	88	89	na	75	84
Writing	86	85	85	na	65	73
VA and US History	89	78	66	na	11	11
World History I	89	92	69	na	43	50
World History II	92	95	87	na	14	70
Algebra I	97	92	90	na	47	91
Algebra II	100	99	98	na	68	90
Geometry	85	95	91	na	46	83
Biology	81	88	96	na	56	65
Chemistry	97	91	79	na	na	na
Earth Science	94	88	88	na	88	na

Enrollment

The Southampton County Public School Division currently operates six public schools, including four elementary schools, one middle school, and one high school. The County's elementary schools serve the educational needs of children in grades Pre-Kindergarten through 5. Capron Elementary School, the oldest of the County schools opened in 1954 and renovated several times since, is located on Southampton

Parkway east of the Town of Capron. In the 2021-2022 academic year, the school educated 180 students. Meherrin Elementary school, opened in 2001 and located on Grays Shop Road north of the Town of Newsoms, educated 312 students in the 2021-2022 academic year. Nottoway Elementary School, also opened in 2001, is located on Ivor Road south of the Town of Ivor, Nottoway Elementary educated 244 students in the 2021-2022 academic year. The newest school, Riverdale Elementary School, opened in 2008 and is located on Camp Parkway just west of the City of Franklin. Riverdale Elementary School, the largest elementary school in Southampton County, educated 541 students in the 2021-2022 academic year. All of the elementary schools offer before and after school childcare on-site for families who need such care. Care is provided from 7:00-8:30AM before school and 3:45-6:00PM each school day.

Southampton Middle School and Southampton High School share a campus located at the intersection of Southampton Parkway and Meherrin Road. The Southampton County Technical Career Center is also located on the campus. Southampton Middle School, built as Southampton High School and renovated to serve as the middle school in 1995, educated 646 students during the 2021-2022 academic year. Southampton High School, opened in 1993, educated 749 students during the 2021-2022 academic year, including those students taking part in the programs offered at the Technical Career Center.

High school students have the Dual Enrollment Program with Camp Community College available to them. The County also offers The Fresh Start Center which provides individual and small group instruction for students who require specialized services, including those serving short term suspension or expulsion from their base school. Upon completion of the program, students return to their base school. Students on the Autism Spectrum have access to the Plan Bee Academy in Chesapeake, and students with special needs may attend the SECEP Consortium in Suffolk.

All of the public schools have undergone physical improvements over the years. In 2019 all of the school roofs were replaced. Portable classrooms have been added at several of the schools in recent years, and a greenhouse was added at the high school. In 2022, new lighting was installed on the athletic fields at the middle/high school complex.

Enrollment in Public Elementary and Secondary Education

Grade	2019-2020	2020-2021	2021-2022
Pre-kindergarten	145	109	116
Kindergarten	198	171	158
Grade 1	223	170	190
Grade 2	175	205	189
Grade 3	181	173	204
Grade 4	219	169	171
Grade 5	191	200	177
Grade 6	246	182	208
Grade 7	234	246	191
Grade 8	185	225	247
Grade 9	196	175	211
Grade 10	199	189	175
Grade 11	219	188	181
Grade 12	192	208	182
Total Students	2,803	2,610	2,600

Public/Homeschool Student Numbers

	2017-18	2018-19	2019-20	2020-21	2021-22	Increase	Percent
Homeschool students	103	121	110	150	183	80	77.7%
All County public schools	2,800	2,869	2,803	2,610	2,600	(200)	(7.1%)

Data source: Virginia Department of Education Fall Membership Reports & Homeschooled Students Reports. Enrollment data is collected each year on September 30.

Over the five-year period above, the population of the specific schools has changed as noted below:

Capron Elementary	+ 1.6%
Meherrin Elementary	-23.3%
Nottoway Elementary	-23.8%
Riverdale Elementary	- 1.3%
Southampton Middle	+ 6.4%
Southampton High	-10.5%

Graduation

Graduates are defined as students who earn an Advanced Studies Diploma, Standard Diploma, or Applied Studies Diploma. On-time graduates are students who earn one of these diplomas within four years of entering the ninth grade. Special education students and English learners who have plans in place that allow them more time to graduate are counted as on-time graduates or as non-graduates when they earn a diploma or otherwise exit high school.

The Southampton County Graduation and Completion Rate is based on graduation with a Board of Education-approved diploma, a high school equivalency certificate, or a local certificate of program completion. A dropout is a former student who left high school without earning a diploma or high school equivalency and who did not complete the required course of studies. For the Class of 2018, the drop-out rate was 7.94%. The drop-out rate for the Class of 2019 was 6.85%, while the drop-out rate for the Class of 2022 was 6.15%.

On-Time Graduation

	2018-2019	2019-2020	2020-2021
Southampton County	93.4%	93.5%	88.7%
Virginia	92.5%	93%	92.1%

College and Career Readiness

School Year	Southampton	Virginia
2021-2022		
Advanced Diploma	54.9%	52.9%
Standard Diploma	33.8%	39.2%
GED	5.1%	2.7%

Advanced Program Enrollment

Test	2018-2019	2019-2020	2020-2021
AP course enrollment	20	46	50
AP test taken	20	45	50
Dual enrollment	144	113	137
Governor's School	12	12	15

In addition to the public school system, there is one private school serving grades Pre-Kindergarten through grade 12 in Southampton County. Southampton Academy is a coeducational, college-preparatory day school located in the Town of Courtland. The school is accredited by the Southern Association of Colleges & Schools and the Virginia Association of Independent Schools, and had a total enrollment of approximately 450 in the 2021-2022 academic year.

Career and Technical Education

The County's primary source of career and technical training is the Southampton Technical Career Center, which is located on the Southampton High School campus in Courtland. The Center provides job training in many fields. Recognizing Southampton County's long history and largest employer, agricultural and natural resources offerings are an important area of career and technical education. There are offerings ranging from fisheries and wildlife management to agricultural power systems and business, to horticulture and landscaping. Students participate in competitions statewide in agricultural areas, including leadership and community service. Business and Information technology are included in the career and technical education offerings, as well as web design and multi-media, and transportation, distribution and logistics. Unmanned aircraft (drone) education is offered, leading toward certification in piloting such aircraft. Engineering and architectural drawing education is offered.

The health services are well-represented in the career and technical education area, leading to students being able to obtain gainful employment after certification through their high school education. Trades such as cosmetology, electrical and welding, and hospitality and tourism are offered within the County's school system as well. Early childhood education provides students with the certifications to work in the field upon graduation, as is the case in most of the career and technical education areas offered at the career and technical education center. The center also takes part in the VA Teach for Tomorrow program, which helps students that show an interest in becoming educators move forward in those areas, helping create "home-grown" teachers for County public schools. The center holds career fairs, to introduce students to career opportunities in the County, and to provide potential employers access to potential employees in the career education programs, an important part of the school-to-workforce path. The career and technical training center continues to expand their offerings, while partnering with Camp Community College helps provide even more career training and workforce development opportunities for County students.

	2018-2019	2019-2020	2020-2021
Industry Certifications	114	-	134
Workplace Readiness	19	12	28
CTE Completers	120	147	143



Photographs from CTE programs at Career and Technical Training Center located on the campus of Southampton County High School, 2022

Higher Education

According to the Virginia Department of Education, 59% of the 2017-2018 high school graduates, the most recent information available, earned at least one (1) year of college credit within two (2) years of graduation, including those taking part in the dual enrollment program. A number of higher education opportunities are available in Southampton County and other nearby localities for students choosing one of these options. Southampton Memorial Hospital School of Practical Nursing offers a three-semester practical nursing program certificate sponsored jointly by Franklin and Southampton County Public Schools. Students who pass the required test from the Virginia Board of Nursing are referred to as Licensed Practical Nurses. In the City of Franklin, Camp Community College operates as a two-year institution offering academic programs leading to associate in arts and science degrees. In addition, the College offers occupational and technical programs leading to certificates or associate of applied science degrees. In Spring 2023, Camp Community College will launch the first sports management career studies certificate program in the Virginia Community College System. Other nearby colleges and universities include Chowan University, Christopher Newport University, Norfolk State University, Old Dominion University, Virginia Commonwealth University, Virginia Wesleyan College, and the College of William & Mary.

Revenues and Expenditures

State and Federal funding sources provided approximately 65% of the revenues received by the Southampton County Public School System in 2021-2022. Local funding provided another 35% of school revenue. The table below indicates the sources of public school system revenue from local, state, and federal governments for the 2021-2022 school year.

PUBLIC SCHOOL REVENUES, 2021-2022 BUDGET SOUTHAMPTON COUNTY, VA

Source	Amount	Percent of Total
From State Revenue	\$ 21,881,862	61%
From Federal Revenue	\$ 1,634,339	4%
From Southampton County budget	\$ 12,626,938	35%
Total Revenues	\$ 36,143,139	100%

Source: Southampton County 2021-2022 Adopted Budget

The table below depicts the distribution of all public school expenditures in the County budget for the 2021-2022 school year. The majority of expenditures planned in the budget, 68%, were for instructional staff and programs. The Superintendent's Annual Report to Virginia indicates that the total cost to educate a student in the Southampton County Public Schools was \$12,357 in Fiscal Year 2022, while the average in Virginia is \$12,638 per year in Fiscal Year 2022.

PUBLIC SCHOOL BUDGET 2021-2022 SOUTHAMPTON COUNTY, VA

Expenditure	Amount	Percent of Total
Instruction	\$22,089,652	61%
Administration, Attendance, Health	\$ 1,887,704	5%
Other Direction & Management	\$ 3,341,714	9%
Operation and Maintenance	\$ 2,973,213	8%
School Food and Non-Operating	\$ 152,188	less than 1%
Facilities	\$ 230,000	less than 1%
Debt Service	\$ 2,240,723	6%
Technology	\$ 736,734	2%
Programs	\$ 2,490,961	7%
Total Budget	\$ 36,143,139	100%

Source: Southampton County 2021-2022 Adopted Budget

Pandemic Strategies

As provided by the Southampton County Schools, "The purpose of the American Rescue Plan (ARP) Act Elementary and Secondary School Emergency Relief (ESSER) III Fund is to help safely reopen and sustain the safe operation of schools and address the impacts of COVID-119 on the nation's students by addressing the students' academic, social, emotional, and mental health needs. Southampton County Schools was awarded \$4,324,480.57 in ESSER III funds." The funds will be used in the areas of prevention and mitigation strategies, addressing unfinished learning, addressing students' academic, social, emotion, and mental health needs, consultation with stakeholders and opportunity for public comment, making the Plan available to the public, and other uses of funds as permitted. The full Plan is available at www.southamptonk12.va.us.

Summary

Recent years have had impacts on student achievement. The return to in-person learning, with students in the classroom with well-qualified instructors, is underway to replace learning loss and bring students back to levels seen prior to the pandemic. The extra resources available through the American Rescue Plan will help provide funding for the necessary remediation.

Per the Virginia Department of Education Fall Membership Report and Homeschooled Student Reports gathered each September, total public school enrollment has decreased by 200 students in the most recent five academic years, while homeschool membership has increased by 80 students. The enrollment figures per school indicate the decrease in public school enrollment likely will not abate in the near future, as three of the four elementary schools had a decrease in population over the most recent five years. An understanding of where the students are going, particularly at the elementary school level, may be necessary. With population estimates showing a steady or declining population through 2050, as well as an aging population in Southampton County, consideration may be necessary as to how to most effectively educate pupils as public school populations decline.

The Southampton County School Board will face changes in the near future. The selection method for the School Board, until the November 8, 2022 election, involved a circuit court judge appointing three people who comprised the School Board Selection Commission. That Commission subsequently selected School Board members. The November 8, 2022, election changed the make-up of the School Board to an elected body, to be elected by the citizens in coming years.

Implementation Strategies

- a) Maintain and increase on-time graduation rate to meet or exceed the Virginia on-time graduation rate.
- b) Build partnerships with entities such as Camp Community College, local Extension Service office and Blackwater Regional Library System to provide opportunities for life-long learning for County residents.
- c) Retain accreditation of all County schools.
- d) Consider Safe Routes to School issues when siting new schools.
- e) Maintain and increase Standards of Learning pass rates.
- f) Encourage increased participation by high school students in PSAT/SAT/ACT testing.
- g) Encourage and support expanded vocational training within the school system.
- h) Support programs and initiatives to expand and enhance local, post-secondary, college and career-readiness educational opportunities.
- i) Seek opportunities to use vocational program participants' skills through the use of internships and shadowing programs. Support the job fair held annually at the high school to help match students and employers.
- j) Periodically review the goals and objectives of the Southampton County School Board, and promote cooperation and open dialogue between the citizens, the School Board, and the Board of Supervisors.

- k) Seek ways to utilize the school system to promote and enhance economic and industrial recruitment activities.

Agriculture

Importance of Agriculture

Agriculture remains an important part of the economy in Southampton County. The Middle Coastal Plain, a 40-mile wide swath of land stretching from Colonial Beach through Courtland and continuing to the North Carolina line, contains 40% of the Class I and Class II Prime Farmland in Virginia. This strip's protection for agriculture and forestry uses is imperative to ensure the County's economic future.

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

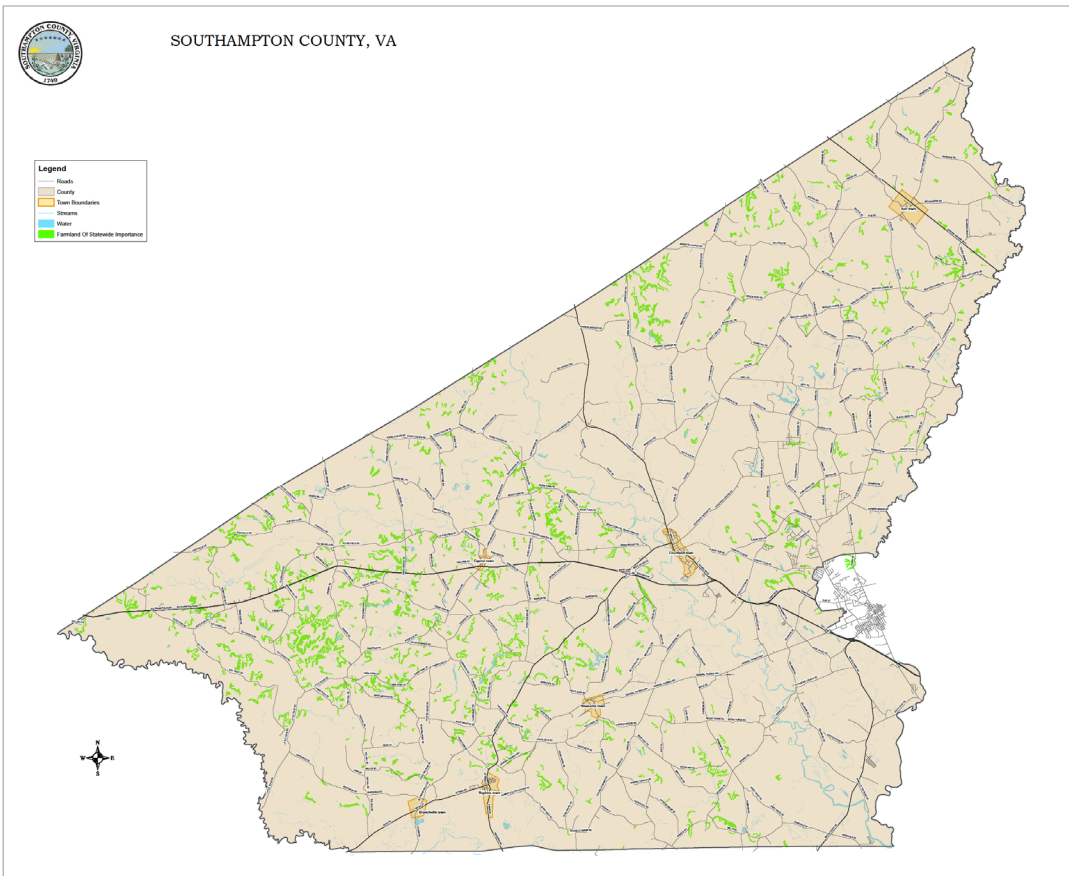
Southampton County has for hundreds of years been defined by the products of its soils, its transportation facilities, and its water resources. Good soils and the availability of water have made farm and industrial production possible. Transportation facilities have enabled the collection and distribution of raw materials and products. In the 1830s railroads gave farmers access to more distant markets, and transportation along the rivers moved goods as well.

The importance of agriculture and forestry extends beyond the farmers and foresters. Many local businesses serve the agriculture and forestry industry, in the form of distributors of products used for agriculture, trucking, maintenance and repair of equipment, processors of goods as well as financial and insurance institutions that serve the agricultural and forestry community. The County is home to a growing number of peanut and cotton processors, a State Farmers' Market, industrial processors of forestry goods such as the Enviva pellet plant and the wood-fired Southampton Power plant, several mineral mines, and a variety of other related industries.

The 2020 Census indicates 4.8% of the employment in Southampton County is within the agriculture/mining sector and an additional 19.4% of the employment in the County is in the manufacturing/warehousing/transportation sector, most of which serve the agricultural and forestal community as well. The Virginia Employment Commission Employment and Wages Report indicates that of the 50 largest employers in the county, thirteen (13) are connected to agriculture, forestry, or the movement of those goods, the largest group of employers dedicated to one industry in the county. Agriculture, forestry, and the movement of the goods produced by those industries is an important part of the economy, and protection of those industries is vital.

Beyond the products of agriculture and forestry, the protection of such lands provides numerous other benefits to County residents. Southampton is home to three navigable rivers that provide opportunities for recreation. Two of those rivers, the Nottoway and the Blackwater, are noted as State Scenic Rivers for their entire length in Southampton. Protecting those rivers from visual intrusion or pollution degradation is an important part of role of agricultural and forestal property. Important archeological discoveries have been made in areas adjacent to working farmlands, and retaining farmland in agricultural use will help protect those assets as well.

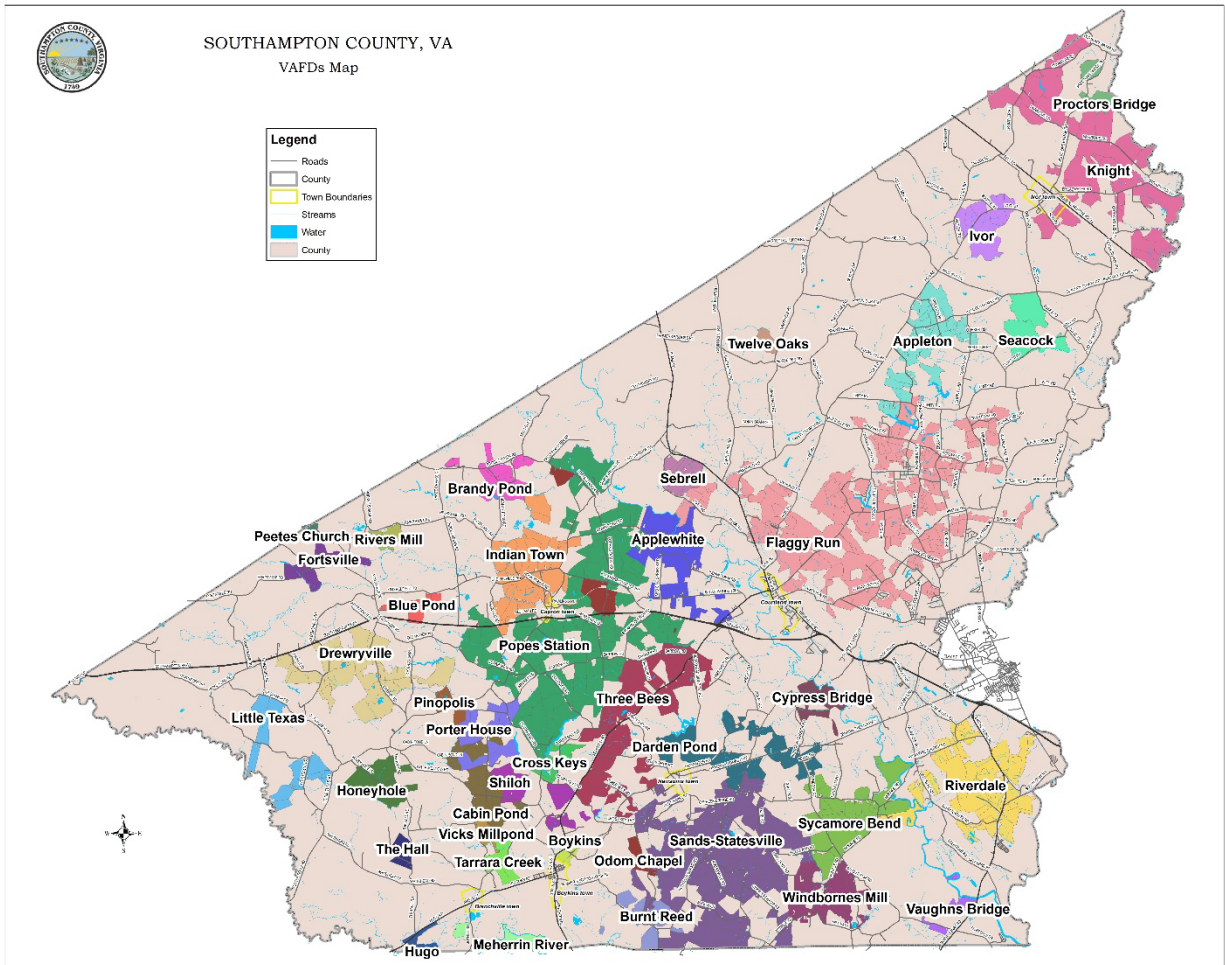
There are numerous hunt clubs that use such lands, providing the opportunity to promote tourism and recreation for County residents. Forestal lands reduce soil erosion and create wildlife habitats. Agricultural and forestal lands are a visual manifestation of the rural lifestyle residents have sought in Southampton County for generations. Besides the products such lands provide, they are what makes Southampton County the home County residents seek.



Farmland of Statewide Importance, Natural Resources Conservation Service and USDA Soil Survey of Southampton County

How to protect agriculture and forestry

A number of programs are available to protect the agricultural and forestal interests in Southampton County. In 1977, the Virginia General Assembly adopted the Agricultural and Forestal Districts Act that allows the creation of districts to encourage the development and improvement of Virginia’s agricultural and forestal lands for production of food, fiber, and fuel. In June 2017, the Southampton County Board of Supervisors created the Voluntary Agricultural and Forestal District (VAFD) County program. These districts are rural conservation zones reserved for the production of agricultural products, timber, and the maintenance of open space as an important economic and environmental resource. Since that time, 38 such districts have been created in the County, encompassing over 160,000 acres. These property owners agree not to convert their farm, forestland, and other open space to more intense commercial, industrial, or residential uses for the term of the district, which are overwhelmingly ten (10) year terms. In return for creating a VAFD, the County and the Commonwealth agree not to take actions or make infrastructure investments that will place increased pressure on landowners to convert land in the VAFD to more intense land uses for the term of the district.



The Board of Supervisors has other tools to protect agriculture and forestal interests. The Land Use Program, through the Commissioner of the Revenue’s Office, is a state program which provides for the assessment of land based on use value rather than market value. To qualify, land must be in production for five (5) years prior to entering the program, and be in use for agriculture, horticulture, forest use, or open space. This helps property owners maintain the property in agriculture and forestal use.

The Virginia Department of Agriculture and Consumer Services Office of Farmland Preservation provides the Virginia Farm Link Program. This program is designed to connect farmers and landowners who are facing retirement and wish to see their businesses continue and their land stay in production with beginning and expanding farmers who seek to acquire land, equipment, and experience from those with long roots in the agriculture and forestal community. No current land owners in Southampton appear in the program database. However, almost 40% of the active farmers in the County are over the age of 65, and this program may become useful to help maintain the agricultural economy.

Southampton County is home to a number of conservation easements held by various groups, including the Virginia Department of Conservation and Recreation (DCR) and the Virginia Outdoors Foundation (VOF). The Enviva Forest Conservation Fund, along with groups such as Ducks Unlimited, the Atlantic

Coast Joint Venture, the Virginia Department of Game and Inland Fisheries, and the U.S. Fish and Wildlife Service, help landowners meet their goals of protecting valuable natural resources.

The Virginia Land Conservation Foundation (VLCF) has worked with the Nature Conservancy to protect areas within Southampton including 415 acres along the southern portion of the Blackwater River and the 443 acres Byrd's Point Tract which is an addition to the 287 acre privately owned South Quay Natural Area Preserve. The Flowers Easement protected 845 acres of forest and farmland along the Nottoway River. The BLD Farms Rose Hill protects 242 acres of forestland near Drewryville. The White Easement protects 545 acres of forest and farmland along the Meherrin River, while the Ridley Easement protects 567 acres of forest and farmland along the Nottoway River. VLCF, along with a number of various partners, works to protect farm and forestland throughout the County.

Agriculture today

Every five (5) years, the United States Department of Agriculture (USDA) provides a Census of Agriculture. The most recent census took place in 2017. The census provides information regarding changes in the agricultural community since the 2012 census, including:

- The number of farms has decreased 23%, while the acres in farm use has decreased 8%. The average farm size, however, has increased 20%, to 552 acres.
- In total, the market value of products sold has decreased 5%, the government payments have increased 9%. The farm-related income has decreased 31%, and the net cash farm income has decreased 10%.
- However, the per farm average of market value of products sold has increased 24%, and the net cash farm income has increased 18%. The average government payments per farm increased 48%, to \$36,615, while the per farm farm-related income has decreased 22%, to \$19,662. The net cash income per farm has increased 18%, to \$81,949.

These numbers indicate farms are fewer in number but larger in size per farm, the total farm income has decreased, but the per farm income has increased. Fewer farms, but the ones that remain have an increased income since 2012. The median farm size has increased from 155 acres to 170 acres since 2012, with almost 30% of the farms in the County being between 50 and 179 acres. The acres in farmland have decreased 8% since 2012, from 153,831 acres in 2012 to 141,942 acres in 2017. Per the Department of Forestry, 69% of Southampton County is forested, while 31% is in agricultural use.

As far as the market value of products of the County agricultural land, Southampton ranks first in the Commonwealth in the market value sales of cotton and peanuts, and ranks 54th in the United States as a whole. The County ranks fourth in Virginia in the production of grains, oilseeds, dry beans, and dry peas, as well as hogs and pigs. The market value of all agricultural products sold in Southampton was over \$79M in 2019. Southampton has 38,000 acres in production of cotton, 24,000 acres in soybeans for beans, almost 16,000 acres in corn for grain, 11,000 acres in peanuts for nuts, and 3,000 acres in wheat for grain.

With regard to the farm producers themselves, almost 40% are over 65 years of age, while only 3% are under 35 years of age. 93% of the County's farms are family farms, and 35% hire farm labor. Over 50% of farmers have farming as their principal occupation. With over 50% of the County farmers having farming as their principal occupation and a market value of agricultural products sold over \$75M in 2017, agriculture is a strong contributor to the overall well-being and economy of Southampton County. Protection of the agricultural and forestal assets of Southampton is of paramount importance for our future.

Balancing economic development with agriculture and forestry

Over 90% of the land mass in Southampton County has a zoning designation of A-1 or A-2, Agriculture district. With the exception of areas along US 58/Southampton Parkway, SR 671/General Thomas Highway, US 460/General Mahone Boulevard, and the areas near and within the town limits of the incorporated towns, A-1 and A-2 zoning districts predominate Southampton. This requires property owners to seek zoning map amendments to develop their property with higher density and non-residential uses. These requests have, in recent years, generated intense scrutiny from residents and property owners, regardless of the proposed development or the Plan designation in the adopted Comprehensive Plan. The public perceives such development as decreasing the amount of farm and forestland needed to sustain the agricultural economy. Development is seen as intruding into the rural landscape of Southampton County, and decreasing the desirability of nearby residential property. Issues include increasing traffic, noise, air pollution, the loss of businesses that serve the agricultural community, and limited positive financial contributions to Southampton.

Increased pressure from the utility scale solar industry is being felt in Southampton. One 100MW project, spanning over 1,400 acres, is in use. One 5MW project failed to gain approval from the Board of Supervisors. Several large utility scale solar projects have been in discussion with County staff since 2018, and at least one has held the required community meetings prior to submittal for a zoning map amendment and Conditional Use Permit. The Board of Supervisors and the Planning Commission worked together to create revised utility scale solar regulations, adopted In July 2022. These revised regulations limit the amount of the County's total area used for utility scale solar development to 1%, or 3,855 acres. The existing Southampton Solar development near Newsoms and Boykins uses 1,418 acres, leaving 2,437 acres remaining to be devoted to utility scale solar development. The regulations further require the land used for solar development must be the same ratio of forested land to farmland as exists in the County at the time an application is submitted. In 2022, per the Virginia Department of Forestry, 69% of the County is developed in forestry uses. Therefore, at least 69% of the land used for utility scale solar development must have been in forestry use, with the remaining in farmland. Since forested land is more difficult to develop and may also be less flat and be more impacted by wetlands, these changes may help limit the amount of utility scale solar development and limit its impact on the agriculture and forestry community.

Southampton County residents see the importance of alternative energy sources, as is evidenced by the increasing number of homeowners installing solar energy equipment for their own residential use, but the sacrifice of important farmland and forestland is seen as too high a price to pay to permit such development on the most productive land. Ways to permit such development while protecting the rural landscape and prime agricultural and forestal land will be an on-going discussion even after the adoption of revised regulations.

The County has two industrial parks, areas that have been taken out of agricultural/forestal use in years passed. Other areas of industrial development have taken place in proximity to the County's parks, and the County has made substantial investments in infrastructure to serve industrial users, current and potential. However, the areas surrounding the parks are in part in agricultural use as well as residential use. As property owners seek to amend the zoning of properties in the area of infrastructure improvements that are designated for industrial use in the Comprehensive Plan, conflicts arise. Seeking balance between the three interests, protecting agriculture, protecting residential property, and facilitating economic development in areas that are served by infrastructure, is an on-going issue for the Board of Supervisors.

Agriculture and Forestry Implementation Strategies

Protecting important farm and forest land

- a. Use information available from sources including but not limited to the USDA and Natural Resources Conservation Service to make decisions regarding requests for Zoning Map Amendments and Comprehensive Plan amendments. Limit changes to said documents to only those that protect the land most capable of producing crops unless other mitigating factors are present.
- b. Direct impactful non-agricultural development to properties that are not indicated as prime farmland and farmland of statewide importance.
- c. Support the recruitment and siting of environmentally compatible industry and commercial establishments in areas that are already similarly developed or in public or private industrial parks to minimize the sacrifice of prime agricultural land for such development.
- d. Support programs and initiatives designed to provide a positive environment for the continuation of the family farm institution, such as the Century Farm program and conservation easements.
- e. Continue to permit the creation of residential lots through the “family transfer” process to permit immediate family members of the farmer to remain on the family land and continue to farm the family land.
- f. Consider initiation of further rural historic district designations to protect agricultural and forestry interests, such as the Sebrell Rural Historic District recognition.
- g. Continue to encourage the creation and addition to Voluntary Agricultural and Forestal Districts. Continue careful scrutiny of applications to withdraw properties from such districts prior to the end of the term.
- h. Encourage the donation of conservation easements and other means of land conservation such as the “Tomorrow Woods” program through the Virginia Department of Forestry.
- i. Encourage careful management of the natural resources of the County to enhance both the environment and the economic base of the County. The production of field crops, the raising of animals, the production of trees as a crop, recreational and tourism uses focused on the environment, as well as preservation of wildlife and natural beauty should be recognized as elements of the management program.
- j. Support programs and initiatives that manage County forests to provide the best combination of recreational uses, wildlife habitat, and forest products production.
- k. Consider amendments to the utility scale solar regulations to provide incentives to re-use already cleared land, such as abandoned processing facilities or uses such as chicken houses, to permit alternative energy development while preserving active, productive, farm and forestland.
- l. Continue to permit the subdivision of agricultural land for agricultural use only for the current ten-year term, to permit local farmers and foresters to grow their holdings while limiting residential development outside the Rural Residential zoning requirements.

Education

- m. Support programs and initiatives to improve agricultural education and forestry management education in the public school system and encourage the development of vocational education programs and facilities to support existing agricultural and timber-related industries.
- n. Encourage producers of agricultural products to work with the local school systems to provide education regarding the importance of local agriculture and forestry to the community beginning in elementary schools.

- o. Support programs and initiatives of the Virginia Cooperative Extension Service and local community college system designed to provide continuing adult education to agriculture professionals and the general public.
- p. Support programs and initiatives to educate current and potential residents about the importance of agriculture to the County and State and warn potential non-farm rural residents of the potential conflict points between agricultural and residential uses, including noise, dust, and the presence of large farm equipment on rural roads.

Economic development

- q. Amend the zoning ordinance to broaden the types of uses considered agricultural in nature to include eco-tourism, agri-tourism, wineries, farmers' markets with produce grown elsewhere, archeology, and other types of businesses that tie closely to agriculture.
- r. Seek opportunities to promote access to local foods for residents and the school system, including increased opportunities for farmers' markets not located specifically at the farm on which the food was grown or produced. Amend the zoning ordinance as necessary to permit such markets.
- s. Encourage the installation of alternative energy systems, i.e. solar energy systems, to power individual residences, public properties, and private businesses, and reduce the need for utility scale solar development.
- t. Encourage the development of alternative energy production, i.e. wind and solar power generation, only on properties that are made up of less productive farm and forest land.
- u. Encourage the installation of alternative energy facilities on brownfields and other non-agricultural, non-productive land.
- v. Seek green industries to capitalize on both the County's abundant wood basket and abundance of sunlight in areas that are made up of less productive farm and forest lands.
- w. Seek a diverse employment base through the economic development program, emphasizing the value of local agricultural and forest products and the occupations dependent on and serving those industries.

Energy

Energy generation, in particular renewable energy generation, plays an increasing role in land use considerations and the potential for economic development in Southampton County. Dominion Energy switched their local production of energy at the facility on General Thomas Highway from coal-fueled to biomass-fueled in 2011. The Enviva Pellets plant in the County's industrial park has been manufacturing wood pellets for energy generation since 2012, and is currently undergoing an expansion. The Southampton Solar project, first approved in 2017, creates 100MW of power through the use of photovoltaic panels over approximately 1,400 acres of land in the Newsoms/Boykins area. It is expected the growth of the energy sector in Southampton County will continue. Since Southampton Solar began operating in 2018, a steady stream of contacts requesting information about the possibility of further utility scale solar development has occurred.

The Commonwealth-wide abatement of machine and tools taxes for the installed solar energy generation equipment that was in place prior to the 2020 General Assembly session meant localities that were home to such facilities sacrificed prime agricultural and forestal land for the development of utility scale solar projects for little financial gain. While real estate taxes on land under the panels increased to an extent and any land that was in the County land use program was subject to roll back taxes, the installed equipment was deemed to be certified pollution control equipment so the machine and tools taxes were abated in large part. This statewide tax abatement left agricultural communities with little to show for the loss of productive farmland.

The 2020 session of the Virginia General Assembly made major strides in forwarding clean energy development. The two major utilities in Virginia are now required to produce energy from 100 percent renewable sources by no later than 2050. To help balance those ambitious requirements, the General Assembly also adopted legislation that provides opportunities for local governments to derive greater benefit from utility scale solar development than in the recent past, thus making local approval of such projects more palatable to the community. The requirement for siting agreements and the shared revenue sharing opportunities that accompany utility scale solar development has helped increase the financial opportunities for communities that see solar development.

Financial Considerations regarding utility scale solar development

Prior to the 2020 General Assembly session, the localities that were home to data centers and other large beneficiaries of solar-generated power accrued the financial benefits of an increased tax base and other financial windfalls from those end users, while the rural communities where the solar installations were constructed benefitted little. The 2020 General Assembly session helped rural governments see the potential for an increased financial benefit from the development of utility scale solar installations. These changes may be seen by legislators as a means to help bridge the divide between localities that seek to retain their agricultural heritage and economy, and potential utility scale solar developers seeking large swaths of developable land in agrarian communities.

The 2020 legislation provided opportunities for utility scale developers to make financial and other benefits available to host communities to assist with capital and public needs beyond mitigating the effects of the development. One of the changes includes the requirement for siting agreements. A siting agreement must be made between a locality and a potential solar developer. These agreements can not only mitigate the impacts of the specific development on the community as proffers have done in the past, but may also provide financial compensation for a broader range of capital needs and the community's fiscal fund balance, and may assist with the deployment of broadband in the community. Siting agreements will be an important part of any utility scale solar land use decisions, balancing the needs of the community with the desire of a potential utility scale solar developer. Such siting agreements require negotiations between the

locality and the project developer, and a public hearing before the elected body. Once a siting agreement is approved, the project must still go through the entitlement process, with further public hearings before the Planning Commission and Board of Supervisors.

The legislation also provides a local option that localities may adopt for projects whose applications were filed after July 1, 2020 to assess a revenue share of up to \$1,400 per megawatt, providing the solar development a 100 percent machine and tool tax abatement in exchange for the revenue sharing. Prior to this legislation, utility scale solar projects greater than five (5) megawatts were entitled to an 80 percent exemption from machine and tools taxes for the solar equipment. This abatement in some cases may have been a component of locality decisions regarding solar development. The 2020 legislation was designed to help communities that were sought to be the host of large scale solar development recognize a financial benefit to counterbalance the loss of active agricultural and forestal land.

Locational Considerations regarding utility scale solar development

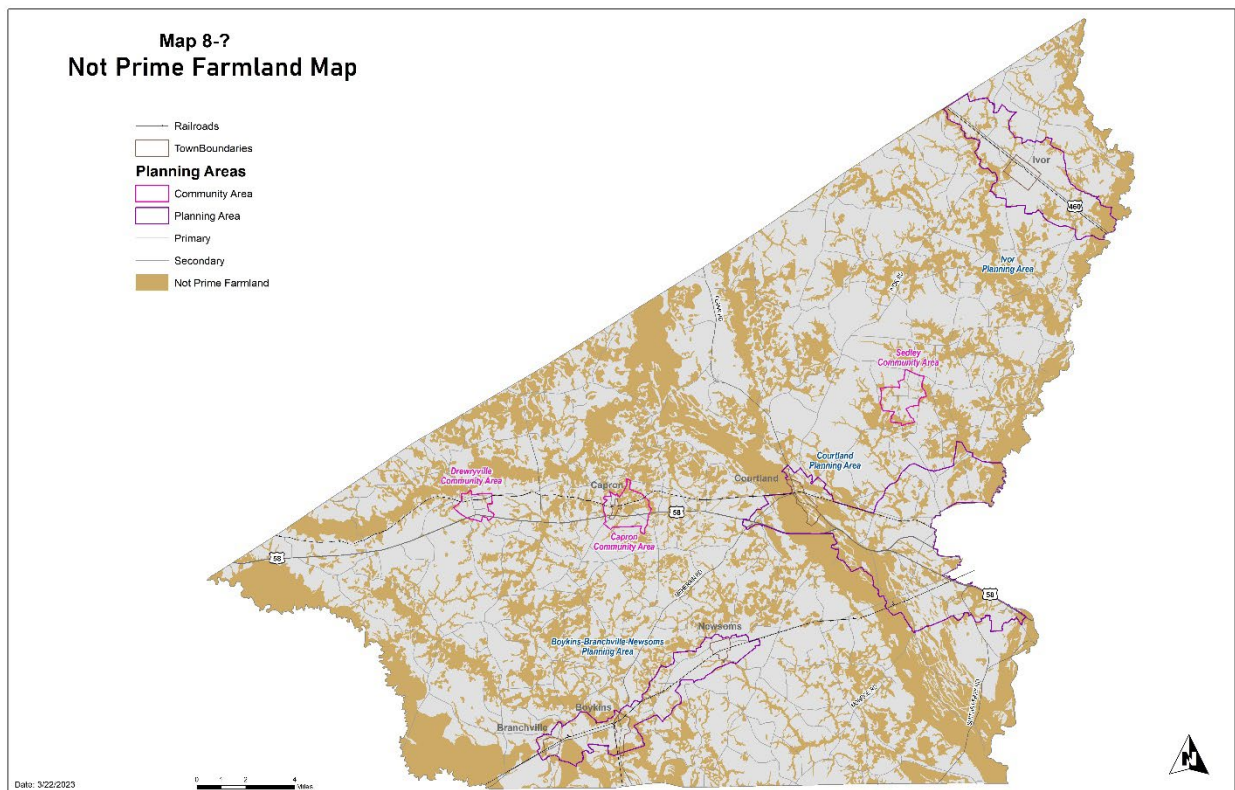
The location of utility scale solar development is an important factor to consider when the Board of Supervisors reviews such requests, as important as the financial considerations. Southampton County's Future Land Use maps indicate the locations of the six (6) incorporated towns, all of which have their own adopted Comprehensive Plans and zoning ordinances. While these incorporated towns have and enforce their own zoning ordinances, the areas outside of but in close proximity to their borders are in large part within the County's A-2 zoning designation and within a Planning Area in the County. Planning areas, also indicated on the County's Future Land Use maps, include the Ivor Planning Area, the Courtland Planning Area, and the Boykins-Branchville-Newsoms Planning Area. These areas are expected to serve as the predominant activity centers for the County, and public investments in infrastructure occur in these areas. The Planning Area designation indicates the area surrounding the incorporated towns is seen as the likely expansion area for the towns. These areas surrounding the towns may have water and sewer availability, are often developed with small-lot residential development and local business development, and are seen as the outskirts of the six towns. These areas surrounding the towns are areas that should be reserved for the suburban-type development prevalent within the town limits. Using areas within a mile of town limits for utility scale solar development is not congruent with the town-styled development taking place within the town limits and the immediate surrounding area, and as such is prohibited in the 2022 utility scale solar regulations.

There are also areas indicated as Community Areas on the Future Land Use Maps. These areas, the Sedley Community Area, the Capron Community Area, and the Drewryville Community Area, are places near and around historically-commercial centers and include civic and religious establishments, fire stations and post offices, and other service facilities. These Community Areas also include a range of housing types and densities that are more suburban and town-like in nature than the surrounding agricultural areas. In these Community Areas, removing areas of land to develop for utility scale solar installations may be seen as a negative impact on the future development of the area and should as well be avoided. Utility scale solar development is not, however, prohibited in these areas, as long as they are more than one (1) mile from an incorporated place.

There are community centers throughout the County, including Adams Grove, Berlin-Dory, Burdette, Darden Mills, Edgehill, Kingsdale, Little Texas, Scottswood, and Sebrell. These areas are recognized for their existing development, sense of place and history, commercial enterprises, and religious establishments. They are developed in large part with low density, suburban-type lots containing single family residences. Some centers include limited commercial or civic development, such as local shops and recreational fields. These areas often are within R-1 and R-2 zoning designations, both indicating low density residential development in neighborhoods. Areas developed with single family residences, some on tracts in the range of 20,000 square feet in area, are limited in number throughout the County.

Encouraging residential development in developed neighborhood areas helps limit sprawl, a costly development pattern, and a pattern that has the potential to disrupt agricultural and forestal practices when residents are not aware of the impacts of farming and forestry. These community centers, many with single family zoning designations, are areas that should be avoided when possible in the development of utility scale solar development, to preserve the suburban nature and to encourage residential development in areas already developed as such. Locating utility scale solar development away from population centers may also help mitigate negative impacts on the communities that some fear from large, industrial-looking utility scale solar developments. Utility scale solar development, while not ideal in areas close to residential family neighborhoods, schools, and churches, is not prohibited.

Much of Southampton County is made up of land designated as prime farmland and there are also areas noted as farmland of Statewide importance in the Soil Survey prepared by the USDA in cooperation with Virginia Tech and the Natural Resources Conservation Service. Prime farmland, as noted in the Soil Survey, is land that has the best combination of physical and chemical characteristics to produce food, fuel, and fiber. It has the appropriate combination of soil quality and moisture supply to economically produce sustained high yields of crops. Per the soil survey, approximately 231,349 acres of the County, or nearly 59 percent of the total County area, meets the standards to be noted as prime farmland. When prime farmland is used for nonagricultural uses, including utility scale solar development, pressure is placed on marginal land, which can be highly erodible and less productive. The following map displays the areas of the County noted as not prime farmland, areas on which utility scale solar development is more appropriate, so as to retain the highest level of productive land for agriculture and forestal uses.



Other Considerations

Energy production is not limited to utility scale projects, however. Individual residential properties continue to install solar energy equipment throughout the County. These residential-scale installations are considered to be another component of the equipment needed to operate a home, and are permitted just as the plumbing and HVAC equipment is, with no special review or approval beyond what is required by the Uniform Statewide Building Code and zoning setback requirements for installations for those not on the roof of the residence. Such installations help individual property owners take advantage of the sun's power to create energy, just as the utility scale solar developers do. In some areas of Virginia, community-scale solar installations have been installed. These community-scaled projects can provide energy for a neighborhood, a multi-family development, or an industrial development. Schools throughout Virginia have installed solar energy equipment on their properties to help reduce utility bills and provide learning opportunities for students. Churches and other civic institutions install solar equipment as well, helping reduce costs and impacts on the environment that accrue from other means of providing electricity. These smaller-scale projects are an important contribution to meeting Virginia's energy needs.

Southampton County residents see the importance of alternative energy sources, as is evidenced by the increasing number of homeowners installing solar energy equipment for their own residential use. However, the sacrifice of important farmland and forestland is seen as too high a price to pay to permit such utility scale development on the most productive land. Ways to permit such development while protecting the rural landscape and prime agricultural and forestal land will be an on-going discussion even after the adoption of revised regulations.

Battery storage of energy is an issue other communities have faced in recent years, and a discussion was held in February 2022 between the Planning Commission and a firm that wished to install a battery storage facility near a substation on General Thomas Highway. The zoning ordinance does not list battery storage as a permitted principle use, so an amendment to the text of the ordinance would need to be completed prior to any such development. Should a firm wish to pursue such a text amendment, public hearings before the Planning Commission and Board of Supervisors would be required.

Implementation Strategies

- a. Support efforts to integrate alternative energy production with agricultural uses to make fuller and more diverse use of less-productive agricultural properties.
- b. Seek green industries to capitalize both on the County's abundant wood basket and the abundance of sunlight, while protecting the agricultural and forestal resources that make up a large part of the County's economy.
- c. Use recognized soil publications to direct utility scale solar development away from areas noted as Prime Farmland or Farmland of Statewide Importance.
- d. Encourage the required siting agreements between the County and potential solar developers balance the needs of the community with the needs of the developers.
- e. Consider adoption of a revenue sharing ordinance that permits the assessment of a revenue share up to \$1,400 per megawatt for utility scale solar projects, rather than the typical machine and tools tax, which is subject to abatement.
- f. Continue to streamline the issuance of permits for residential solar installation. Consider a means to encourage fuller use of residential-sized solar installations, including researching the availability of federal or state grants for such installations to assist homeowners in their search for funds.
- g. Consider density bonuses for new residential neighborhoods that require all new homes to include photovoltaics for all or part of their energy needs.

- h. Consider amendments to the utility scale solar ordinance that would allow for the construction of distributed solar (1-3MW) in the areas of incorporated towns, should further information and incentives be available.
- i. Consider amendments to the utility scale solar regulations that permit community-scale solar projects in conjunction with the development of a single family or multi-family neighborhood.
- j. Consider amendments to the utility scale solar regulations that encourage the re-use of brownfield properties such as abandoned processing facilities, school properties, and other unused properties that have been removed from agriculture and forestal use in the past.
- k. Consider the addition of battery storage facilities to the list of permitted uses in an Industrial zoning category in appropriate locations with a Conditional Use Permit.
- l. Review the utility scale solar regulations in the County's ordinance on a regular basis to ensure the ordinance is keeping up with advances in the solar industry and changes in the State's regulation of such facilities.
- m. Encourage the installation of solar fields in conjunction with public school renovations and additions or amendments to other public buildings.
- n. Consider incentives for the inclusion of private solar installations in conjunction with the development of private industrial facilities. Installations such as these would power the individual industrial user and supply excess power back to the utility grid.

Community Facilities

Introduction

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

Local Government

Until recently, Southampton County was governed by a seven-member Board of Supervisors, which was comprised of members from each of the seven election districts. Supervisors served four-year terms and elect a Chairman and Vice-Chairman from their membership.

Redistricting was necessary after the 2020 US Census, however. Per the March 22, 2022 Board of Supervisors meeting agenda information, there were a number of hurdles in the redistricting process, which would typically have been completed prior to November 2021 general election. The delays in the redistricting process were impacted by:

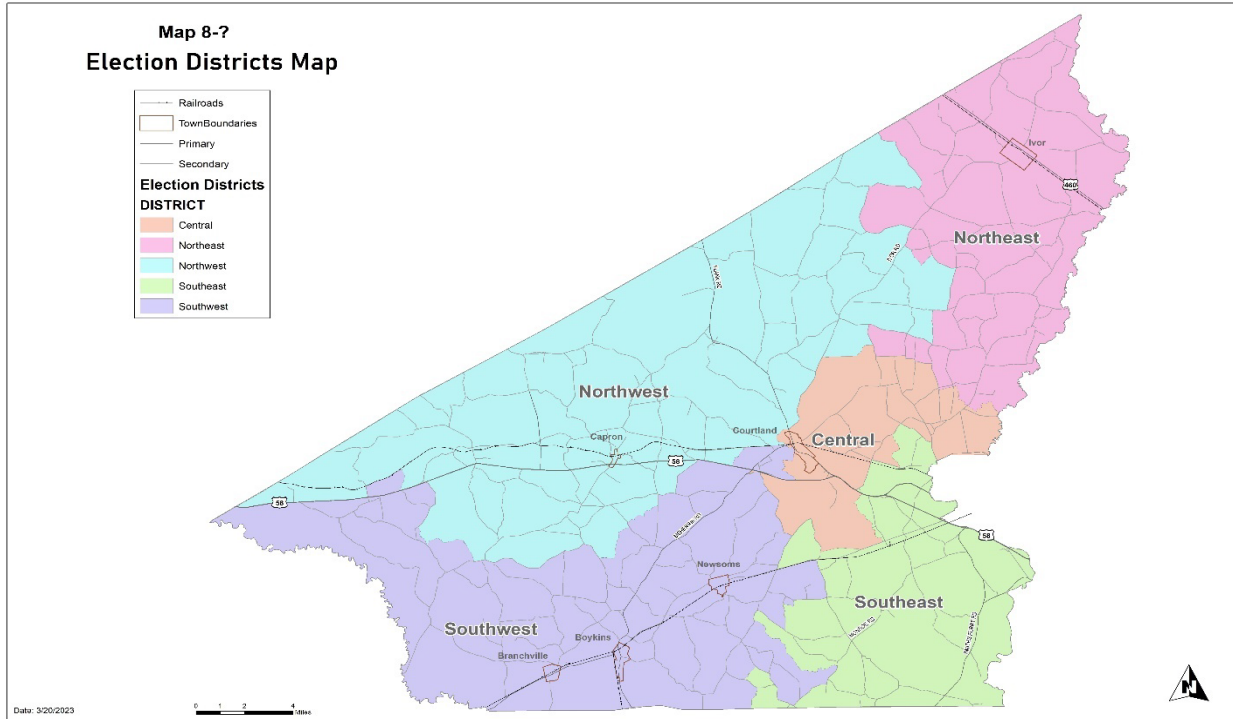
- late release of population data from the 2020 Census due to the COVID-19 pandemic,
- the change in Virginia law stating that the prison population needed to be counted in the locality of their last known address, rather than the locality of the prison they were in at the time of the census, except those with very long sentences,
- the change in Virginia law requiring each local precinct to be wholly within a single congressional district and delays in establishment of those districts in Virginia, and
- enactment of the *Rights of Voters Act* in 2021, which contained new public notice requirements associated with conversion of district seats to at-large seats, changes in election district boundaries, and/or consolidation or relocation of polling places.

These requirements caused the population of Southampton County to decrease with the net loss of 852 prisoners and persons in jail. That affected the population in the Drewryville District. Adding to the shift in population, most of the population growth in the preceding 10 years was in the eastern part of the County, with little growth in the western part. Additionally, the new Congressional District line split the Newsoms District, which was then prohibited.

With these changes, it was mathematically impossible to balance the population in seven (7) districts. Ultimately, the Office of the Attorney General approved reduction of the number of districts to five (5), with two (2) additional at-large seats, so as to retain the integrity of the Board. The two affected districts were Newsoms and Drewryville. The Supervisors who serve those two former districts will serve until their terms expire. Upon that expiration, those two seats will become at-large seats.

The five (5) new districts are known as:

- Northwest Election District, including Capron, Drewryville and Sebrell areas
- Southwest Election District, including Boykins, Branchville, and Newsoms areas
- Southeast Election District, including the Blackwater River and fairgrounds areas
- Central Election District, including Courtland, the Darden Mills area, and a portion of the Sedley area
- Northeast Election District, including Berlin, Ivor, and a portion of the Sedley area



Source: Southampton County GIS

The Board is responsible for levying taxes and setting policies and procedures for the citizens of Southampton County. The County Administrator serves at the pleasure of the Board and is responsible for daily operation of the County government. Most of the County’s administrative departments, the Department of Social Services, and the Department of Health are located in the 30,000 square foot Southampton County Office Center, which is located on the old Courtland Elementary School site and opened in June 1992. The Voter Registrar’s Office is located on the County Office campus as well. The Community Development Department is located in the former Woodlands building on Cheroenhaka Road, adjacent to the Public Utilities Department. The Public Works Department shares a campus with the Southampton County School’s Administration Office.

The Southampton Courthouse, located near the Nottoway River in Courtland, is undergoing extensive renovation and additions, and is scheduled for completion in early 2024. While the Courthouse is under construction, court functions are held split between a temporary building on the Courthouse campus in the City of Franklin and the former Hunterdale Elementary School.

Public Safety

Southampton County’s chief law enforcement officer is an elected Sheriff who serves a four-year term of office. The Southampton County Sheriff’s Department has 85 employees serving a number of functions, including law enforcement, court security, and corrections.

The Southampton County Jail and Annex, which houses up to 57 inmates, is a maximum security facility designed to house those persons who are sentenced up to twelve (12) months. It is also located in Courtland. This is an all-male facility, with female offenders sent to other facilities. The Southampton County Jail Farm, a 100-bed facility north of Capron, is leased from the Commonwealth and used as a work camp. It houses up to 100 non-violent male offenders in a minimum security environment who are eligible to work regular jobs within the community through the work release program to help gain financial means to meet their family obligations as well as to make restitution, as they near the end of their sentences.

The Virginia Department of Corrections operates several correctional facilities in Southampton County and also has a security ward at Bon Secours - Southampton Medical Center in Franklin. As of December 2022, the Deerfield Correctional Center housed 868 inmates. The Deerfield Men's Work Center 1 housed 17 inmates, while the Deerfield Men's Work Center 2 housed 63 inmates. In December 2022, the Secure Medical Facility at Bon Secours - Southampton Medical Center housed 8 inmates. The Department of Corrections Eastern Regional Office was located near the Deerfield facilities. All facilities except the hospital are located near on Old Belfield Road near Capron.

Fire and rescue service in Southampton County is provided by ten volunteer fire departments and six volunteer rescue squads. Fire departments are located throughout the County in Boykins, Branchville, Capron, Courtland, Drewryville, Franklin, Ivor, Hunterdale, Newsoms, and Sedley. Rescue squads are located in Boykins, Capron, Courtland, Franklin, Greensville, and Ivor. In September 2019, the City of Franklin and the County began discussing an agreement whereby the City would staff all four volunteer rescue squads in the County, 24 hours per day, 365 days per year. Each shift includes two service providers, one of whom is a Firefighter/Medic Advanced Life Support (ALS), and the other a Firefighter/EMT Basic Life Support (BLS). The agreement went into effect January 1, 2020. A joint oversight committee was formed to create standard operating procedures and to standardize uniforms. Agreements were made concerning revenues derived from ambulance billing for transports by the volunteer rescue squads and by the City. The contract is negotiated annually by March 15, and renews each year, with the right to cancel held by each locality with 180 days' notice.

Health Care

Bon Secours - Southampton Medical Center, a 219-bed facility, was originally established in 1963 as Southampton Memorial Hospital and is located on Fairview Drive in Franklin. The hospital is fully accredited by the Joint Commission on Accreditation of Health Care Organizations and is licensed by the Virginia Department of Health. It contains a 24-hour emergency room and offers a full range of services. The staff of the hospital includes more than 90 healthcare professionals as well as support staff, totaling approximately 450 employees in 2023.

Other health care facilities serving Southampton County include The Village at Woods Edge, a senior living community in Franklin near Bon Secours – Southampton Medical Center. The Village offers 55 one and two-bedroom private apartment homes for independent senior adults. An additional forty-two private suites are available in The Manor, a separate but adjoining assisted living facility. The Manor provides short-term rehabilitation and memory care. The East Pavilion is a 116-bed long-term care facility and is operated by Bon Secours – Southampton Skilled Nursing and Assisted Living as part of the Medical Center. The Courtland Rehabilitation and Health Care Center is a 90-bed facility located within the Town of Courtland with intermediate care service provided by a licensed staff on duty 24 hours a day.

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

Libraries

The County is served by the Blackwater Regional Library, which is headquartered in Courtland and has branches throughout the region. The Walter Cecil Rawls Library and Museum is located on Main Street in Courtland and is also affiliated with the Virginia Museum. It opened in 1958 and was renovated in Spring

2001. The Rawls Library currently holds 156,547 volumes. The Blackwater Regional Library system also provides quality data bases free of charge to its patrons, including:

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

The Paul D. Camp Community College Library, located in Franklin, holds approximately 23,000 volumes and has 200 periodical and newspaper subscriptions. In addition, the Library provides access to CD-ROMs, the NOTIS Library System, and the Internet. These services are available to the citizens of Southampton County for research, to promote literacy, and to support professional development.²

Parks and Recreation

The rural nature of Southampton County provides opportunities for its citizens to enjoy nature in a variety of ways. Southampton County does not have a parks and recreation department, but there are many recreational opportunities available to residents. Hunting, fishing, and boating are popular recreational activities in the County.

The 2008 Southampton County Parks and Recreation Plan included a survey and the survey found that the most common recreational activities in which County residents participate involved youth and organized sports. Almost three-fourths of the respondents said that their community needs more youth activities, and over half felt more adult activities are needed, with most citing organized sports programs as the types of activities most sought. Residents who participated in the survey cited the need for baseball fields, basketball courts, and playgrounds. Community not-for-profit organizations, such as local baseball organizations in the towns, provide ball fields and playgrounds in some areas. Other recreational opportunities available in the County include horseback riding, water sports and golf.

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

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

² Paul D. Camp Community College, *Get Ahead*, p 56.

- Providing the potential for additional economic benefits to the adjacent community. This designation will help to protect the rivers for public use and enjoyment.

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

- It is noted that while private organizations may provide recreation programming for the County in the short term, they are not charged with planning for the long term recreation, park and open space needs of a community.
- Due to extremely high demand for public access to the waters of the Commonwealth, any large acreage waterfront property that becomes available on the major tidal rivers or their tributaries in the region should be evaluated for potential acquisition and development as a regional or state park. Potential acquisitions should be explored along the Nottoway River in Southampton County.
- Local, regional and state agencies and organizations should implement the Trans Virginia Southern Trail that will stretch from the Cumberland Gap to the Chesapeake Bay through the region. This trunkline is comprised of many trails existing or underway. The network will connect the mountains to the sea and stimulate ecotourism across Southern Virginia. In Hampton Roads, the corridor could go through the City of Virginia Beach, Chesapeake County, City of Suffolk, Isle of Wight County and Southampton County.
- Regional and local agencies should provide adequate support facilities and services, such as restrooms, concessions, parking and maintenance for existing and proposed public water blueways including the Nottoway River Water Trail and the Blackwater River Water Trail.
- Opportunities to traverse Virginia's scenic and cultural landscapes are enhanced through nationally recognized designation as a scenic highway or Virginia Byway. State Route 35 in Southampton County is a Virginia Byway route.
- Flood abatement strategies for the Blackwater River should favor protection of existing forested wetlands in the watershed. State agencies and private organizations, such as The Nature Conservancy, are encouraged to acquire and manage bottomland hardwood tracts along the river.
- Establish a state forest in Sussex and Southampton Counties with opportunities for public access to outdoor recreation. The Nature Conservancy has secured large tracts from International Paper in the vicinity of the Piney Grove Nature Preserve. The Virginia Department of Forestry should acquire this property as a state forest.

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

Access to the Blackwater and Nottoway Rivers provides recreational opportunities for County residents and visitors. The Virginia Department of Game and Inland Fisheries has four (4) boat ramps available to the public. Access to the Blackwater River is available at 37351 Unity Road just west of the Isle of Wight County line. Access to the Nottoway River is available from a ramp north of Carys Bridge Road east of Eppes Drive, a ramp located at 33275 Smiths Ferry Road in the area south of Forks of the River Road, and south of General Thomas Highway at its intersection with Shady Brook Trail.

The Franklin-Southampton County Fair is held the second week of August in the Agri-Civic Center on New Market Road. The 2023 Fair will be its 42nd year. The fair reflects and celebrates the agricultural heritage

of the region. The fair is a four-day event that includes livestock, horticulture and field crop exhibits, contests for home arts, art and photography, and science and technology. Other entertainment includes musical entertainment, Fair Queen contests for all ages, a talent show, vendors, rides and many other events. The Fairground is used throughout the year for other community events as well.

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

Historic and Cultural Resources

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

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

There are twenty sites in Southampton County that are currently listed on the National Register of Historic Places and the Virginia Landmarks Register (Table 2-4). Some of these properties include individual houses representing a variety of periods in American architectural history, from Federal to Queen Anne. Some are sites that are reflective of the indigenous history of the County. Three sites, the Courtland Historic District, The Nottoway of Virginia, and the Sebrell Rural Historic District, includes large areas of the County. The Courtland School, constructed as a Rosenwald School, is included in the listing. Additional historic properties or districts may be added to the Registers as a result of further study.

THE NATIONAL REGISTER OF HISTORIC PLACES – THE VIRGINIA LANDMARKS REGISTER
LISTED PROPERTIES
SOUTHAMPTON COUNTY, VA

Property	Location	USGS Quad	VLR	NRHP
Aspen Lawn	4438 Hicksford Road	Adams Grove	6/15/2004	4/2/2006
Beaton-Powell House	32142 Main Street	Boykins	9/18/2008	11/14/2008
Beechwood	NE of Courtland on VA 643	Vicksville	9/20/1982	2/2/1983
Belmont	NE of Capron off VA 652	Capron	7/18/1977	10/4/1977
Brown's Ferry	E of Drakes Corner of VA 684	Sunbeam	3/21/1983	6/19/1983
Courtland Historic District	Town of Courtland	Courtland	12/12/2019	3/19/2020

Courtland School	25499 Florence Street	Courtland	6/16/2016	8/15/2017
Elm Grove	NE of Courtland on VA 646	Courtland	5/16/1983	7/25/1983
Fortsville	Intersection of Rt. 612/Rt 611	Drewryville	6/2/1970	9/15/1970
Mahone's Tavern	22341 Main Street	Courtland	3/20/2008	5/29/2008
The Nottoway of Virginia	Countywide	NA	9/17/2020	4/26/2021
Rochelle-Prince House	22371 Main Street	Courtland	9/30/2010	1/7/2011
Rose Hill	NE of Capron on VA 635	Capron	9/19/1983	1/1/1984
Rotherwood	15410 Southampton Parkway	Capron	12/8/2022	Pending
Sebrell Rural Historic District	Bordered by Nottoway River, Assamoosick Swamp, and Old Hickory Road	Sebrell	9/30/2010	8/27/2013
Simmons-Sebrell-Camp House	Zebulon Simmons Tract	Sebrell	6/19/2007	10/24/2007
Sunnyside	VA 673	Capron	10/22/1985	7/9/1986
Rebecca Vaughan House	26315 Heritage Lane	Courtland	9/30/2010	1/7/2011
Vincent House	23016 Main Street	Capron	9/11/2001	1/17/2008
Millie Woodson-Turner Home Site	Indian Town Road and Cobb Pond Drive	Capron	9/17/2020	4/26/2021

Source: Virginia Department of Historic Resources

Southampton Heritage Village and Agriculture and Forestry Museum

The Southampton Heritage Village and Agriculture and Forestry Museum is located on approximately ten acres in Courtland. The museum and surrounding properties displays antique farm equipment, hand tools, and household items from 200 years of Southampton history. There are both indoor and outdoor displays. Heritage Village includes a 1950s country store, a one-room schoolhouse, and a number of buildings, including a dwelling and a church. The museum includes an extensive electric train exhibit, models of historic buildings, a model of historic Courtland including the train station, local fossils and other archeological finds, military memorabilia, and many other items of local history. Events are held throughout the year, and school groups visit the museum regularly. Operating equipment includes a 1920s sawmill, grist mill, 1880s printing press, which are in use during festivals during the year. Events each year include Down Home Day, Heritage Day, and the Polar Express during the Christmas season.

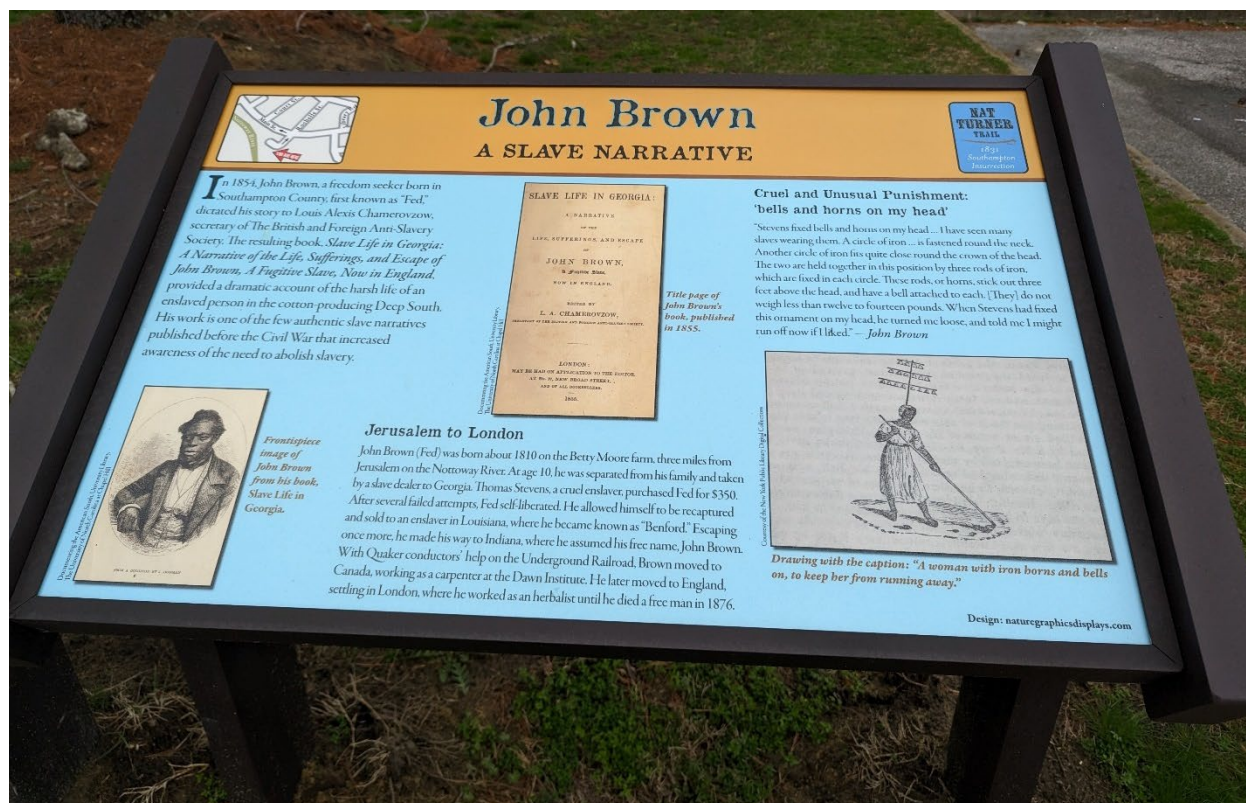


Source: FSEDI, Down Home Day

1831 Insurrection Trail

The Southampton Heritage Village and Agriculture and Forestry Museum property includes the Rebecca Vaughan House, in conjunction with the 1831 Insurrection Trail project. The house, moved from its original location, was the scene of the last killings of its occupants during the Southampton insurrection. Nat Turner's Rebellion was one of the most infamous and successful slave revolts in American history. While hundreds of people perished during this uprising, the 1831 Southampton Insurrection is a powerful lesson about slavery and the causes of the American Civil War. Nat Turner's followers traveled down still-existing roads as they marched towards the county seat - Jerusalem (now known as Courtland). When the rebellion was suppressed, Courtland became the scene of trials and executions. This exhibition serves to bring this history to the wider public. The Rebecca Vaughan House is the beginning of the Insurrection Trail. The trail will include 19 signs in Courtland for a walking tour, and a phone app and GPS to guide travelers on the driving tour throughout sites in the County.

1831 Insurrection Trail sign



Source: Circle C Communications

The Rebecca Vaughan house has undergone renovation in recent years and had a temporary opening in October 2022. Upon its final opening, the public will learn about the rebellion and its sites via an interactive map as well as artifacts such as Nat Turner's sword and the lock from his jail cell. Visitors will be able to acquire a brochure detailing a walking tour through Courtland and a driving tour throughout much of the County that will take visitors to numerous places where travelers can witness the historic landscape to learn about the rebellion. A total of nineteen (19) signs will be placed in Courtland and throughout the County telling the story of the insurrection and aftermath.

As of January 2023, final improvements to the Rebecca Vaughan House (floors, exterior painting, cleaning, window washing, moving floor coverings and furniture) were complete. The trail signs have begun to be installed, with the remaining signs to be installed at the completion of the courthouse renovations.



Source: FSEDI, Rebecca Vaughan House

Rawls Museum Arts

Rawls Museum Arts shares property with the Walter Cecil Rawls Library in Courtland. The museum was located within the library until 1999, when the new gallery opened on the grounds. The gallery houses the main gallery, the Francis Gallery which houses the Childrens' gallery, and an extensive permanent collection. The museum has visiting curators, lecturers, artists, performers and educators. The facility provides for short-term exhibitions, and educational opportunities for the community. The Rawls Museum Arts Educational Outreach Program provides area students the opportunity to experience the creative process first-hand, and events are held throughout the year for the community.



Source: FSEDI, Rawls Museum Arts gallery

Nottoway Indian Tribe of Virginia Community House & Interpretive Center

The Nottoway Indian Tribe of Virginia Community House & Interpretive Center, located at 23186 Main Street, Capron Virginia, offers a local history exhibit and meeting space for the Tribe and for Tribal activities. Designated as a history trail site, there is an outdoor exhibit for travelers who stop for a visit. The Nottoway Tribe has had a long history from first contact with Europeans in the 1600s, through early trade relations with other Tribes and Virginia's Colonial government, through the expansion of non-indigenous populations eastward, to the evolution of the Nottoway as citizens of Virginia.

The Community House itself is an historic building. It is located on land that was originally a portion of the Square Tract of the Nottoway Reservation. In the early 1900s, the building began as an Odd Fellows Lodge and later became the Prince Hall Order Masonic Lodge.

Since 2012, here in Southampton County, the Tribe's Community House is active with outreach presentations to school groups, educators, cultural workshops, an annual Nottoway River Clean River Day cultural event and a community supported Artisan Market. Classes and demonstrations on beading, quilting, flute making, artifact collecting, indigo dyeing, storytelling and community "Let's Talk" and more are held periodically. The Nottoway Tribe's cultural involvements and outreach go beyond powwows, as demonstrated in the visitors who have spent time at the Interpretive Center's exhibit in Capron. The center is open by appointment and on the first Saturday of the month, May through December.



Source: Nottoway Indian Tribe of Virginia

Cheroenhaka (Nottoway) Indian Tribe of Virginia - Cattashowrock Town

The Cheroenhaka (Nottoway) Indian Tribe of Southampton County, Virginia was reorganized February 2002 and State Recognized in 2010. In 2005 the Cheroenhaka (Nottoway) Indian Tribe of Virginia received its 501(c)3 tax exempt status under the name The Cheroenhaka (Nottoway) Indian Tribal Heritage Foundation, Inc. The Heritage Foundation became the tax exempt arm of the Tribe. In 2009 the tribe purchased 100 acres of land and in 2016 purchased an adjoining 163 acres off Cheroenhaka Road, near Courland, Virginia. From 2011 to 2012 the Tribe built a replica 17th Century Native American Palisade Village called Cattashowrock Town on its 263 acres of land. The Palisade Village is a facsimile of what William Byrd, II of Westover wrote about when he visited the tribe's reservation in Southampton County on April 7 and 8, 1728. Cattashowrock Town provides educational opportunities for educators, students and the public to learn about the ethno-history, culture and traditions of the Iroquoian Speaking Cheroenhaka

(Nottoway) Indians of Southampton County. The site includes interpretive walking and bike riding trails guided by signage identifying native flora and fauna indigenous to the area, both in the tribe's Iroquoian language and in English. Three tribal events are held during the year including the Green Corn Dance Powwow in July, a Native American Revival in September, and the Intertribal Corn Harvest Powwow and School Day the first weekend of November. Approximately 94,000 indigenous Long Leaf Pines from native Virginia seed sources were planted on the property between 2011 and 2019 to advance reforestation of the site in cooperation with the Virginia Department of Conservation and Recreation, the Virginia Department of Forestry, the U.S. Fish and Wildlife Service, and The Nature Conservancy. In recent years the tribe has been in high demand as Native Americans History Month guest speakers for all Military Installations throughout Hampton Roads, as well as at universities, colleges, elementary, and high schools in Virginia and North Carolina, as well as for other civic organizations within the state of Virginia. Cattashowrock Town is open for historical guided tours - March through November.



Source: Cheroenhaka (Nottoway) Indian Tribe of Virginia



Source: Cheroenhaka (Nottoway) Indian Tribe of Virginia

Solid Waste Management

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

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

Source: Southampton County

The County upgraded its collection sites to being staffed by attendants beginning in September 2006. This has reduced the number of non-residents using the sites for disposal of their refuse and has reduced the amount of solid waste that was not permitted at the site, including construction debris and commercially-generated solid waste. Since the staffing of the solid waste sites and other changes, the monthly quantities of solid waste has decreased steadily, with the average monthly solid waste tonnage sent to SPSA in FY 2022 being just over 60% of the solid waste sent to SPSA in FY 2006, as the population increased slightly.

**SOLID WASTE QUANTITIES
MONTHLY AVERAGE**

FY	TONS
2006	1,426
2016	735
2017	755
2018	771
2019	903
2020	839
2021	855
2022	845

Solid waste is being diverted from SPSA in a number of different ways in an effort to reduce the payments required to dispose of solid waste. Wood and vegetative materials are accepted separately at a number of the collection sites, as well as used motor oil and household recyclables. Recyclables are collected curbside in the towns of Boykins, Courtland, and Newsoms, and the neighborhoods of Hunterdale, Scottswood, and Edgell.

Outside of the towns that provide curbside pick-up for refuse and recyclables, Southampton County does not provide curbside pickup for refuse or recyclables. All refuse must be transported by residents to the transfer stations. All other wastes, including Household Hazardous Wastes, are collected by SPSA at the

Franklin Transfer Station or the Regional Landfill in Suffolk. Southampton County residents may dispose of residential waste at any other SPSA facility free of charge.

Water and Wastewater Facilities

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

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

Regional Water Utilities

Locality	Average Daily Use	Maximum Capacity
Boykins/Branchville	107,200 GPD	522,400 GPD
Drewryville	9,400 GPD	35,000 GPD
Edgehill	10,300 GPD	33,200 GPD
Newsoms	32,400 GPD	192,000 GPD

Source: Southampton County Utilities

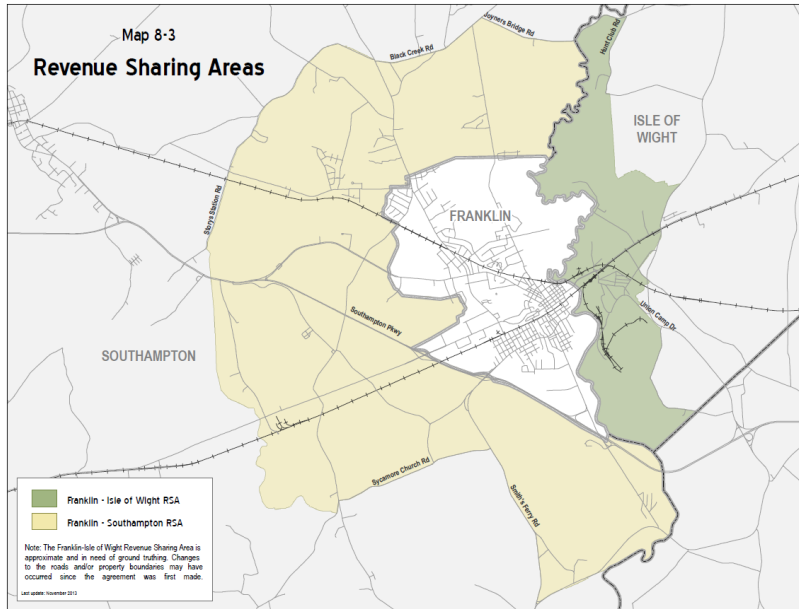
Regional Wastewater Systems

Locality	Average Daily Use	Capacity Use
Boykins	180,000 GPD	590,000 GPD
Courtland	260,000 GPD	990,000 GPD
Edgehill	23,000 GPD	40,600 GPD

Source: Southampton County Utilities

GPD: Gallons per day

Southampton County has an inter-locality agreement with the City of Franklin to work jointly on projects of a commercial/industrial nature. The agreement has been in place since 1999 and allows the County and the City to cooperate on commercial and industrial water and sewer extension projects. Map 6-3 shows the agreement area.



Source: Southampton County GIS

Community Facilities Implementation Strategies

Protect and enhance important historical and cultural features

- Support programs and initiatives that preserve important historic, archaeological, cultural, and scenic assets of the County.
- Support local civic leagues and cultural, environmental, and historical organizations to build strong community spirit.
- Pursue grant funding to complete a survey of architecturally and historically significant structures and sites.
- Participate in regional effort to map historic and archeological resources.
- Coordinate housing code enforcement/redevelopment projects with the State to ensure that any significant architectural details or buildings are identified and preserved.
- Coordinate public works projects with the State to ensure the identification and preservation of significant archaeological sites.
- Support historic preservation districts and commissions in the County and seek financial and technical assistance to study the development of zoning regulations that would include historic areas.
- Encourage efforts to maintain and repair historic structures in the County.
- Study regulations to require that redevelopment efforts be consistent with the historic preservation strategies contained in this plan.
- Promote heritage tourism as an industry in the County.

Enhance Recreational Opportunities

- Work with and support financially when possible community groups, such as the community baseball organizations, to provide sports and recreational facilities for County residents.

- b. Encourage the development of sound, planned, and desirable commercial recreational and tourism sites in the County, including facilities that promote heritage/historical tourism, cultural tourism, and eco-tourism.
- c. Amend zoning ordinance to permit facilities for farm tours, agri-tourism facilities, and other similar uses in the agricultural zoning districts.
- d. Create a printed map and a link on the County website showing public and commercial recreational offerings in the County.
- e. Work with Franklin Southampton Economic Development Inc. on tourism and recreational facility development.
- f. Work with local historical and cultural organizations, including organizations like the Blackwater Regional Library and the Rawls Museum Arts, to enhance educational, recreational and tourism opportunities. Provide funding as available.
- g. Evaluate and enforce existing local hunting laws and regulations.
- h. Seek opportunities to more fully utilize the Franklin Southampton County fairgrounds on a year-round basis.
- i. Work with agencies such as the Department of Game and Inland Fisheries and the Department of Conservation and Recreation to enable the development of outdoor public recreational facilities. Ensure appropriate marking of access to such facilities.
- j. Consider establishment of a funding mechanism for parks and recreational facilities, through the proffer program, user fees, grants, meals or bed taxes, or other available means.
- k. Work with the School Board to seek ways to make public school playgrounds, fields, and tracks available to the public when not in use by the schools.
- l. Make available in print and on the County's website information about the State Scenic Rivers program and access points to the Nottoway and Blackwater rivers. Ensure the precepts of the State Scenic Rivers program that require additional review of specific projects, such as hydroelectric projects or dams, are adhered to, helping to retain the scenic qualities of the rivers.
- m. Promote healthy lifestyles by seeking recreational opportunities for all ages, interests, and abilities.
- n. Use the 2008 Southampton County Parks and Recreation Plan as a guide to developing parks and recreation programs and facilities, incorporating the recommendations into Capital Improvements Planning where appropriate and as funds are available.

Support Community Services

Infrastructure

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

- k. Direct growth to areas where facilities and infrastructure exist or are planned. Cooperate with the City of Franklin to ensure planned development enhances both localities in areas where the two localities abut and within the revenue-sharing areas.
- l. Support the establishment of community-oriented programs which are focused on more complete use of school facilities.
- m. Work to ensure all qualifying residents have access to social service programs as necessary.
- n. Support social service programs which tend to reduce dependency upon the government and which encourage individuals and families to be self-sustaining.
- o. Involve the Planning Commission in the development, implementation, and update of the capital improvements plan to ensure that community facilities are scheduled in a manner compatible with the financial capability of the County. Continue annual review of Capital Improvements Plan by Planning Commission, including participation by County departments and participating agencies to prioritize requests.
- p. Support efforts to improve the state of health of all citizens. Seek to facilitate access to both emergency and on-going medical, dental, and mental health care for all residents regardless of financial means.
- q. Develop a strategy to deal effectively with buildings that are left unattended in a dilapidated state and continue enforcement procedures to eradicate dilapidated buildings. Fund enforcement of County ordinances that lead to elimination of blight, including building demolition and vegetation management.
- r. Develop a program to recognize positive actions leading to significant rehabilitation and/or improvement of properties and buildings in Southampton County.
- s. Support and encourage highway beautification programs such as Adopt-a-Highway.
- t. Review County construction projects with an eye toward life-cycle costs as well as initial-investment costs.
- u. Encourage and support appropriate internet access for all residents and businesses by 2030.
- v. Ensure County GIS system is complete and correct to include accurate building footprints, parcel lines, infrastructure locations, zoning designations, Land Use Plan designations. Monitor to maintain accuracy. Consider cooperation with the City of Franklin to provide more complete GIS information for the area.

Services

- a. Support strategies to attract and retain emergency medical service and fire department volunteers.
- b. Study alternative ways to supplement volunteer rescue and fire departments.
- c. Encourage the Sheriff to remain active in the identification and surveillance of areas where crime occurs and maintain an active plan to address what is identified. Update and maintain accuracy of GIS system to seek and understand trends in criminal activity.
- d. Continue a drug officer position to intensify the campaign against drug use and drug sources.
- e. Designate neighborhoods for active community policing. Work with neighborhoods in neighborhood-watch activities.
- f. Continue to assess crime fighting needs and funding opportunities.
- g. Maintain a public attitude of zero-tolerance for illegal drugs and a constant goal for getting illegal drugs out of Southampton County.
- h. Continue a random drug-testing program in the County's personnel policy.
- i. Build relationships with all segments of the legal and law enforcement community in Southampton County to address and enhance enforcement efforts at combating drugs and crime. Work with law enforcement personnel in the incorporated towns.
- j. Share common concerns with other agencies and principals regarding law enforcement and court proceedings.
- k. Include community safety strategies in monthly department head meetings.
- l. Seek Sheriff's Department input concerning current and anticipated space needs and safety needs.

- m. Continually review the efficiency and effectiveness of County operations, including the use of shared services departments.
- n. Involve the County Administrator and department heads in discussions of initiatives to improve efficiency.
- o. Review County policies and update when necessary.
- p. Continually review and scrutinize County funding sources and expenditures. Assign grant-seeking leadership to specific County staff member(s).
- q. Coordinate and prioritize capital needs in a capital improvements plan that is reviewed and updated with input from departments and funded agencies annually.
- r. Develop personnel contingency plans including projected long-range personnel needs.
- s. Study ways to distribute the tax burden more fairly and equitably.
- t. Seek additional revenue sources that ease the dependence on real property tax while still encouraging economic development.
- u. Conduct regular meetings involving the Board of Supervisors and the towns' councils and Franklin City Council to promote cooperation.
- v. Consolidate services and funding where and when practicable.
- w. Continue prioritizing agency activities and funding requests within the framework of purpose, beneficiaries, and local government responsibility.
- x. Review County vehicle and equipment purchases with an eye toward life-cycle costs as well as initial investment costs.

Citizen Participation

- a. Develop an ongoing public information program to communicate County news to citizens on a regular basis. Consider designating one employee to act as public information officer as part of current role to ensure consistent public message.
- b. Plan and implement County Day for the public.
- c. Charge Board of Supervisors members and County staff to be available to civic and community groups for speaking occasions.
- d. Charge department heads with the responsibility for keeping their respective advisory boards active. Provide adequate funding for board training and workshops.
- e. Charge advisory boards to follow the policy guidelines of their respective departments and the County.
- f. Actively recruit people to serve on boards and committees.
- g. Utilize the County website, news media, and other social media platforms to publicize the activities of Southampton County government.
- h. Continue setting aside time at Board of Supervisors and Planning Commission meetings for general citizen input.
- i. Seek input from citizens regarding improvements the County can assist their neighborhoods with to increase their sense of place.
- j. Create a regular forum for citizens to provide positive comments with regard to improvements sought for their neighborhoods and the County as a whole.
- k. Coordinate efforts between citizens' groups to make positive change possible.
- l. Continue the practice of live streaming of Board of Supervisors and Planning Commission meetings to increase citizens' awareness.

Environment

Introduction

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

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

Climate

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

Per the National Oceanic and Atmospheric Administration Centers for Environmental Information, the following significant events occurred in the County between June 22, 2015 (adoption of previous Comprehensive Plan) and October 31, 2022. None of these resulted in injuries or deaths; seven resulted in reported property damage totaling \$9.55M.

2015	
6/25/2015	1" hail, Hunterdale area
11/9/2015	Heavy rain, Courtland area
2016	
1/22/2016	Winter storm, County-wide, Sedley reported 5" of snow, Courtland reported 4" of snow
2/14/2016	Winter storm, County-wide
4/5/2016, 4/10/2016	Frost/freeze, County-wide
9/2/2016	Tropical storm
9/19/2016	Heavy rain, Hunterdale area
9/21/2016	Tropical Storm Julia, flooding, Little Texas area
10/8/2016	Hurricane Matthew, heavy rain, flooding, Hunterdale and Branchville areas, \$1.5M in damages
2017	
1/6/2017	Heavy snow, County-wide
3/31/2017	1" hail, Courtland and Drake Corners area
5/27/2017	1" hail, Adams Grove and Drewryville areas
7/15/2017	Heavy rain, Camp Corner and Hunterdale areas

2018	
1/3/2018	Winter storm, County-wide
1/17/2018	Winter storm, County-wide
3/12/2018	Winter storm, County-wide
6/22/2018	Heavy rain, Hunterdale area
12/9/2018	Winter storm, County-wide
2019	
4/19/2019	EF1 tornado, Green Plains area, \$5K in damages
5/31/2019	Hail, 1.5" in Issac area, 1.75" in Hunterdale area, 1.5" in Unity area
6/7/2019	Heavy rain, Courtland area
10/20/2019	Heavy rain, Adams Grove area
2020	
2/20/2020	Winter storm, County-wide
8/3/2020	Heavy rain, Sedley area
8/4/2020	Tropical storm Isaias, EF 2 tornado, Delaware area, US 58 and Courtland areas, \$8M in damages
8/6/2020	Heavy rain, Hunterdale area
8/15/2020	Heavy rain, flash flood, Sedley and Sadlers Crossroads areas, numerous roads impassable
9/9/2020	Heavy rain, flash flood, Drewryville, Newsoms, Shiloh, Adams Grove areas, numerous roads impassable
9/17/2020	Heavy rain, Drewryville area
9/29/2020	EF 0 tornado, Black Creek Road area, \$50K in damages
11/11/2020	Heavy rain, Sedley area
11/12/2020	Flooding, Green Plains area
12/24/2020	Heavy rain, Drewryville area
2021	
1/28/ 2021	Winter weather, County-wide
1/30/2021	Winter weather, County-wide
2/13/2021	Winter weather, County-wide, \$20K in damages
2/16/2021	Lightening, Sunbeam area, \$10K damages
2/18/2021	Winter weather, County-wide, \$15K in damages
3/18/2021	1" hail, Worrell area
6/11/2021	Heavy rain, Camp Corner area
7/9/2021	Heavy rain, Berlin and Adams Grove areas
2022	
1/21/2022	Winter storm, County-wide
1/28/2022	Winter storm, County-wide
6/17/2022	1.5" hail, Drewryville
10/17/2022	1" hail, Drake Corners area

Source: Southampton County Hazard Mitigation Plan, 2022

Flooding, hurricanes, hail, and thunderstorms and lightning are a likely occurrence in Southampton County, as throughout much of the southeastern United States. Mitigation efforts may take many forms, seeking to limit the impacts of these events. The County's adopted 2022 Hazard Mitigation Plan addresses a number of mitigation efforts.

Air Quality

The Virginia Department of Environmental Quality (DEQ) monitors air quality in Southampton County. DEQ monitors for Critical Pollutants including sulfur dioxide, nitrogen dioxide, carbon monoxide, ozone, lead, and particulate matter (PM 10 and PM 2.5). All of these pollutants can injure health, harm the environment, and cause property damage. These pollutants can injure humans by causing respiratory and cardiovascular problems, harm the environment by impairing visibility, and cause damage to animals, crops, vegetation,

and buildings.

There are thirteen (13) companies and organizations in Southampton County that impact air quality, but none of the impacts are sufficient to be noted at the harmful level. The closest air monitoring station to Southampton County is located at Holland in the city of Suffolk (station 183-F). The Enviva Pellets Plant on Rose Valley Road recently updated their air quality plan, and the Hampton Farms-Peanut Division Franklin Plant on General Thomas Highway has received waivers to some air quality standards.

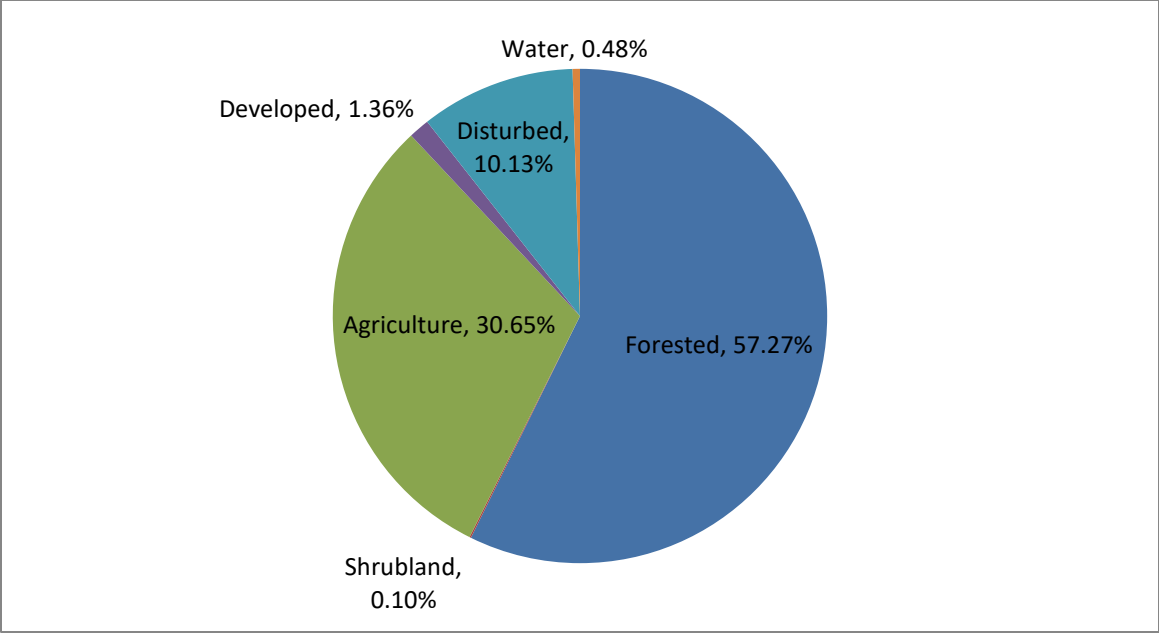
One pollutant, ozone, is a gas comprised of three oxygen atoms. Ground-level ozone occurs when chemicals found in the atmosphere at the earth's surface react with the presence of intense sunlight. Ozone is harmful because it can provide a variety of health problems, as well as damage to plants and materials. High level of ozone are common in more heavily-developed areas. However, since the chemicals needed to form ozone can travel hundreds of miles from their source, even rural areas with few pollutant emissions can occasionally experience high ozone levels. The 1990-2020 Historic Ozone Exceedance Day Count notes the number of days each year that the ozone level exceeds the federal standards. The highest number of high-ozone days per year occurred in 1993. Between 2013 and 2020, there were no days noted at the Holland station in Suffolk that exceeded the ozone standards except one (1) day in 2016.

Topography, Geology, and Soils

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

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

Agricultural and forested lands dominate the land cover in Southampton County and represent a rural heritage that is expected to continue into the future. Per the Department of Forestry, of the approximately 602.77 square miles that make up the County, 69% of the County is devoted to forestry. Dominant forest types include both hard and soft woods. The lowland forests are generally confined to the swamps and swampy areas, with hardwoods such as oak, gum, and cypress predominating. Extensive upland areas have been harvested and reforested in pine. Trees are of great importance in reducing soil erosion and in creating wildlife habitats, in addition to maintaining the rural character of the County. Agricultural and pasture lands account for another 184.73 square miles, or 30.65% of land in the County. Peanuts, cotton, corn for grain or seed, and soybeans are the primary crops. Per the Extension Service, Southampton County led the Commonwealth in the production of cotton, cottonseed and peanuts 2019, and was the sixth highest producer of grains, oilseeds, dry beans, dry peas, hogs and pigs in Virginia. Although wheat has typically not been a staple of Southampton County farming, its cultivation is increasing, as well as the production of sorghum. Figure 7-1 illustrates the land cover types in Southampton County.



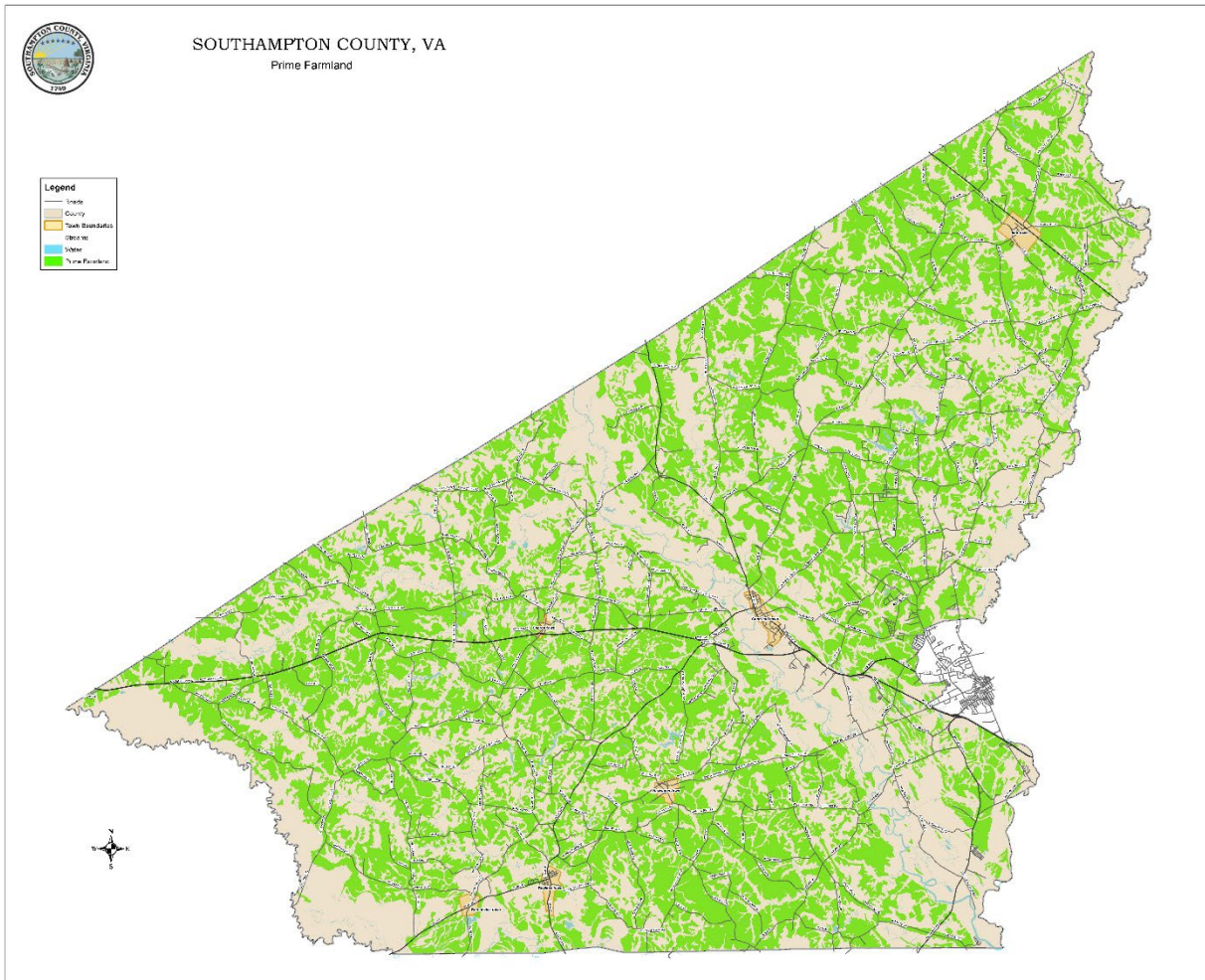
Source: US Department of Interior USGS Land Cover Report

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

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

All areas are Prime Farmland

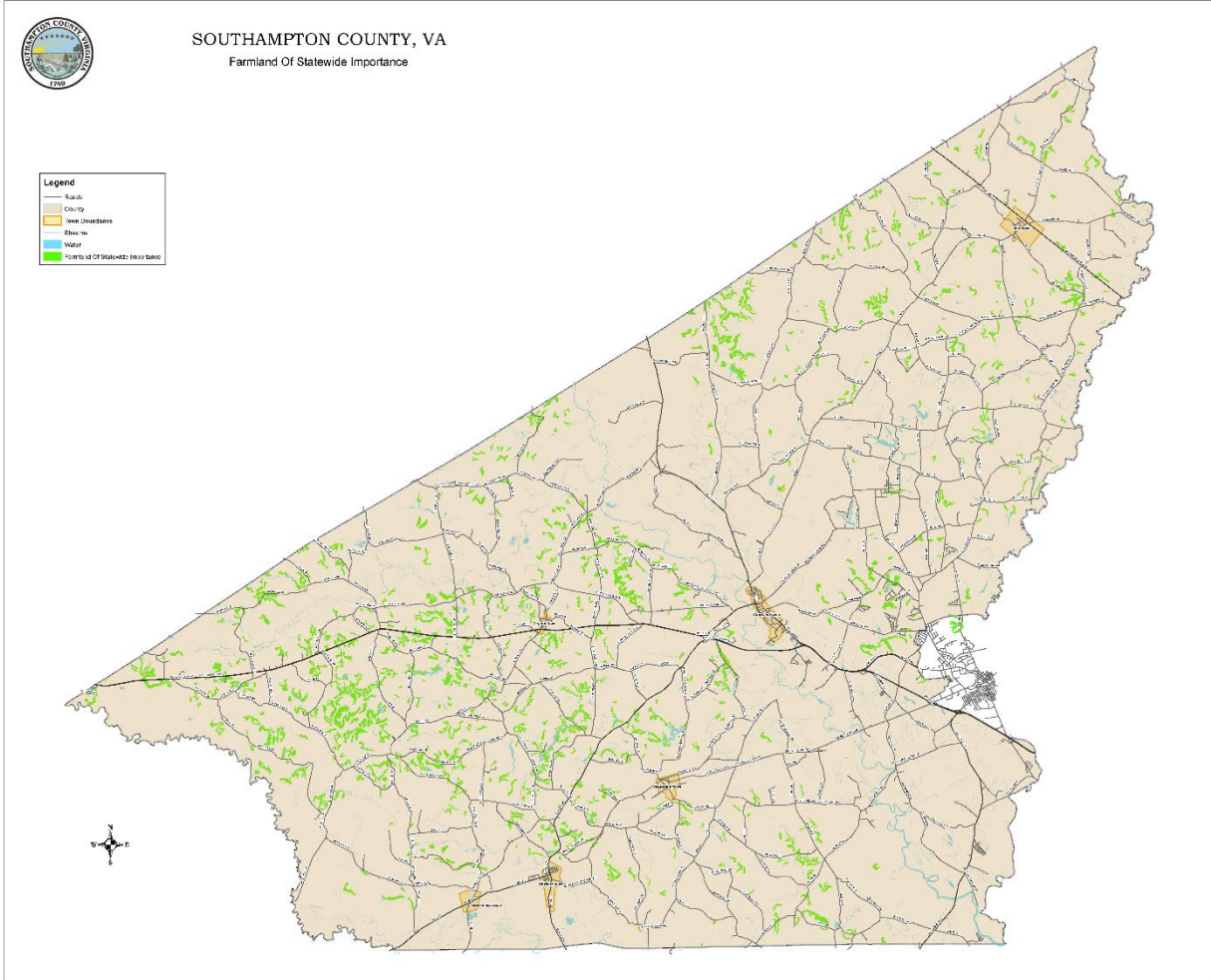
- Altavista fine sandy loam, 0-2% slopes and 2-6% slopes, rarely flooded
- Bojac loamy sand, 2-6% slopes, very rarely flooded
- Craven fine sandy loam, 0-2% slopes and 2-6% slopes
- Emporia fine sandy loam, 0-2% slopes and 2-6% slopes
- Exum silt loam, 0-2% slopes
- Munden loamy sand, 0-2% slopes and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



Source: NRCS Soil Survey of Southampton County, Prime Farmland

Farmland of Statewide Importance

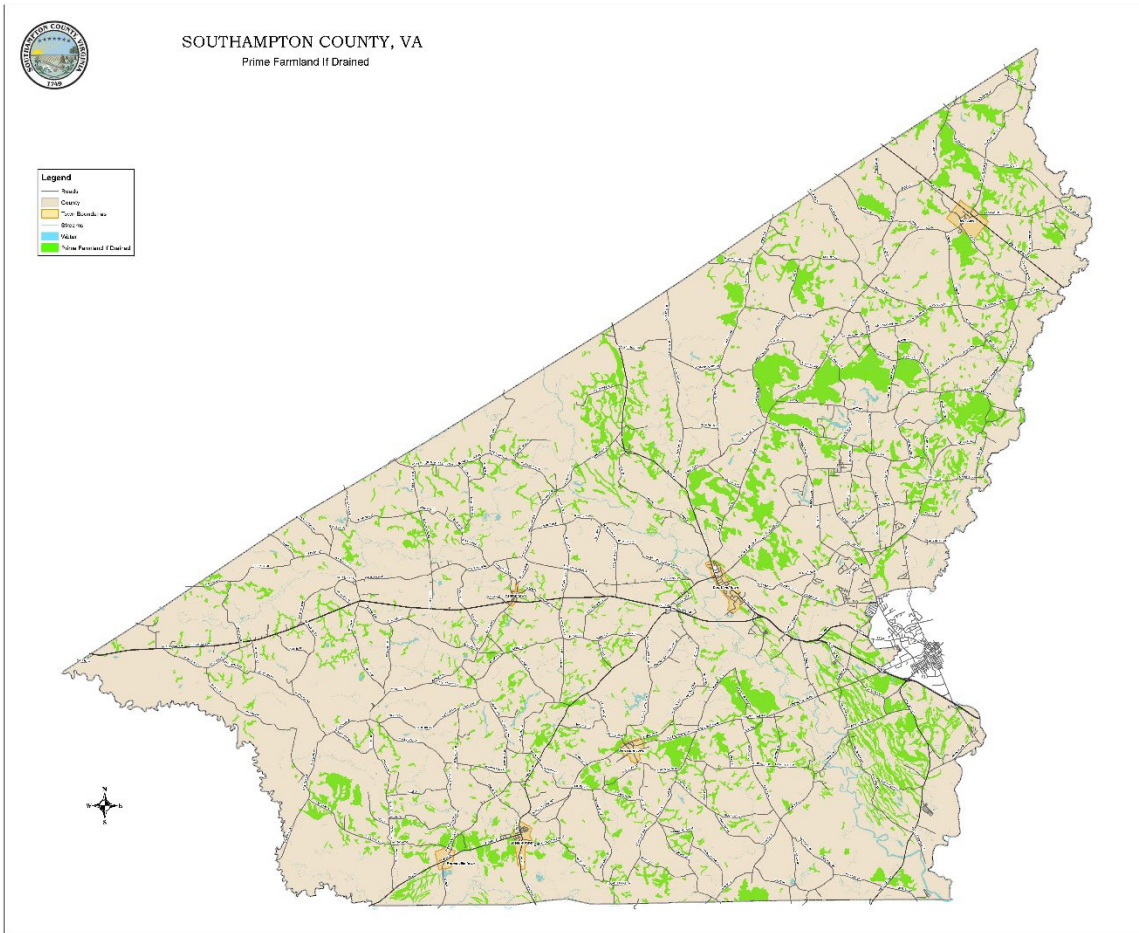
- Craven fine sandy loam, 6-10% slopes
- Emporia fine sandy loam, 6-10% slopes
- Slagle fine sandy loam, 6-10% slopes



Source: NRCS Soil Survey of Southampton County, Farmland of Statewide Importance

Prime Farmland if drained

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



Source: NRCS Soil Survey of Southampton County, Prime Farmland if Drained

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

Wetlands and Floodplains

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

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

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

Southampton County was severely impacted by hurricanes and subsequent flooding in September 1999. Subsequently, Southampton County initiated rehabilitation assistance and land acquisition programs through the Federal Emergency Management Agency and the Virginia Department of Housing and Community Development to repair flood-damaged properties and convert many of the most vulnerable properties to permanent open space. The County has acquired a number of properties at both the northern end and the southern end of the County along the Blackwater River and nearby neighborhoods so as to eliminate repeated flooding of residences. Southampton County residents are eligible to take part in the National Flood Insurance Program, which provides flood insurance to structures in mapped areas at subsidized rates.

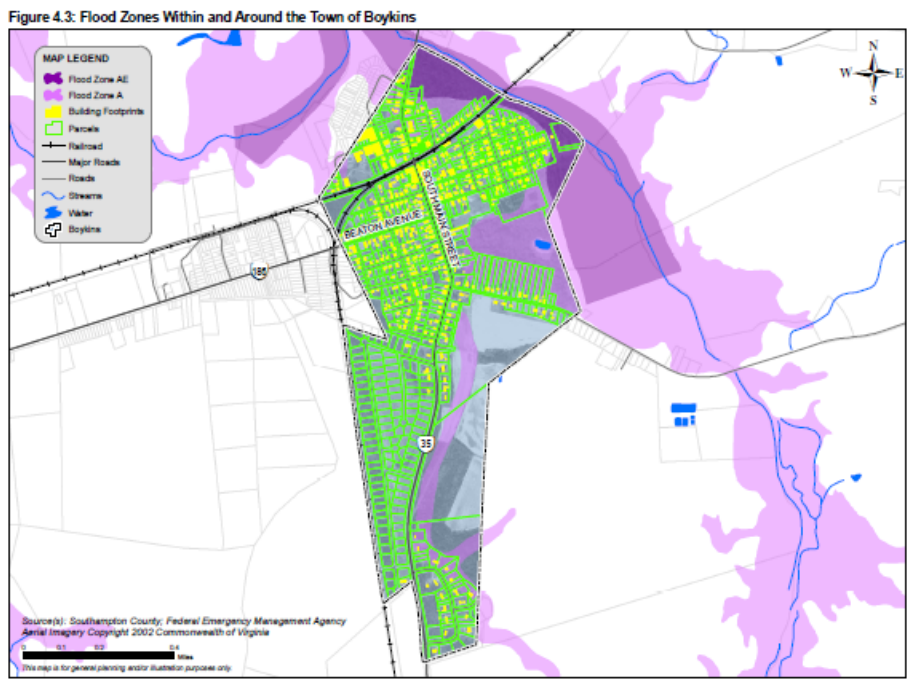
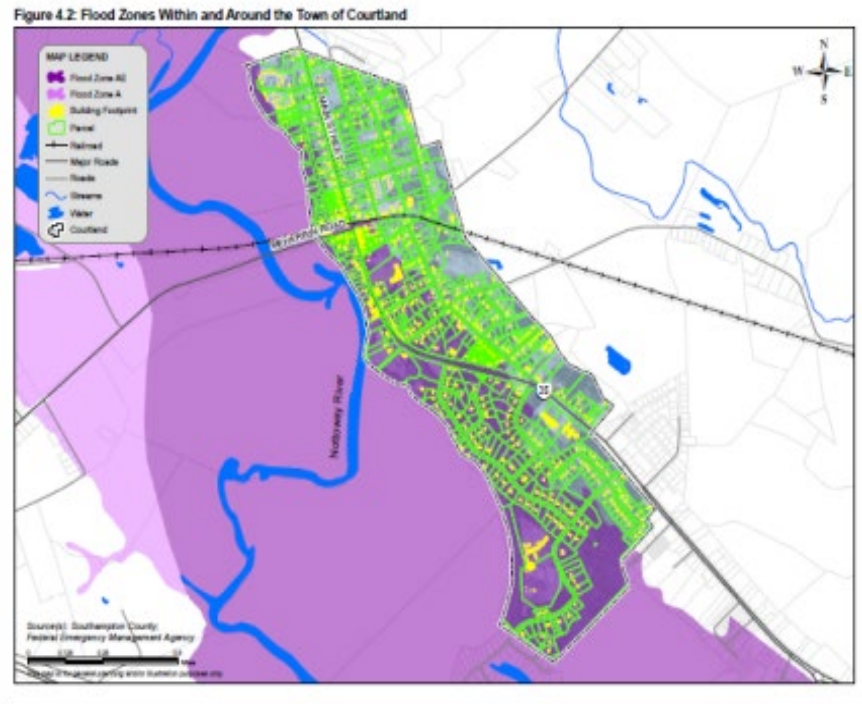
Per the 2022 Hazard Mitigation Plan, Southampton County contains five areas of repetitive flood loss properties, including property in the area of No Head Lane, Hanging Tree Lane, an area near Darden Mills Estates, Pretlow Road near Blackwater Drive, and the Battle Beach Road area. A repetitive flood loss property is defined as any insurable building for which two or more claims of more than \$1,000 were paid by the National Flood Insurance Program within any ten year period beginning in 1978. There are nine repetitive loss properties in the County, totaling 19 claims of \$557,595 in losses as provided in the 2022 Hazard Mitigation Plan. The average payment per claim was \$29,347 according to the Plan. There are a total of 74 properties or buildings in the County's repetitive loss areas that potentially face the same flooding conditions as the nine repetitive loss properties. Following are maps indicating the areas in and around Courtland and in and around Boykins that show the location of the flood zone, and the locations of buildings within those zones. Capron and Ivor are not shown on individual map figures because these communities have no identified flood hazard areas. Also provided is a map indicating the 100-year (1% chance of flooding per year) and 500-year (0.2% chance of flooding per year) flood zones in the County.

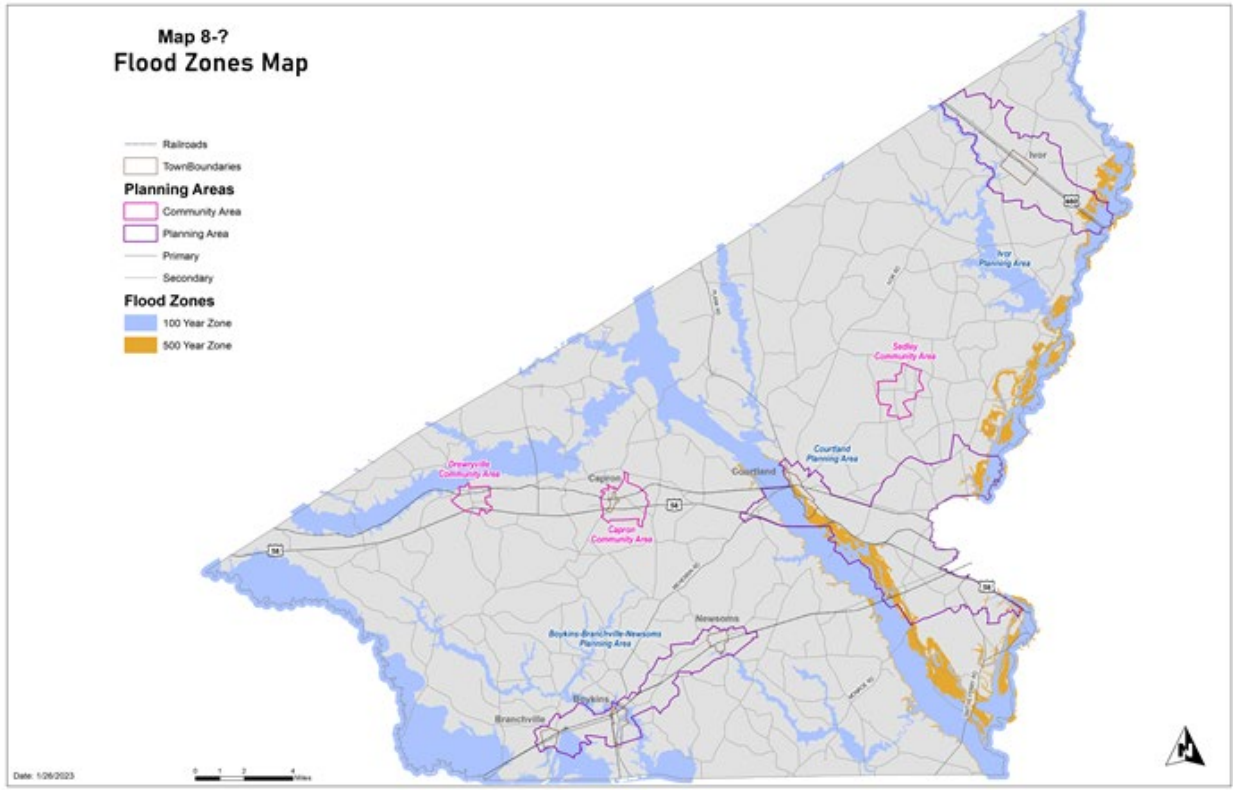
The 2022 Hazard Mitigation Plan provides a number of mitigation efforts recommended with regard to flooding, including:

- Complete five County-wide drainage studies that prioritize drainage maintenance projects to minimize flooding problems, at an estimated cost of \$250,000
- Work with the property owners of the repetitive loss properties regarding mitigation efforts for their homes, including elevation or removal of the structures. This work is on-going, with some federal funding available intermittently.
- Maintaining a Certified Floodplain Manager on-staff. The County has one such individual, and a second person is in training.
- Encourage the Litter Control Council and other volunteers to help VDOT keep the roadside ditches clear of debris to permit stormwater to flow freely.
- Include hazard mitigation planning costs in the budget process.
- Implement drainage plan in the Newsoms area. This is underway with grant funding through the Virginia Department of Housing and Community Development, in conjunction with housing rehabilitation of homes on Thomaston Road.
- Conduct watershed mapping along the Blackwater and Nottoway Rivers. The County has worked with the Army Corp of Engineers and the Silver Jackets program in some planning efforts, with mapping work requiring County funding in part.

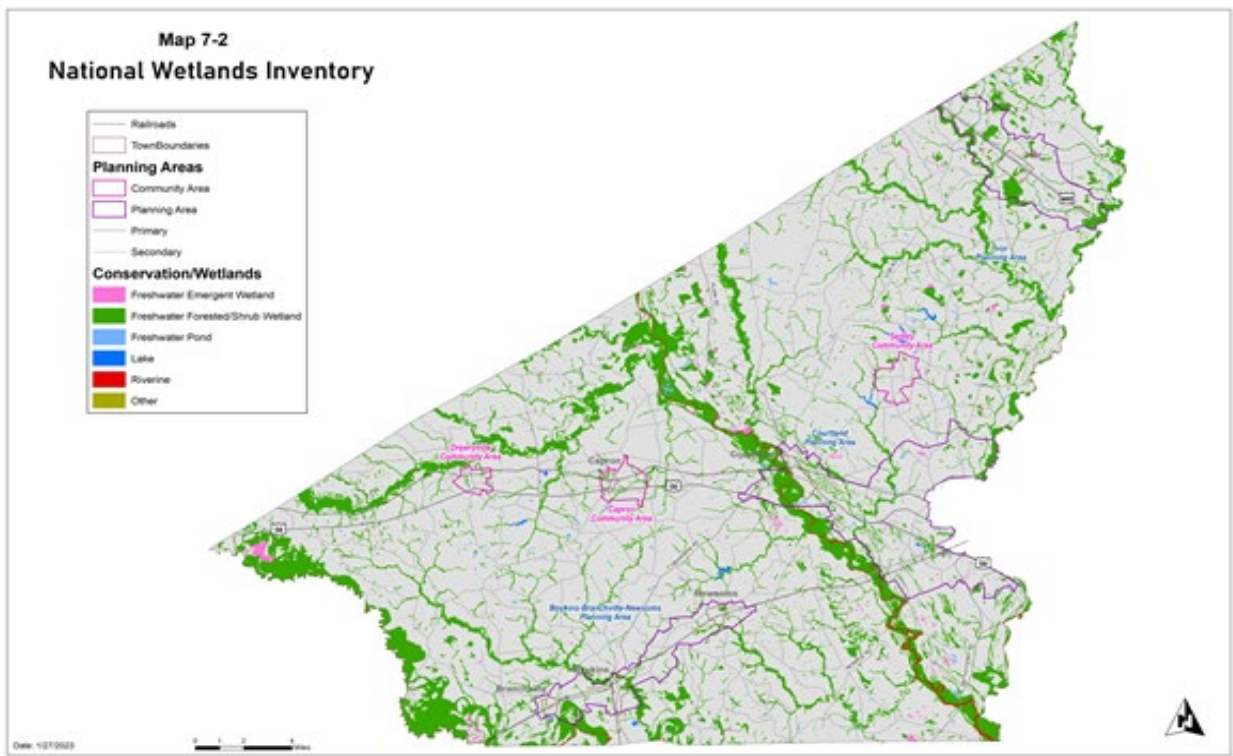
FEMA uses a national standard risk modeling methodology known as Hazus to determine the potential for flood damage in communities. The 2022 Hazard Mitigation plan provides the following estimate of average annual losses and damages in the County in a 100 year (1% chance of flooding per year) flood event:

- Value in building losses \$ 854,000
- Value in content losses \$ 929,000
- Total in losses \$1,783,000
- Average annual damages \$ 111,446





Source: FEMA Flood Insurance Rate Map, effective Sept. 2022



Source: US Fish and Wildlife Service National Wetlands Inventory 2023

Sea Level Rise

While it may not seem that sea level rise would affect Southampton County, it is a factor that influences riverine flooding. The United States National Science Foundation published a report in August 2020 that found sea level rise can shift the way rivers find their path to the sea.

“Sea level rise is poised to shift the way rivers naturally chart their paths to the shoreline. The nature of that change will depend on both the rate of rise and the sediment load carried by the river, according to new U.S. National Science Foundation-funded research by Caltech scientists and their colleagues.

Periodically, a river will change its course to the sea, forming a new path through a process called river avulsion. River avulsions are a natural part of a river’s life and are responsible for building new land and nourishing wetland ecosystems with water, nutrients and sediment.”³

The Hampton Roads Planning District Commission (HRPDC) adopted a sea level rise policy and approach October 18, 2018. The policy recommends:

“Localities should plan for sea level rise using 1.5 feet of relative sea level rise above current mean higher high water (MHHW) for near-term planning, 3 feet of relative sea level rise above MHHW for medium term planning, and 4.5 feet of relative sea level rise above MHHW for long-term planning.”

The policy and approach continues:

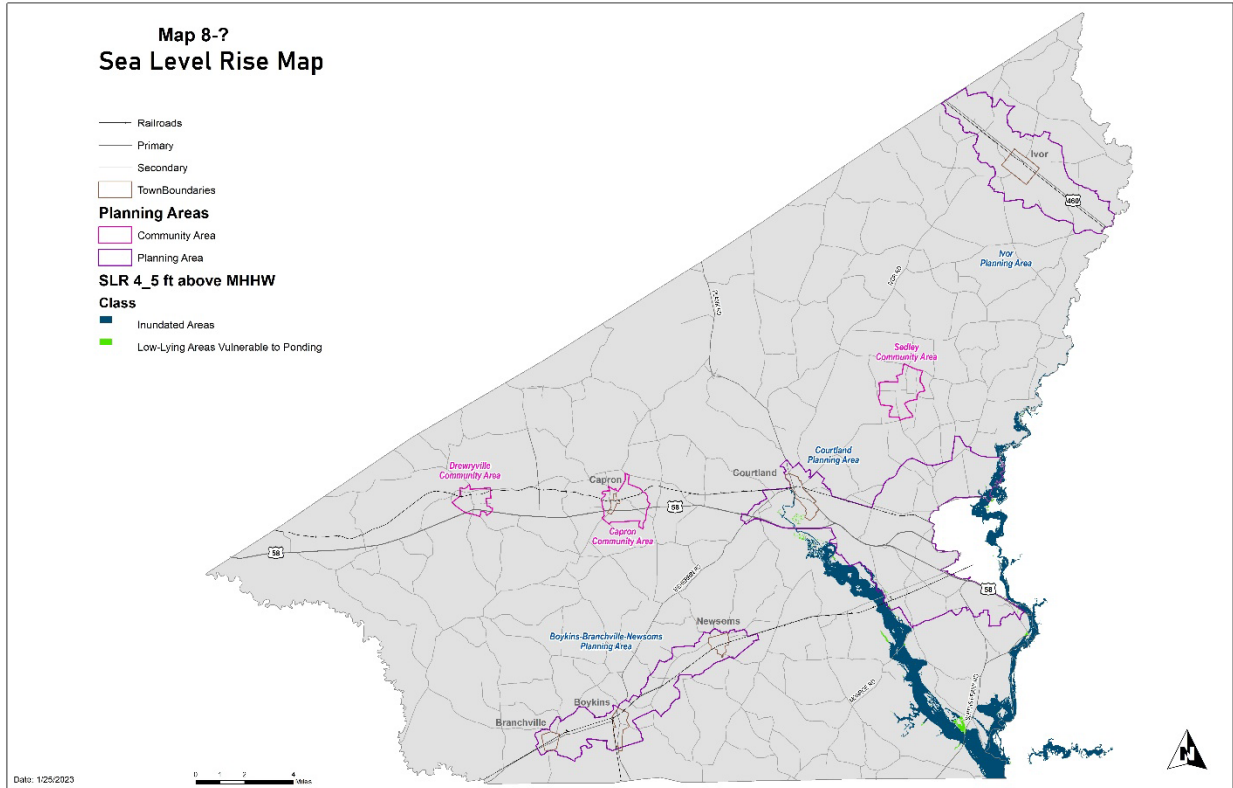
- “Sea level rise is projected to be significant for Hampton Roads. Factoring it into planning and design decisions will reduce risk and damage from flooding and storm surge.
- Significant advances in climate modeling and analysis of observed trends support development of new sea level rise projections at the local level that are improvements above previously recommended projections.
- A regional consensus on values and approaches for sea level rise planning would provide support for local efforts, assist with regional coordination, and encourage state and federal agencies to adopt similar standards.”⁴

The policy relies on two sources of information on relative sea level rise in Hampton Roads: regression based projections from the Virginia Institute of Marine Science (VIMS) based on observational data and regional sea level rise scenarios from NOAA’s Center for Operational Oceanographic Products and services.

It is important to note that sea level rise estimates are not predictions of areas that would be inundated. The estimates only provide information that gives a general idea of which areas may be most vulnerable to sea level rise and are one factor to take into account when considering long range planning and infrastructure decisions. The resulting areas of areas shown as inundated and subject to ponding at the highest projected sea level rise should be considered for planning purposes. These areas may be considered when considering infrastructure and government building construction and expansion, as well as new private development, such as residential or industrial development. Following is a map indicating potential areas inundated under the highest projected relative sea level rise above MHHW, and the areas projected for ponding under such a scenario.

³ National Science Foundation, August 17, 2020

⁴ “HRPDC Sea Level Rise Planning Policy and Approach”, adopted October 18, 2018



Source: HRGEO.org, Hampton Roads Planning District Commission

Energy Generation and the Environment

In 2017, Southhampton County became home to a 100MW utility scale solar installation, and interest in solar-generated electricity continues to grow in Southhampton County and throughout Virginia. Agricultural property owners are being offered the opportunity to repurpose farm and forestry land into solar facilities. Such opportunities are being presented to the property owners as a way to retain family land while diversifying the use of the property. A more robust discussion of the impacts of solar-generated electricity in Southhampton County can be found in the Energy chapter.

Surface Water Resources

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

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

Facilities manufacturing, processing, or otherwise using listed toxic chemicals above certain thresholds are

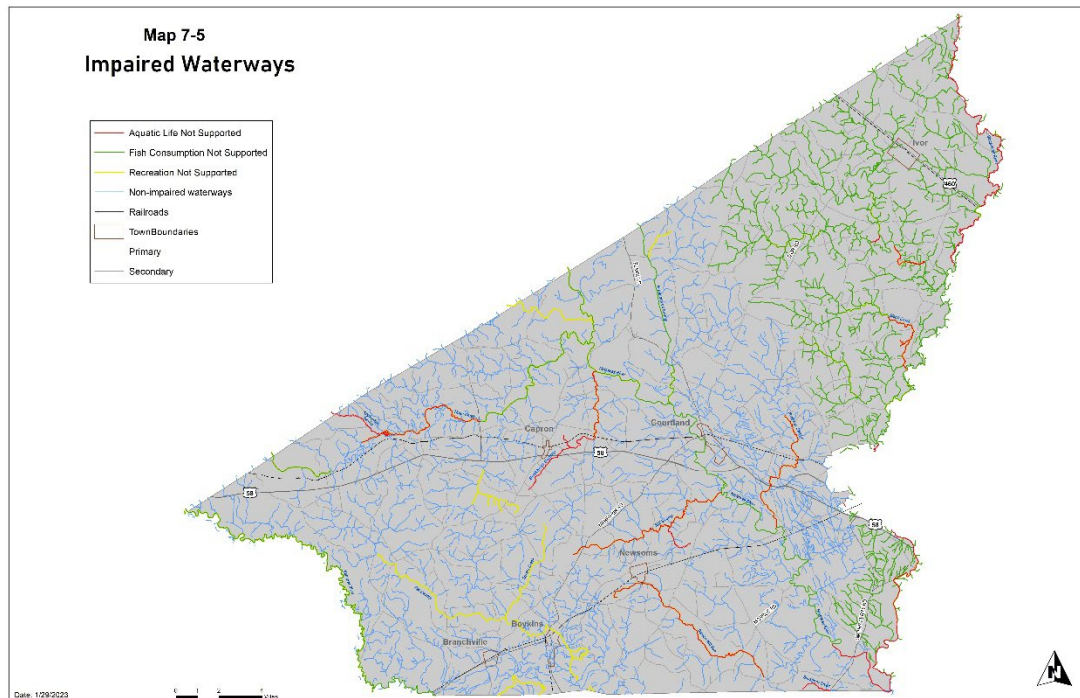
required to report to EPA's Toxic Chemical Release Inventory (TRI) annually. Three facilities in the County are EPA-regulated for TRI, including Atlantic Wood Industries, Solenis Incorporated, and the Southampton Power Station.

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

In 2020, DEQ identified the following water body segments within Southampton County as impaired waters. DEQ's Impaired Waters report indicates that most violations were attributed to naturally occurring conditions, primarily because the County's slow moving rivers flow through swampy areas where the decomposition of vegetation hinders mixing and re-aeration of waters. Those waters that have been identified as impaired are scheduled for the development of Total Maximum Daily Loads (TMDLs), which are calculations of the maximum amount of a pollutant that a waterbody can receive and still meet water quality standards and an allocation of that amount to the pollutant's sources. TMDL development must take place within 12 years of an impaired waterbody's initial listing in the 305(b)/303(d) Water Quality Assessment Integrated Report. Whenever possible, impaired waters are combined in a watershed-based approach to TMDL development.

Waterbody	Location
Applewhite Swamp	Harrells Mill to Three Creeks
Assamoosick Swamp	Upper tributaries including Mill Run to Assamoosick Swamp
Black Creek	Wades Pond downstream to mouth
Blackwater River	Entire length in County
Buckhorn Creek	All of Northern Branch within Virginia
Buckhorn Swamp	Near Pope that crosses over Rt 652, ends below Hwy 657
Cypress Swamp	From Sedley downstream to Rt 611
Darden Mill Run	Headwaters near Newsoms downstream to Windbourne Millpond
Flat Swamp	Bellyache Swamp and Frank's Branch downstream to Tarrara Creek
Hunting Quarter Swamp	Mainstem
Meherrin River	Emporia Reservoir Dam to state line, including tributaries Fontaine Creek and Mill Creek
Mill Swamp	Mainstem from headwaters downstream to Nottoway River
Nottoway River	From confluence with Blackwater River at state line upstream to SR 619 near Purdy, including tributaries Assamoosick Swamp, Three Creeks, Rowanty Creek, Hatcher Run, Arthur Swamp
Nottoway Swamp	Near Rt 611
Raccoon Creek	Mainstem
Round Hill Swamp	Between confluence with Seacock Swamp and Rt 623, and confluence of Horsepen Branch and

	Indigo Branch, north of Round Hill Road, west of Appleton Road
Seacock Swamp	Upper and lower Seacock Swamp
Tarrara Creek	Entirety of Tarrara Creek
Three Creek	Chatman Branch downstream to Southampton Correctional Farm including Angelico Creek, and from Otterdam Swamp to Browns Branch
Thweatt Branch watershed	Entire watershed including tributaries



Source: DEQ 2023

Ground Water Resources

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

The largest water user in Southampton County is the Solenis, Inc. plant, which has a groundwater withdrawal permit for up to 130 MGM (million gallons per month) as of 2021. The largest water user in the Southampton County region was International Paper's Franklin Mill. The mill did not operate in 2011, although before its shutdown it was the largest permitted groundwater user in the region with average daily withdrawals of over 30 million gallons or 900 MGM. During the mill shutdown, water level observations in aquifers indicated a slow and irregular recovery of potentiometric levels in the Potomac Aquifer, per the

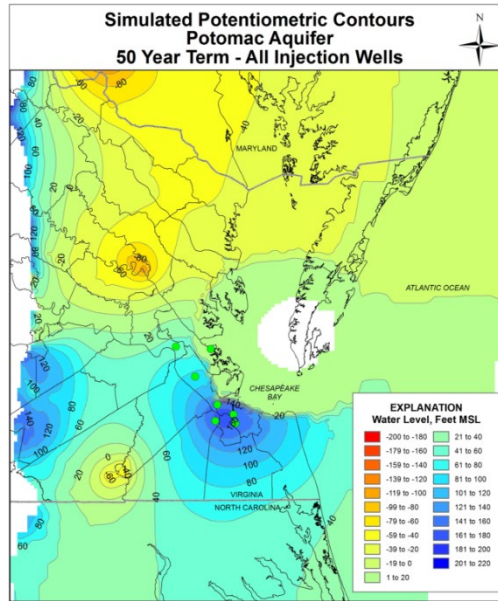
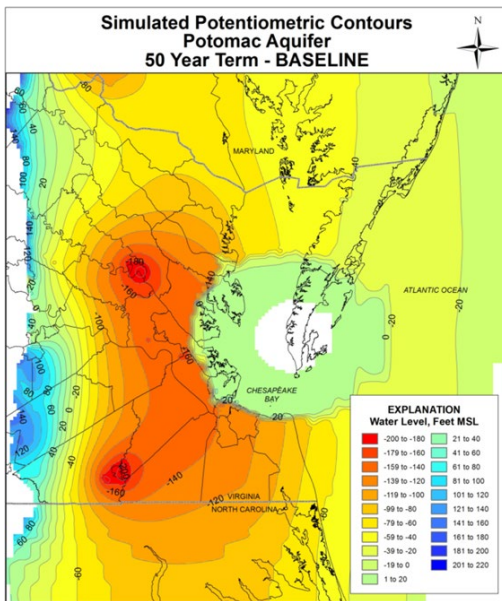
DEQ's October 2012 Status of Virginia's Water Resources report. The mill resumed operations during 2012, with subsequent potentiometric decreases.

The Ground Water Management Act of 1992 designated eastern Virginia (east of Interstate-95 and south of the Mattaponi and York Rivers) as a ground water management area. In a ground water management area, withdrawals over 300,000 gallons per month require a ground water withdrawal permit. The Virginia Department of Environmental Quality (DEQ) issues the ground water withdrawal permits. The Ground Water Withdrawal Regulations require a technical evaluation of each withdrawal application. According to DEQ's 2004 Withdrawals Simulations report, "permits can only be issued if this assessment demonstrates that the proposed withdrawal in combination with all existing lawful withdrawals will not lower water levels, in any confined aquifer that the withdrawal impacts, below a point that represents 80% of the distance between the historical prepumping water levels in the aquifer and the top of the aquifer." Groundwater withdrawal permit applications in recent years have been issued for less than or equal to the previous approval because of decreased aquifer levels.

Groundwater withdrawal permits in Southampton County for human consumption for the various town and neighborhood water systems as well as the Department of Corrections facility at Deerfield, total over 41 MGM. Non-residential users in the County, other than the Solenis plant, have groundwater withdrawal permits totaling almost 48 MGM. These non-residential users include the County's two industrial parks, irrigation at the Camp Farm, and several agricultural users. Users withdrawing less than 300,000 gallons per month do not require groundwater withdrawal permits, including individual private residential wells, small businesses, and restaurants.

The Hampton Roads Sanitation District (HRSD) is pioneering the SWIFT water project. SWIFT, the Sustainable Water Initiative for Tomorrow, treats wastewater, cleaning and improving it to drinking water standards. The SWIFT water is then returned to the aquifer, rather than discharged to the ocean as is typical for treated wastewater. The SWIFT water provides regulatory stability for wastewater treatment, as the water meets all drinking water standards. The use of the SWIFT water process reduces nutrient discharges into the Chesapeake Bay, provides a sustainable supply of groundwater, reduces the rate of land subsidence, and protects the groundwater from saltwater intrusion.

Per USGS, up to 50% of sea level rise may be due by land subsidence, and approximately 50% of land subsidence may be due to aquifer compaction. The SWIFT water program will help combat aquifer compaction. Currently, approximately 1M gallons of SWIFT water per day is being returned to the aquifer. By 2040, 100M gallons of SWIFT water per day will be returned to the aquifer. While Southampton County is not a member of HRSD, land subsidence caused by groundwater withdrawals from the Potomac Aquifer are evident in the County, and the SWIFT water program will help limit that subsidence. Per information provided by HRSD, the image on the left models the amount of land subsidence in the Potomac Aquifer over the next fifty (50) years should groundwater withdrawals continue as the models forecast. The image on the right indicates the land subsidence forecast by modeling over the next fifty (50) years with the planned return of 100M gallons per day of SWIFT water to the aquifer. While Southampton County is not a partner in HRSD, the County's groundwater resources may be affected by the SWIFT water program.



Sustainable Water Initiative for Tomorrow



Stormwater Management

Revisions to the Virginia Stormwater Management (SWM) regulations were adopted in 2011 and became effective July 1, 2014. These regulations are an important part of the state's efforts to protect the quality of local waters and the Chesapeake Bay. In Southampton County, while we were not required to adopt a local SWM program until these new regulations went into effect, we had that option. In fact, the County has had an adopted SWM program in place since 2008. However, the revised SWM regulations require a revision of the County's regulations that will provide better service to the community and stronger protections for the environment. The Department of Environmental Quality (DEQ) revised the Stormwater Management regulations again in 2019 to improve water quality measures.

Prior to the revised stormwater management changes in 2011, developers of large scale projects requiring both stormwater management permit and plan had review and approval performed by County and Virginia's Department of Conservation and Recreation (DCR) personnel. Site inspections were performed by the County. Virginia transitioned the stormwater management program from DCR to the Department of Environmental Quality (DEQ) in summer 2013. The Stormwater Regulations adopted in July 1, 2014 require County personnel under the Department of Community Development to Administer, Plan Review

and inspect the permitting process for DEQ and collect permit fees. The County is required to remit 28% of the permit fees to DEQ and retain 72% of those fees locally. This local permitting function has several benefits to localities, including:

- Local governments can implement the SWM program more efficiently and effectively for developers and property owners.
- Local governments can address local water quality issues directly.
- Quality control of construction activities is maintained through frequent site inspections to ensure compliance with DEQ regulations.
- The permitting process becomes more service-oriented, making the local government a one-stop-shop for the applicant through the Department of Community Development – Environmental Services Division.
- Local natural resources are better protected with local knowledge reviewing and approving plans under state guidelines.
- Local governments have the opportunity to be more stringent than the state guidelines when necessary to protect environmentally sensitive areas and to encourage and Low Impact Development (LID) in suitable areas.
- The small revenue stream is produced to assist with the costs for additional training/certifications, plan review and inspection services.

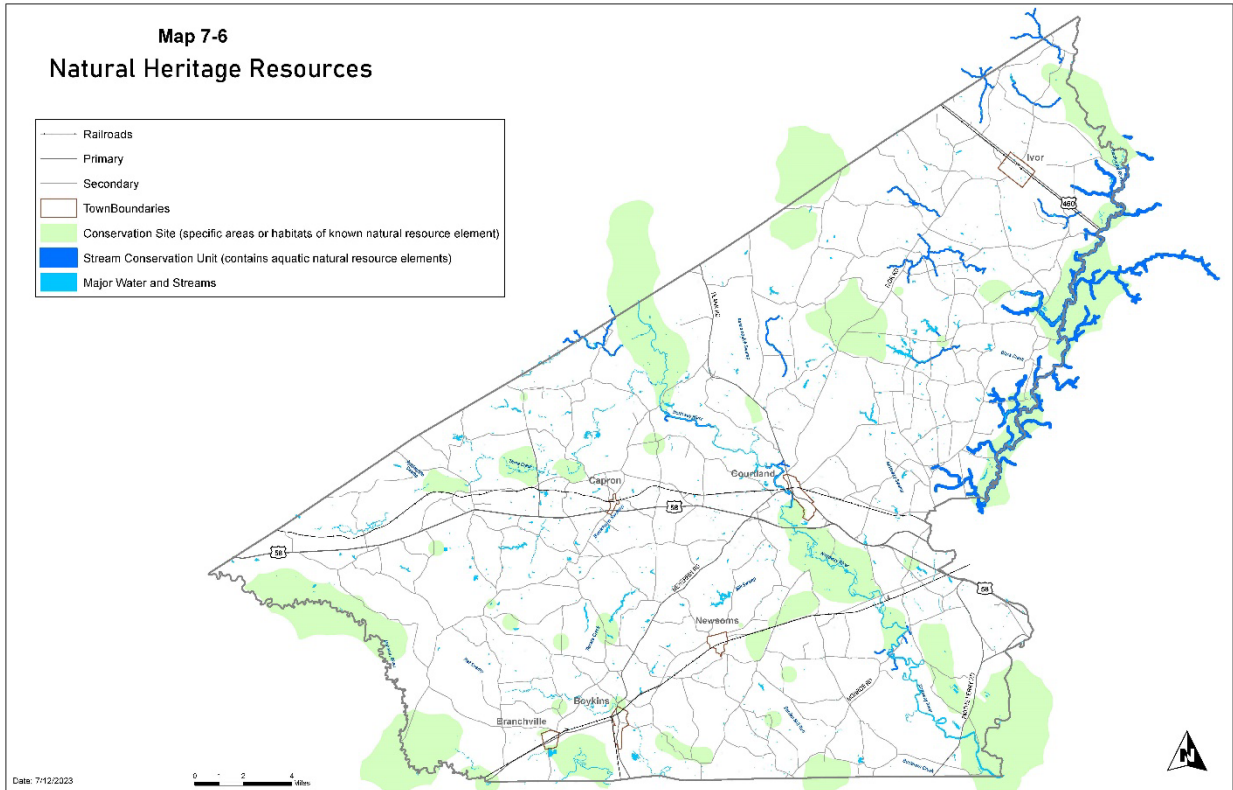
The Erosion and Sediment Control (E&S) program regulates land disturbing activities (LDA) and is currently administered by the Department of Community Development – Environmental Services Division. Residential LDA typically don't exceed 10,000 square feet and are administered using the Agreement In-Lieu of an Erosion and Sediment Control Plan. Commercial LDA usually exceed 10,000 square feet and require the issuance of a County Land Disturbance Permit. The County was already administering the main elements of a comprehensive SWM, including administration, permitting, plan review, inspection, and enforcement. The current SWM requirements involve adoption of the stormwater management ordinance that is integrated with the County Code and requires local plan review and inspection of permanent Best Management Practices (BMP) devices and practices by the Environmental Engineer. DEQ staff has developed on-line technical assistance classes and guidance for training and equipping local staff members to implement the requirements of the stormwater ordinance, which became effective July 1, 2014 and revised July 1, 2019.

Natural Heritage Resources and Conservation

Statewide, natural heritage resources include rare plant and animal species as well as significant natural communities with special status. The Virginia DCR-Division of Natural Heritage database reports that Southampton County contains 84 extant rare animals, plants and significant natural communities. These include four federal and state listed endangered or threatened species: the red-cockaded woodpecker, the Roanoke logperch (fish), the northern long-eared bat and the yellow lance (mussel). The red-cockaded woodpecker is known to nest and live year-round in mature, living pine trees (saw timber), particularly loblolly pines infected with red heart disease. State threatened species found in Southampton include Mabee's salamander, eastern big-eared bat, little brown bat, tricolored bat and the reclining bulrush (vascular plant).

According to the Virginia Division of Natural Heritage, there are no Natural Heritage Preserves currently located in Southampton County. The Nature Conservancy has made all three major river systems in the County part of the Southern Rivers Program, which is an effort to protect the area's waters and adjacent lands through partnerships, land acquisition, ecological management, and other conservation strategies.

Conservation easements, which are private agreements between property owners and an entity that will manage the perpetual preservation of property in an undeveloped state, continue to increase in the County. Additionally, the County is home to over 160,000 acres of property in 39 Voluntary Agriculture and Forestal Districts, retaining the land in agriculture, forestry and open space generally for a term of ten (10) years. These programs preserve the agricultural heritage of Southampton County.



Strategic Planning for the Preservation of Natural Systems and Rural Character

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

The 2006 Hampton Roads Conservation Corridor Study provides the following:

“The goal of the analytic process was the identification of areas of high ecological value and high water quality protection value. In Hampton Roads, these high value areas are often in and adjacent to riparian corridors. Riparian areas can be defined as follows: “Riparian areas are transitional between terrestrial and aquatic ecosystems and are distinguished by gradients in biophysical conditions, ecological processes, and biota. They are areas through which surface and subsurface hydrology connect water bodies with their adjacent uplands. They include those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems (i.e. a zone of influence). Riparian areas are adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine-marine shorelines.” National Research Council

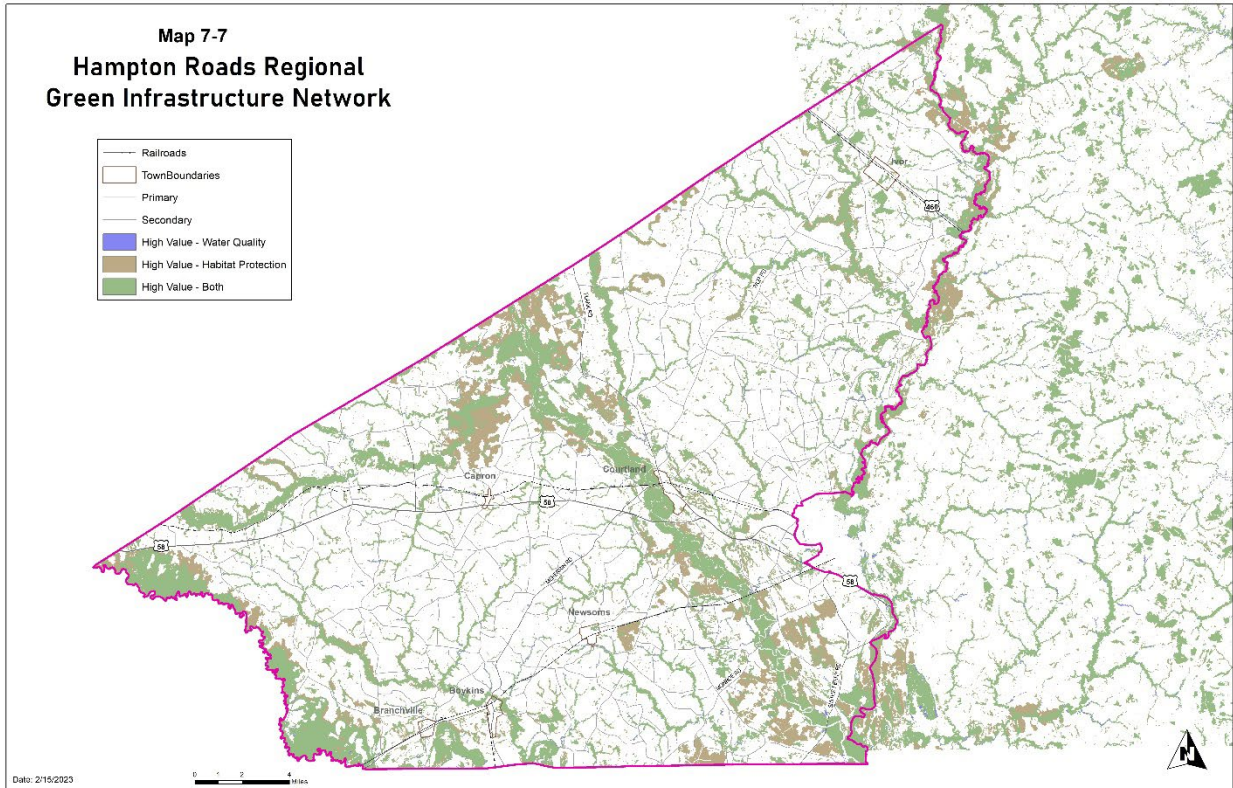
The National Research Council (NRC) undertook a comprehensive study of riparian areas in **1999**. **One** of the initial observations offered in the resulting report is quoted here: “The federal Clean Water Act requires that wetlands be protected from degradation because of their multiple, important ecological roles including maintenance of high water quality and provision of habitat for fish and wildlife. For the last 15 years, this protection has slowed the precipitous decline in wetland acreage observed in the United States since European settlement. However, protection of wetlands generally does not encompass riparian areas – the lands bordering water bodies such as rivers, lakes, and estuaries – even though they often provide many of the same functions as wetlands.”

The NRC committee reached several overarching conclusions and recommendations intended to heighten awareness of riparian areas commensurate with their ecological and societal values: Restoration of riparian functions along America’s water bodies should be a national goal. Protection should be the goal for riparian areas in the best ecological condition, while restoration is needed for degraded riparian areas. Patience and persistence in riparian management is needed. Although many riparian areas can be restored and managed to provide many of their functions, they are not immune to the effects of poor management in adjacent uplands.

In addition to the intrinsic habitat and water quality protection value, riparian areas are a focus of the HRCCS due to the opportunities they provide for creation of a linked corridor system. Urban development patterns, particularly in the older central city areas, have fragmented habitat to the extent that the riparian areas provide the only opportunity for a linked system in these areas.”⁵

There are a number of ways to protect conservation corridors, and reasons to do so. Adoption of zoning requirements for riparian buffers along perennial, intermittent, ephemeral, and USGS streams can help protect important conservation corridors in the County by limiting land disturbance near waterways. Encouragement of Voluntary Agriculture and Forestal Districts as well as conservation easements will help protect conservation corridors. Protection of such areas will benefit hunting and fishing, which rely on healthy habitats for fish and wildlife. Conservation corridors protect waters and wetlands from degradation, and in a County in which many if not most residents use private wells for drinking water, protection of those assets is important. Conservation corridors may help reduce flooding by preserving the vegetation that helps absorb excess stormwater. The map indicates areas that hold high value for helping to create conservation corridors throughout the County. Encouraging open space, Voluntary Agriculture and Forestal Districts, and conservation easements in these areas, as well as riparian buffers, will provide for the maintenance of high water quality and the provision of healthy habitats for fish and wildlife.

⁵ The Hampton Roads Conservation Corridor Study, May 2006



Source: HRPDC 2023

Implementation Strategies include:

- Encourage careful management of the natural resources of the County to enhance both the environment and the economic base of the County. The production of field crops, the raising of animals, the production of trees as a crop, recreational and tourism uses focused on the environment, as well as preservation of wildlife and natural beauty should be recognized as elements of the management program.
- Support programs and initiatives that protect and conserve fragile groundwater resources, as well as the rivers, streams, aquifers, and wetlands within the County.
- To protect groundwater resources, amend the zoning and subdivision ordinance to allow the use of septic systems only on property with A-1 and A-2, Agricultural zoning designations and the RR, Rural Residential zoning designation. Amend the zoning ordinance to consider the use of septic systems for properties with M-1, M-2, and M-3, Industrial zoning designations in areas not possible to serve with public sewer service.
- Support programs and initiatives that protect the land capable of producing crops. Include information available from USDA and Natural Resources Conservation Service in deliberation of requests for Zoning Map Amendments and Comprehensive Plan Amendment requests. Limit the use of land designation as Farmland of Statewide Importance or Prime Farmland to the extent possible for non-agricultural uses.
- Continue to support the Voluntary Agriculture and Forestal District Program as a way to protect agricultural land and open space.
- Support programs and initiatives that protect and promote the scenic and recreational value of the County's waterways and wetlands for use by County residents and visitors. Provide information on County website of Nottoway and Blackwater Rivers State Scenic River designations, as well as locations for the public to access the rivers.
- Support programs and initiatives that manage County forests to provide the best combination of recreational uses, wildlife habitat, and forest products production.

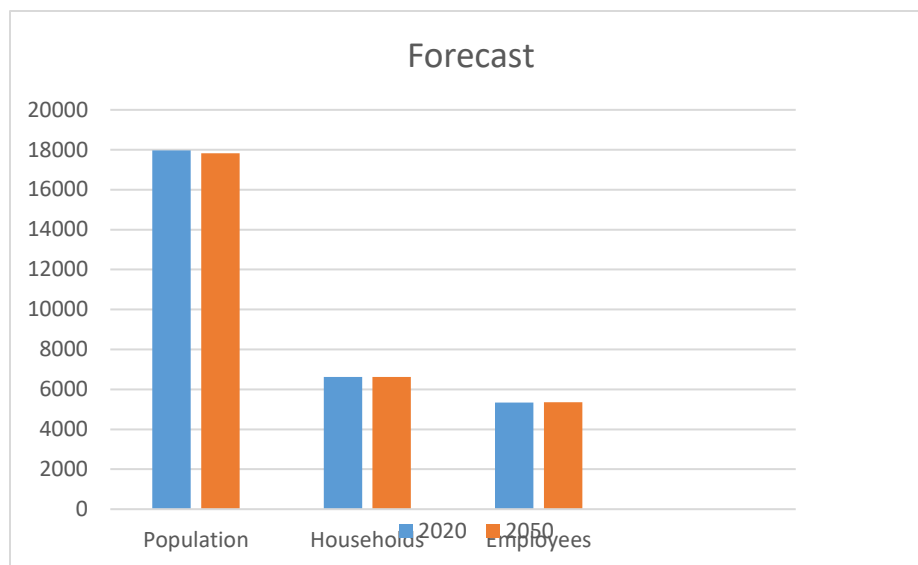
- h. Support programs and initiatives that reduce and work toward the elimination of pollution and wasteful use of air, water, soil, and other natural resources in cooperation with regional, state and federal agencies.
- i. Support programs and initiatives that eliminate waste and unnecessary destruction of plant life and encourage re-vegetation practices. Adopt zoning ordinance amendments that limit clearing in conjunction with construction activities.
- j. Adopt zoning ordinance amendments requiring landscaping of parking lots for non-residential uses to help limit heat-island effect.
- k. Enforce zoning and subdivision regulations and support state and federal programs and regulations intended to protect water quality. Consider adoption of zoning ordinance amendments requiring minimum 50' undisturbed vegetative buffers along all USGS streams or perennial streams as indicated by the use of valid in-field indicators of perennial flow for residential, office, commercial, industrial, and institutional development.
- l. Continue participation in regional programs to protect environmental resources and manage impacts on water resources.
- m. Continue and expand educational programs of the Recycling and Litter Control Council, such as programs to reduce waste and promote reuse and recycling by residents and businesses.
- n. Continue to review long-term alternatives to the current solid waste management program.
- o. Engage in discussions leading to an understanding of the effects of climate change on the environment and development in County.
- p. Encourage opportunities for alternative and renewable energy sources **on-site** for County properties and private property. Provide density bonus for multi-family development that provides for solar use in individual units.
- q. Encourage Planning Commission and Board of Supervisors to work together regarding siting of utility scale solar development, to provide electricity through a renewable source while protecting the most productive farm and forest land consistent with current County Code regarding utility scale solar development.
- r. Encourage provision of EV charging stations in new residential subdivisions as well as commercial and industrial development so as to make use of EVs more practical and begin to limit reliance on fossil fuels for private vehicle use.
- s. Continue compliance with erosion and sediment control and stormwater ordinances, and commit to continuing inspection and enforcement program.
- t. Encourage Health Department to require evidence of septic system pump-out every five (5) years to help ensure groundwater quality and protect nearby streams and waters.

Land Use and Growth Management

Introduction

Southampton County has long been characterized by its bountiful natural resources, moderate climate, and proximity to key trade routes that have resulted in rural patterns of settlement traditionally based on agriculture and accessory services. Population growth has remained stable since the 1970 Census, with a population from the 1970 Census of 18,582 residents decreasing to a 2020 Census population of 17,966, a net decrease of 616. This is due in part to annexation of an area of the County into the City of Franklin and the closing of a correctional facility near Capron as well as a difference in how persons in a correctional facility are counted for 2020 Census purposes. The rest of the region, however, has grown during that time, in some cases significantly. The City of Franklin had a population increase of 15% during that period. Surry County's population grew by 10%. The City of Suffolk increased in population by 89%, and Isle of Wight County's population increased by 56%.

The Hampton Roads Planning District Commission's (HRPDC) population projection for Southampton County includes a decrease of 8% by 2050 to approximately 17,832 residents. HRPDC's projections include an increase of one (1) in the number of households in Southampton County, as well as an increase of five (5) in the number of County residents employed, in effect no change. The Population chapter of this Plan also indicates the population in the western and northern part of the County has decreased since the 2010 Census, while the population has increased in the southern and eastern part of the County. This population shift resulted in redistricting of the County's election districts, as discussed in the Community Facilities chapter.



Source: HRPDC

The number of persons per household in the 2000 Census was 2.78. The number of persons per household in 2010 was 2.76, while the number of persons per household in 2050 is anticipated to be 2.69. This decrease in household size may indicate the need for the County to look at other housing types rather than the single family detached home on a large lot as an alternative that may be attractive to future residents. A decreasing number of persons per household and perhaps a decreasing number of households with children may create a market for housing types that include more attached single family residences, residences that are smaller located on smaller, more manageable lots, and residences that are closer to employment and commercial centers. The zoning ordinance was amended in 2019 to permit accessory dwelling units (ADUs), one per parcel, on any tract that contains a single family residence. ADUs provide

housing alternatives for smaller households, as well as permitting owners of larger residences who no longer need as much space to construct a smaller residence on their property. This would permit the owner to stay on their property, but in a residence that is more suited to their smaller household. A decreasing number of households with children may also impact other decisions, including school siting, recreational and cultural offerings, and the need for professional services and commercial offerings. Yet even in light of these challenges, as we go forward into the future the people of Southampton County remain the most essential resource for forging and maintaining a vibrant community and preserving the values that make Southampton County a desirable place to live, work, and visit.

The Commonwealth of Virginia increased its population by 11.5% from 2000 to 2010 and 7% from 2010 to 2020. The Hampton Roads region has also experienced growth and development during this time period, largely tied to the extensive military presence, economic activity associated with the Port of Virginia, and an influx of retirees and new residents from other states. To accommodate the expanding population, housing construction has steadily moved into the outer areas of the region, including Southampton County, indicating that the spread of suburban-type development that is being slowed in some areas of the country has not been slowed in the Hampton Roads area. While the peak year for new home building in Southampton County was 2006 with 164 new home starts, the number of new home starts in 2022 was 68, on par with the numbers seen for many years prior to the 2006 peak, despite shortages in both materials and labor seen throughout the country, and rising home mortgage rates.

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

Land Use

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

Single family residential development continues in Southampton County, both in existing neighborhoods and along rural secondary roadways. In the existing platted subdivisions, construction activity has increased in recent years. The Regency neighborhood, located partially in Franklin and partially in the County, has renewed construction activity after a number of years with no new homes, and all but a handful of the County lots have been built out recently. Several recent neighborhoods in the County, including Bethel Farms, Country Roads, Pines of Ivor, and Sandy Creek, are close to build-out after increased construction in recent years as well. Platted lots in existing subdivisions are increasingly difficult for potential residents to find. This leads to an increase in requests for the creation of new lots through the family transfer process and the existing homesite process, as well as through the zoning map amendment process to create lots with Rural Residential zoning. This scattered development pattern leads to increasing concerns about conflicts between the existing agricultural and forestal uses and residential development, the loss of productive agricultural land, and increasing traffic concerns. No new single family detached residential subdivisions have been created since the as-yet-unbuilt Benson Woods subdivision in 2010. No new multifamily structures have been created since prior to that time as well. Higher density residential properties may be necessary to address the affordable housing shortage described in the Housing chapter, to provide affordable and workforce-priced housing for County residents. Location in areas served by public water and sewer may be appropriate.

Commercial development continues along the County's transportation corridors. Long-standing, family-owned, enterprises have re-purposed existing structures or built new structures to expand their businesses,

including Parker's Peanuts and Belmont Peanuts. Several self-storage facilities have been constructed, both near Southampton Parkway and near the Town of Newsoms. A number of warehouse-type properties along Southampton Parkway have been renovated and re-opened in recent years, including an auto repair facility, a gym, batting cages, and a personal care/yoga studio. A tornado spawned by Tropical Storm Isaias in August 2020 damaged or destroyed a number of homes and businesses along Southampton Parkway and in the County's Southampton Business Park. The Virginia Department of Agriculture building in the Business Park was repaired and re-opened. Several homes and businesses on Southampton Parkway have been renovated, with businesses including The Peanut Patch and Dairy Queen, and have since re-opened. Grigg's Lawn and Tractor constructed a new building. Several parcels along Southampton Parkway in the area damaged by the tornado have been cleared of damaged buildings, and await redevelopment.

Businesses in and around the towns have undergone ownership changes and renovations in recent years, bringing new opportunities to the residents in those areas. A veterinarian's office has been constructed in the Ivor area along US 460, as well as a Dollar General store. Several businesses along US 460 have undergone renovations in recent years. Businesses in the towns of Newsoms and Boykins have undergone renovations and ownership changes in recent years. Courtland may see commercial growth once the courthouse renovations are complete and court functions return to the center of town.

New industrial ventures have been established and more are being planned. The County's industrial park on Rose Valley Road, Southampton Commerce and Logistics Center, has Enviva as an occupant, a major pellet manufacturer whose products in large part leave the United States through their port in Chesapeake. A tire demanufacturing plant is planned for the County's industrial park as well. The Solenis Company, located on Shady Brook Trail, plans an expansion on property within the Commerce and Logistics Center as well. To provide further industrial property, the County has exercised an option to purchase the Beale Farm property across Rose Valley Road from the Enviva plant, a site of approximately 200 acres for further industrial or manufacturing development. Strong concerns from property owners in the area of the Beale Farm property were raised during the zoning map amendment for the property. However, the Industrial Plan designation, in place since at least 1988, was used to justify approval of the zoning amendment.

Birdsong has constructed a substantial peanut warehouse on Rose Valley Road, which is currently being enlarged. A second peanut/grain drying/storage warehouse, with a capacity of 350,000+/- bushels, is under construction in that area for Meherrin Agricultural and Chemical Company, along General Thomas Highway. The Converting Innovation Center, formerly owned by International Paper, re-opened during the summer of 2015 as a peanut butter manufacturing plant owned by Hampton Farms. A number of sand mining operations have opened or reopened in recent years, to serve the road building and industrial users in the area. One asphalt plant is planned for the Branchville area, and a second major plant, Curtis Contracting, is located west of Ivor, using both US 460 and a rail spur to transport materials. Interest has been increasing in industrial properties located along Camp Parkway and in the area south of Southampton Parkway near the Love's Travel Center development in Franklin. One 100MW solar installation was constructed just north of Boykins and Newsoms and has been operational since 2018.

Overall, Southampton County remains largely in use for agriculture and forestry outside of the incorporated towns. Less than ten (10) percent of the land base has been converted into uses other than agriculture, forestry, open space or conservation. Since 2017, over 160,000 acres have been approved as part of the 39 Voluntary Agriculture and Forestal Districts in the County. These districts protect agriculture and forested land from development for the period of the District, typically ten (10) years. These Districts also protect land in the Districts from development on abutting properties that may have a negative impact on the protected land. The Districts are more fully discussed and depicted in the Agriculture chapter of the Plan.

Land use decisions are very important because they determine what activities may occur in a particular area. Some uses, including commercial and industrial, can create different planning challenges than others. Minimizing the conflicts between differing uses to ensure the health, safety and general well-being of a community is paramount in creating and sustaining viable communities. With this statement as a general

goal, specific categories have been created to better educate the public as to the needs and demands associated with a particular use and the interaction among the uses.

Recent land use changes in Southampton County have resulted in a citizenry that is determined to preserve the rural nature of the landscape while remaining cognizant of the fact that change is inevitable and is in part necessary to maintain the quality of life in the County, including increases in the industrial sector. The desire to engage the public in open discussions about how to best manage future land development primarily in the residential realm has resulted in the development of a proactive approach that is uniquely tailored to the goals and objectives of Southampton County. The Rural Residential zoning designation with its attendant development requirements is a direct outgrowth of the changing rural landscape and the desires of the citizens to retain such landscape and its agricultural utility while still permitting limited residential growth. The design guidelines in the Planned Office and Industrial zoning designation were an outgrowth of a request for approval of an industrial park along Camp Parkway in an area surrounded by residences, a school, and a house of worship. The adoption of stringent utility scale solar regulations after the approval and construction of the utility scale solar facility in the County was in direct response to issues and concerns raised during the review period as well as now that the facility is operational. Zoning amendments follow the adoption of land use regulations, to help put the guidelines of the land use plan into action.

Land use designations are broad categories that spell out the types of uses that are considered appropriate in specific areas. Zoning designations are development parameters that determine specific permitted uses and the spatial requirements, such as setbacks, parking, and other physical requirements that must be met to develop property. For example, the Commercial land use designation may include several types of commercial or office zoning designations, as well as limited industrial designations. A medium density land use designation may have within it property developed in a number of zoning designations that permit a range of housing types ranging from single family detached or attached units to multifamily structures, all developed under their own specific zoning requirements.

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

Agriculture/Forest/Open Space/Rural Residential

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

Low Density Residential

This use comprises suburban-type development in and around defined planning and community areas. This category encompasses single-family detached structures and accessory units, as well as appropriate recreational facilities, and is the predominant residential use pattern found in the more suburbanized parts

of the county, including the incorporated towns. Residential development can present many challenges, including the provision of adequate roads and transportation, adequate provision of services such as schools and public safety, preservation of the natural environment, utility service provisions, and the interaction between new development and existing development. Low density residential development shall be encouraged but not limited to areas that are or can be served by municipal water and wastewater services, and costs of extension of services not available but necessary shall be borne by the developer. Low density residential development in this category is limited to one (1) to three (3) units per developable acre. While Low Density residential development is not typically associated with Mixed Use areas, the location of Low Density development adjacent to Mixed Use areas may be appropriate.

Medium Density Residential

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

Manufactured Home Parks

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

Commercial

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

Mixed Use

This classification includes compact nodes of development that include a mix of commercial, office, public, and medium density residential uses in varying proportions. These districts may be considered and located in areas that provide or could provide the infrastructure necessary for such mixed use development patterns. Mixed use areas are appropriate at significant intersections and shall be located in areas able to be served by municipal water and wastewater services and transportation facilities. Residential

development in this category is limited to three (3) to ten (10) units per developable acre, including detached and attached single family housing, as well as multi-family housing. Density bonuses for the development of senior housing in such areas may be available through provisions in the Zoning Ordinance. Mixed use areas are encouraged to incorporate elements of traditional neighborhood development, including pedestrian friendly road design, connectivity of road and pedestrian networks both within the area and with abutting properties, and preservation of natural areas as appropriate. The need for municipal water and wastewater services will be dependent on the development proposed, and the costs for extension of such services may be borne by the developer. Mixed use areas shall be developed in conjunction with a master development plan as outlined in the County Code. The Mixed Use designation shall be approved on a site-by-site basis after review by the Planning Commission and approval by the Board of Supervisors in conjunction with an approved master development plan.

Employment Center

The Employment Center designation encompasses property adjoining or in near proximity to transportation corridors, including US 460, US 58, US 671, and rail corridors. This designation includes industrial and manufacturing uses, compatible office and commercial uses, and limited medium density residential uses in the outlying areas of the district. The Employment Center areas are designed to attract public and private infrastructure investment. General industrial and resource extraction operations are included in this designation. Business park-type development, with light industrial, research and development, warehousing, and office uses in a campus-like setting is included, as well as commercial enterprises that support the industrial and office development and the surrounding area. The need for municipal services is dependent on the type of development planned, and extension of those services may be borne by the developer. This designation allows outdoor storage of materials as part of an industrial or resource extraction operation, but outdoor storage such as a vehicle salvage operation is not included. Institutional uses are generally limited, except uses that directly serve the industrial and office uses in the district, such as fire stations, day care centers, and vocational schools. Medium density residential uses may be appropriate near the boundaries of the Employment Center areas that abut similar development outside of the area.

Industrial

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

Institutional

This classification includes government owned buildings, facilities owned by utility systems, public and private schools, hospitals, day care centers for adults and children, houses of worship and related facilities that may be associated with the house of worship, public and private or commercial parks and recreational or historic facilities, refuse collection sites, public safety institutions and other uses that serve the public and

the community. This district may also include limited residential uses such as nursing homes and adult care facilities as well as other types of group living facilities. The range of Institutional uses requires siting considerations to assure their appropriate locations within the community. The need for municipal water and wastewater services is dependent on the proposed use, and the costs of extension of such services may be borne by the developer. The ability to provide these services and facilities is contingent upon sound planning practices to help make certain that the demand for these facilities and services does not exceed the ability of the government or its entities to provide them. Institutional elements may be appropriate within or adjacent to Mixed Use areas. Future investments in the public types of these facilities is an important component of the Capital Improvements Plan and should be a high priority for the public sector in addressing the future needs of Southampton County.

Growth Management

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

Southampton County is anticipated to grow slowly in the coming years. As described in previous chapters, population projections and current growth trends show that the population, households, and employment will increase very little in the planning timeframe that goes to 2050. However, new homes and businesses continue to locate in the County, replacing homes and non-residential properties that have passed their useful life. The need to manage development is increasingly important in terms of the financial costs associated with providing services to the new development and encouraging economic growth. Maintaining the agricultural land base that helps influence the rural quality of life, providing quality educational services, expanding economic opportunities, and preserving the natural environment continue to be some of the foremost goals of the County. The strategies listed at the end of this chapter help shape the overall policy of land development in the County and their influence is reflected in land use decisions. In past plans, the County had indicated that future growth should occur in areas that are close to the existing towns and the City of Franklin. This theme remains very relevant in this comprehensive plan as the resources needed to support this scale of development and the impact it has on the quality of life for the people of Southampton County are considered. By working cooperatively with the incorporated towns, the City of Franklin, and the Hampton Roads region, Southampton County will be better prepared to meet the challenges ahead.

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

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

When viewing the future land use map several key features are noted. These features include general areas for future growth and development and are labeled as Planning Areas and Community Areas.

Planning Areas

Planning areas are defined zones where current development patterns, current zoning, existing transportation systems, and existing or planned utilities and services indicate the continuation of more intensive development activity. While not all of the area encompassed within a planning area will develop during the planning period due to environmental constraints, economic factors, and/or community concerns, planning areas offer a glimpse of where conditions may allow development to occur within the regulatory framework established by the County at present or in the future, as it is confronted with trends and changing circumstances.

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

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

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

Ivor Planning Area

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

Courtland Planning Area

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

commercial corridor is developing along Southampton Parkway, running east from Courtland towards the boundary with the City of Franklin.

The Town of Courtland contains a significant residential population, as well as a retail center and other scattered retail/service uses, a senior living center, and the County administration center. The courthouse is undergoing extensive renovations and additions, and will reopen to the public in early 2024. A renovated courthouse may induce new retail and service development in and around Courtland.

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

Boykins-Branchville-Newsoms Planning Area

This corridor contains three of the County's incorporated towns. A major capital investment was completed to upgrade and expand the public water and sewer systems, and upgrades to the Boykins waste water facility have been completed. The connectivity offered by three major transportation routes, Route 671, Route 186 and Route 35, offers excellent opportunities for the location of industrial, business and residential development. However, an increase in the number of tractor trailers through the heart of the towns' centers raises concerns from the elected officials about the livability of those corridors. Capacity in the existing wastewater treatment plant ensures that development can occur in a managed fashion. The individual towns also offer additional services existing in varying forms and include sidewalks, solid waste services, streetlamps and public safety. Boykins and Newsoms are home to retail and service offerings that serve the southern areas of the County, and all three communities are home to a number of houses of worship.

The Town of Newsoms and the County are working together to revitalize areas within and just outside the town limits. A drainage study led to plans to correct long-standing stormwater problems, with correction financed by the Virginia Department of Housing and Community Development (DHCD). Renovations and replacement of homes in the area is underway as well, including the removal of the former school. The goal of such neighborhood improvement investments by DHCD is to revitalize communities, through investments in housing, blight removal, and infrastructure improvements.

An Enterprise Zone as established by the Commonwealth of Virginia includes the commercial district in Boykins and extends towards Branchville and includes the asphalt plant near Branchville. Boykins developed an economic restructuring and marketing plan with the help of a planning grant from the Department of Housing and Community Development to guide the redevelopment of the downtown area.

Community Areas

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

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

Sedley Community Area

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

Capron Community Area

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

Drewryville Community Area

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

Other Community Centers

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

Adams Grove
Kingsdale

Berlin-Dory
Little Texas

Burdette
Scottswood

Edgehill
Sebrell

Summary

Southampton County is experiencing changes in its land use patterns that are influenced not only by the population increase being experienced by the Country, but by the patterns and variables found in the Hampton Roads region as a whole. As localities east of the County continue to develop, development continues to be pushed to the west. As the Port continues to grow, truck traffic increases through the County. Utility scale solar development will continue to draw interest to the County, although the utility scale solar zoning requirements seek to direct such development in a scale that lessens its impact on the County's agricultural and forested land. Because change is inevitable, careful evaluations are now being made to determine how these changes will affect the people, opportunities, and quality of life in Southampton County. The future will hold significant challenges and opportunities for Southampton County. In preparing for these issues, the County can best serve the future needs of its citizens by defining the areas that will accommodate growth and change in a manner that balances preservation of community character with the need for sustainable economic investment and opportunity.

Goals:

Population

Ensure that population growth is consistent with County goals to sustain the viability and vitality of Southampton County.

Implementation Strategies

- a) Support programs and incentives to achieve modest but consistent growth in population.
- b) Review population growth information regularly to seek trends that will help County deliver needed services to a changing population.
- c) Encourage development that is compatible with the population densities and reasonable rates of growth and available resources.

Housing

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

Implementation Strategies

- d) After completion of a housing study to determine the unmet housing needs of County residents, seek ways to address unmet housing needs. Higher density may be appropriate in areas served by public water and sewer.
- e) Plan for a diversity of housing choices, including single-family housing on smaller lots, apartments, and townhouses in the towns or near the towns where public services and utilities are available, in order that County residents may have decent, safe, and sanitary housing. Discourage such housing in outlying areas.
- f) Encourage housing choices in areas accessible to jobs and services. With the average new home value in 2022 over \$218,000 and the average family in the County able to afford a home in the \$126-158,000 range, alternatives may be necessary to allow County residents to remain in the County in appropriate housing.
- g) Encourage through density bonuses the construction of nursing homes and housing for the elderly and persons with differing abilities in mixed use areas.
- h) Encourage the rehabilitation or replacement of housing in poor condition and offer assistance to the towns for such programs.
- i) Continue to work with the Department of Housing and Community Development to secure state funds to improve homes and neighborhoods.
- j) Require new manufactured home parks to be served with municipal water and sanitary sewer service to provide needed infrastructure to residents of high density development.

- k) Encourage the provision of water, sewer, and residential services within planned development areas to funnel growth into these areas.
- l) Consider re-establishing Planned Development District zoning for residential development. Encourage such zoning in areas able to be serviced by public water and sewer.
- m) Discourage residential development in areas dominated by environmentally sensitive features or agricultural operations.
- n) Encourage the use of Federal and State housing assistance for construction and rehabilitation projects.
- o) Discourage the subdivision of property and the construction of houses in areas that will result in the loss of valuable farmland and interfere with agricultural practices on adjacent farmland, recognizing the "family transfer" process to provide housing opportunities for the immediate family of the farmer.
- p) Encourage the provision of adequate services and facilities in residential developments by enforcing the subdivision ordinance and study amendments to the subdivision ordinance as may be necessary to ensure the provision of such services and facilities.
- q) Continue and refine as necessary the Rural Residential zoning classification to limit residential development's encroachment into agricultural areas.

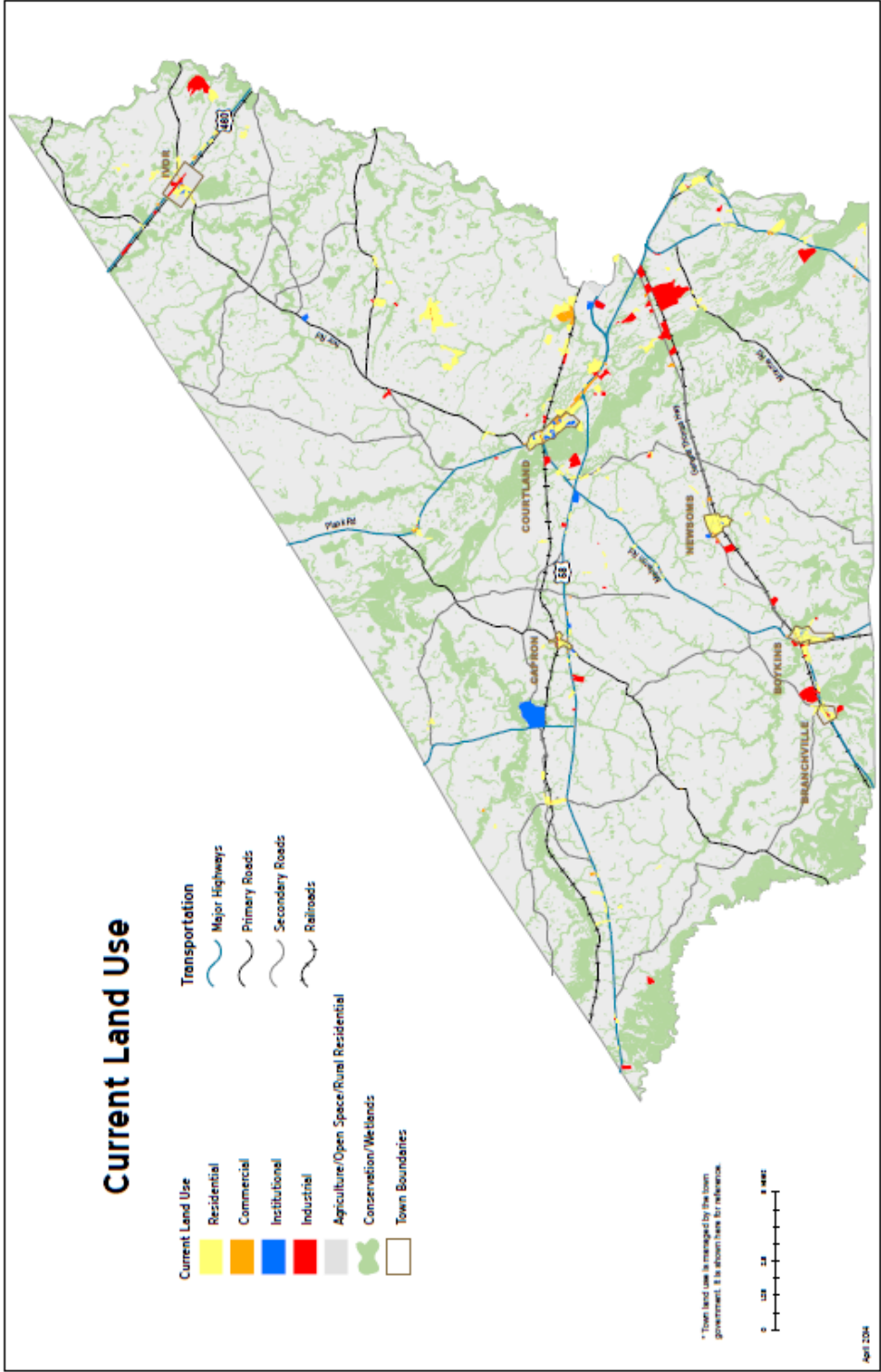
Future Development

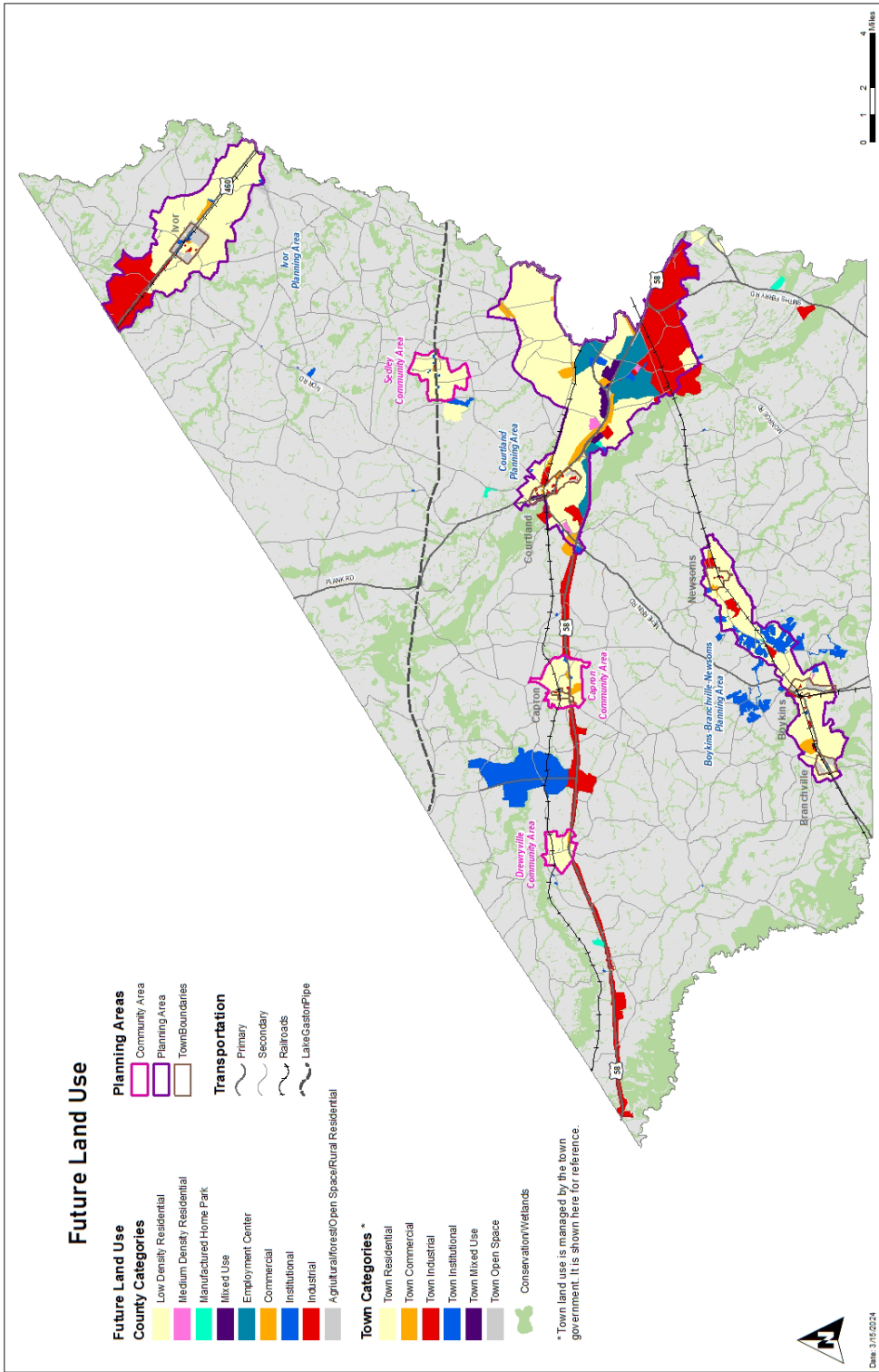
Ensure that future development occurs in an efficient and serviceable manner, which is protective of Southampton County's predominantly rural character.

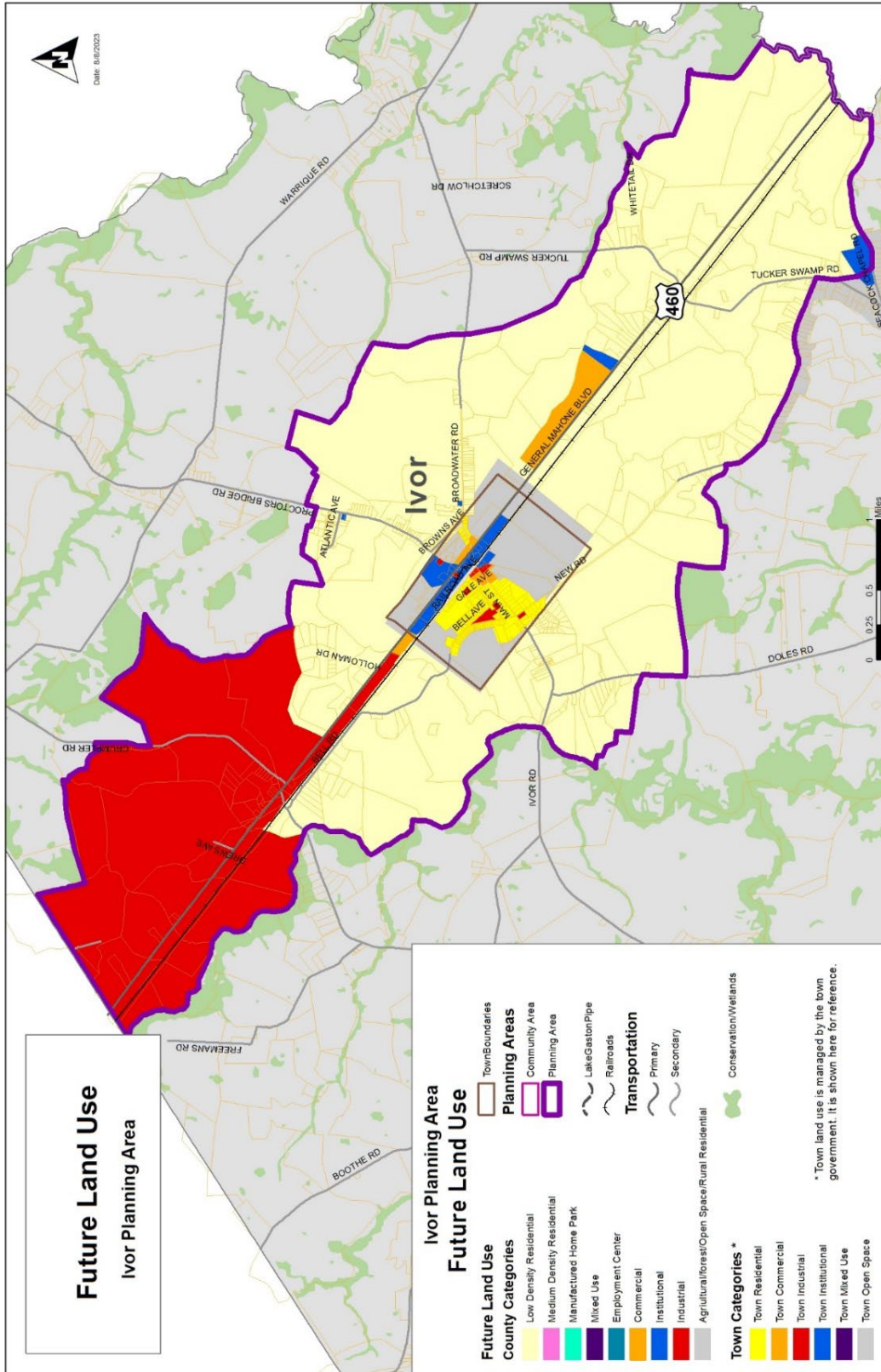
Implementation Strategies

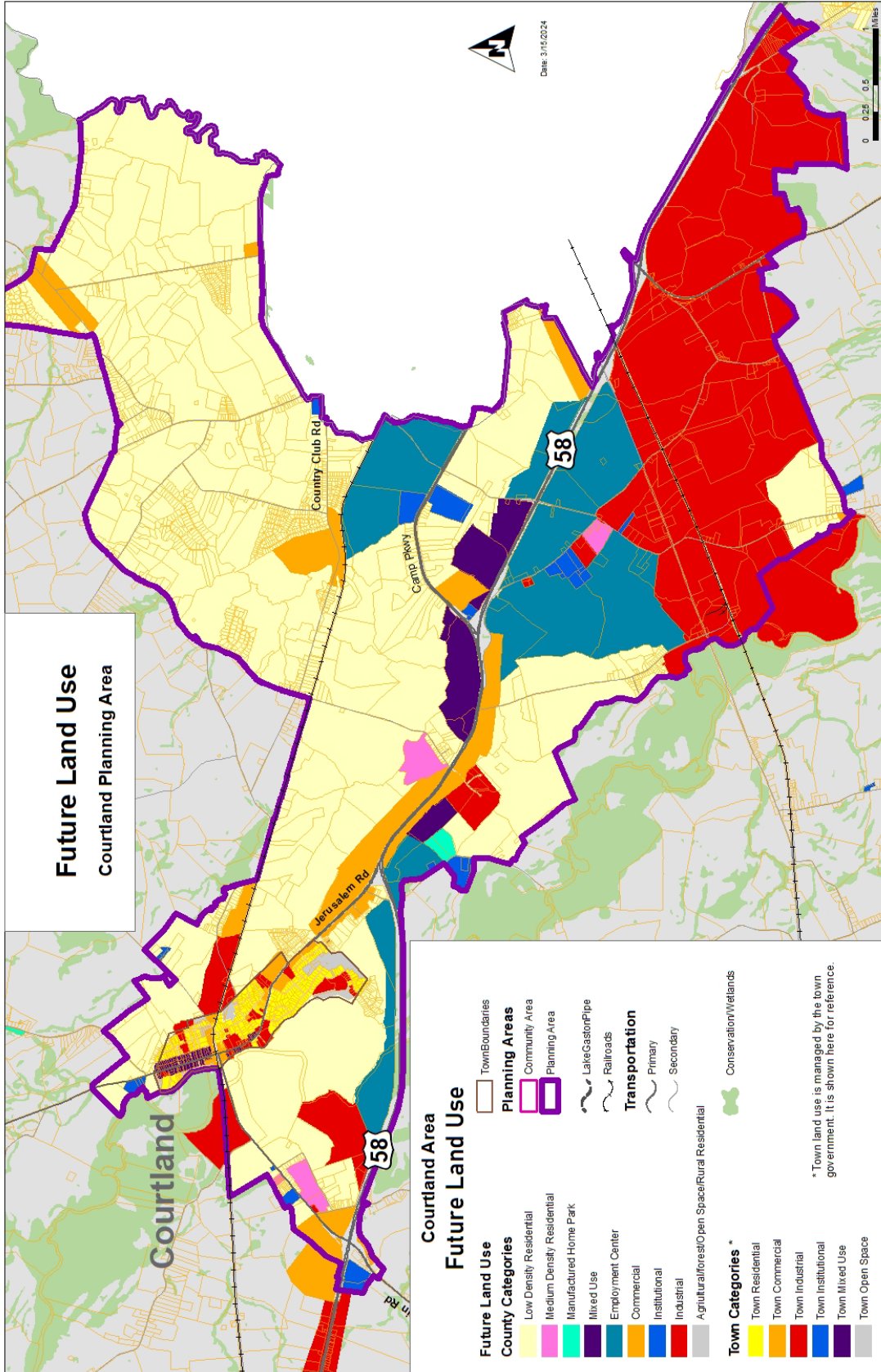
- r) Encourage moderate, consistent growth in non-residential uses, to serve the community and grow and diversify the employment base.
- s) Encourage development of County and private industrial/manufacturing parks to provide employment opportunities for residents and an increase to the County's non-residential tax base.
- t) Preserve the best agricultural land and protect it from uses that are adverse to agriculture.
- u) Encourage commercial uses to group together at intersections along the major thoroughfares, rather than to scatter randomly along either the major thoroughfares or other County roads. Encourage and facilitate mixed use areas and live/work/recreate areas to maximize utilization of existing and planned infrastructure.
- v) Encourage the development of residential communities, commercial concentrations, and industrial uses where the services and facilities that are required for such development are located or are planned for expansion, in areas accessible to jobs and services.
- w) Improve the quality of development and redevelopment through improved site planning and design standards.
- x) Emphasize community planning and industrial development that is designed to economize the costs of roads, utilities, and land use.
- y) Recognize and evaluate the importance of and impact on utilities, schools, and other community facilities when reviewing future development proposals.
- z) Make planning and development decisions that account for the special characteristics and identity of each community. Encourage development that provides a sense of place that is uniquely Southampton County.
- aa) Encourage innovative design proposals that complement natural and man-made features.
- bb) Encourage the preservation and protection of lands needed in the future for roads, parks, schools, and other public facilities in private development plans.
- cc) Monitor programs at the federal, state, regional, and local levels that may affect County goals and participate in individual and cooperative efforts to ensure that such programs support achievement of County goals and/or do not adversely impact the County's ability to achieve those goals.
- dd) Utilize the zoning ordinance to direct intensive land use development areas where the efficiency of transportation systems, utility services, and community facilities will be maximized and their costs minimized.

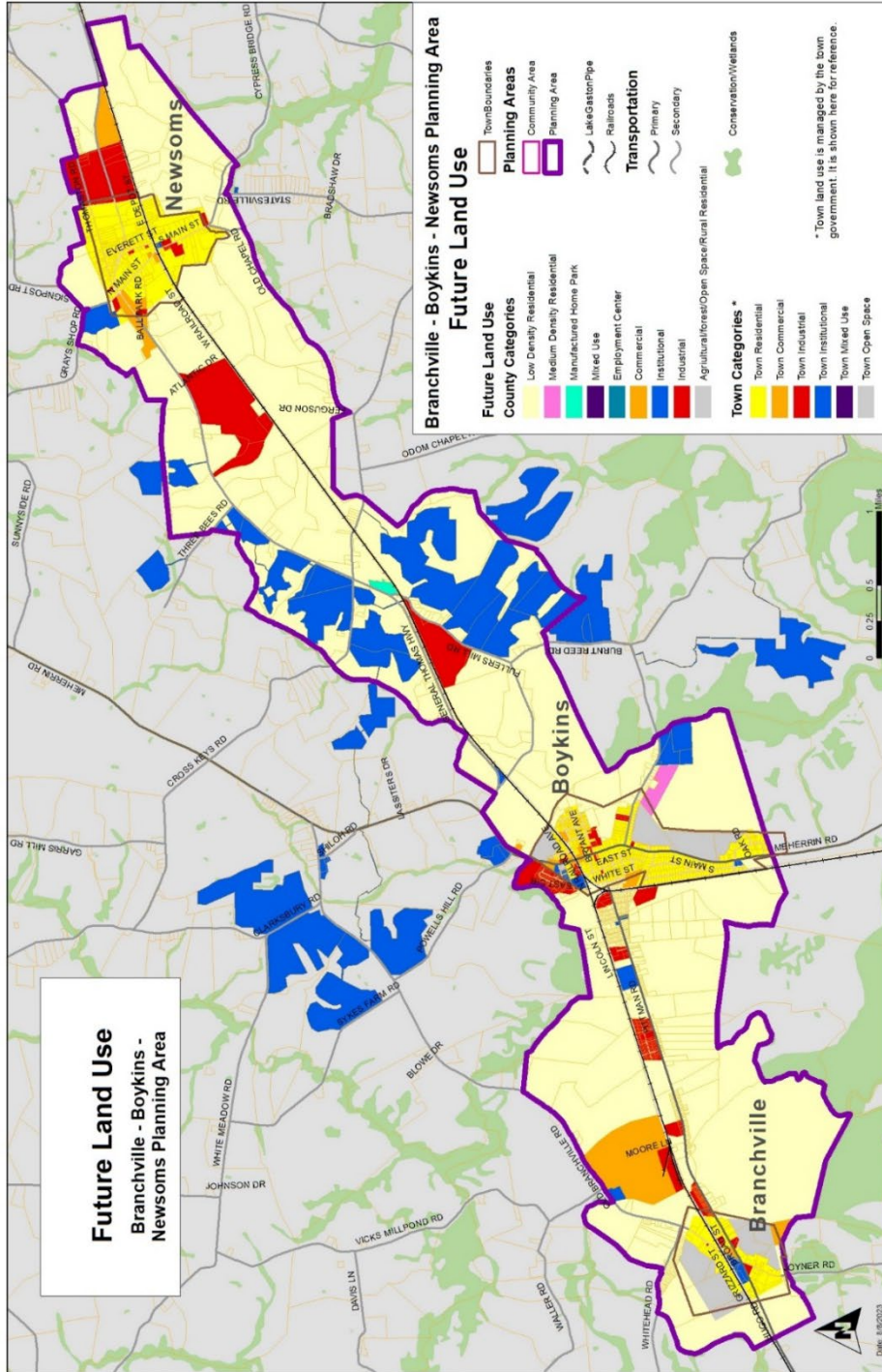
- ee) Study the adoption of highway corridor overlay zoning districts and mixed use areas as necessary.
- ff) Encourage members of the Planning Commission and Board of Zoning Appeals to participate in applicable State sponsored certification programs.
- gg) Consider scheduling annual meeting between County Board of Supervisors, City Council, both Planning Commissions, and Franklin-Southampton Economic Development Inc. to encourage shared vision and cooperation.
- hh) Seek to work with abutting localities with regard to planning for areas of common concern, i.e., Camp Parkway and US 58 with Franklin, both ends of US 460 with Isle of Wight and Surry/Sussex Counties.
- ii) Work with Greensville County with regard to development and expansion of the Emporia/Greensville County airport.
- jj) Seek increased protection for areas threatened by large-scale development through means such as the Rural Historic District designation.
- kk) Assist towns that may seek economic revitalization through participation in the Main Street program through the Department of Housing and Community Development.

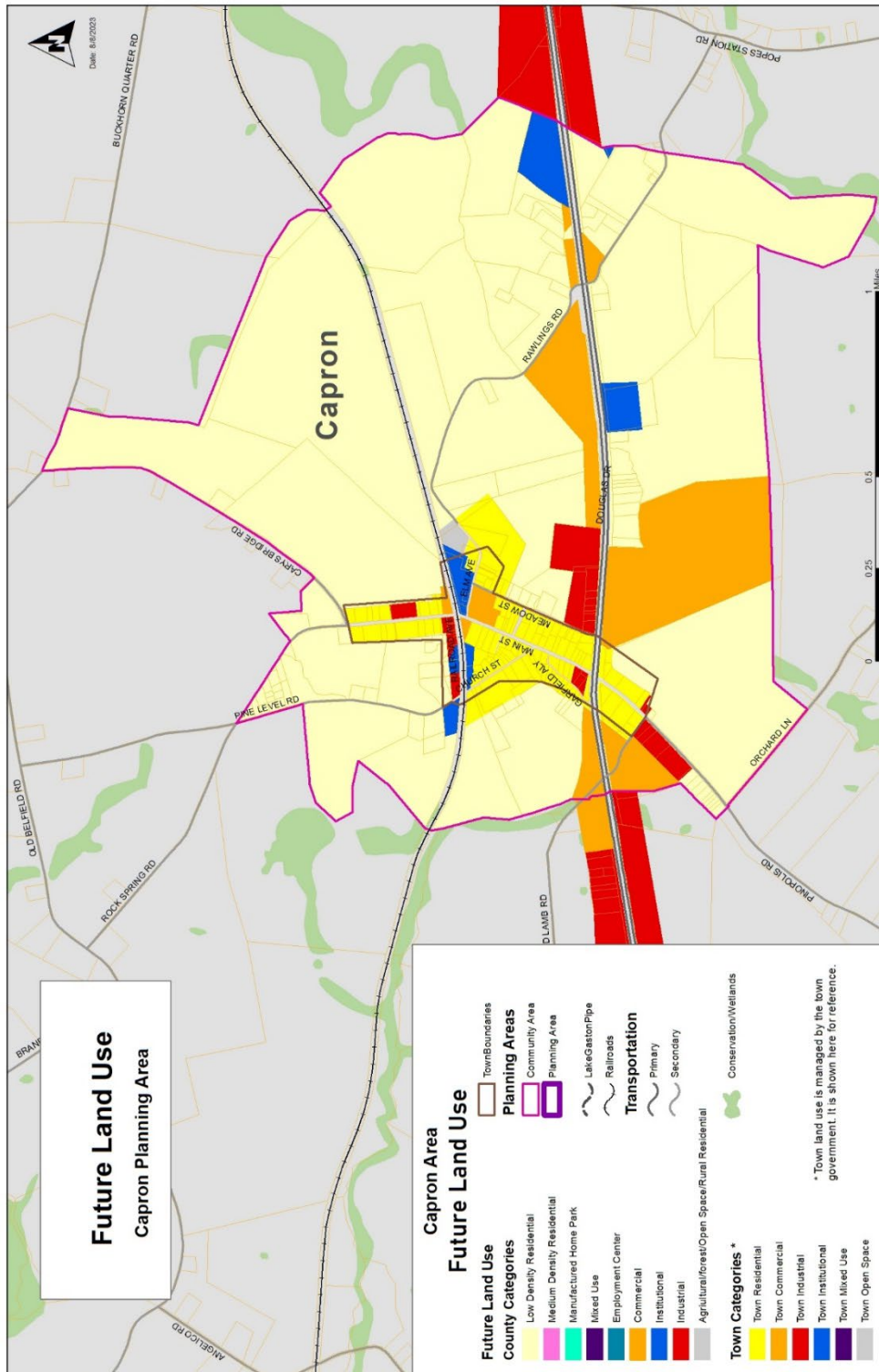


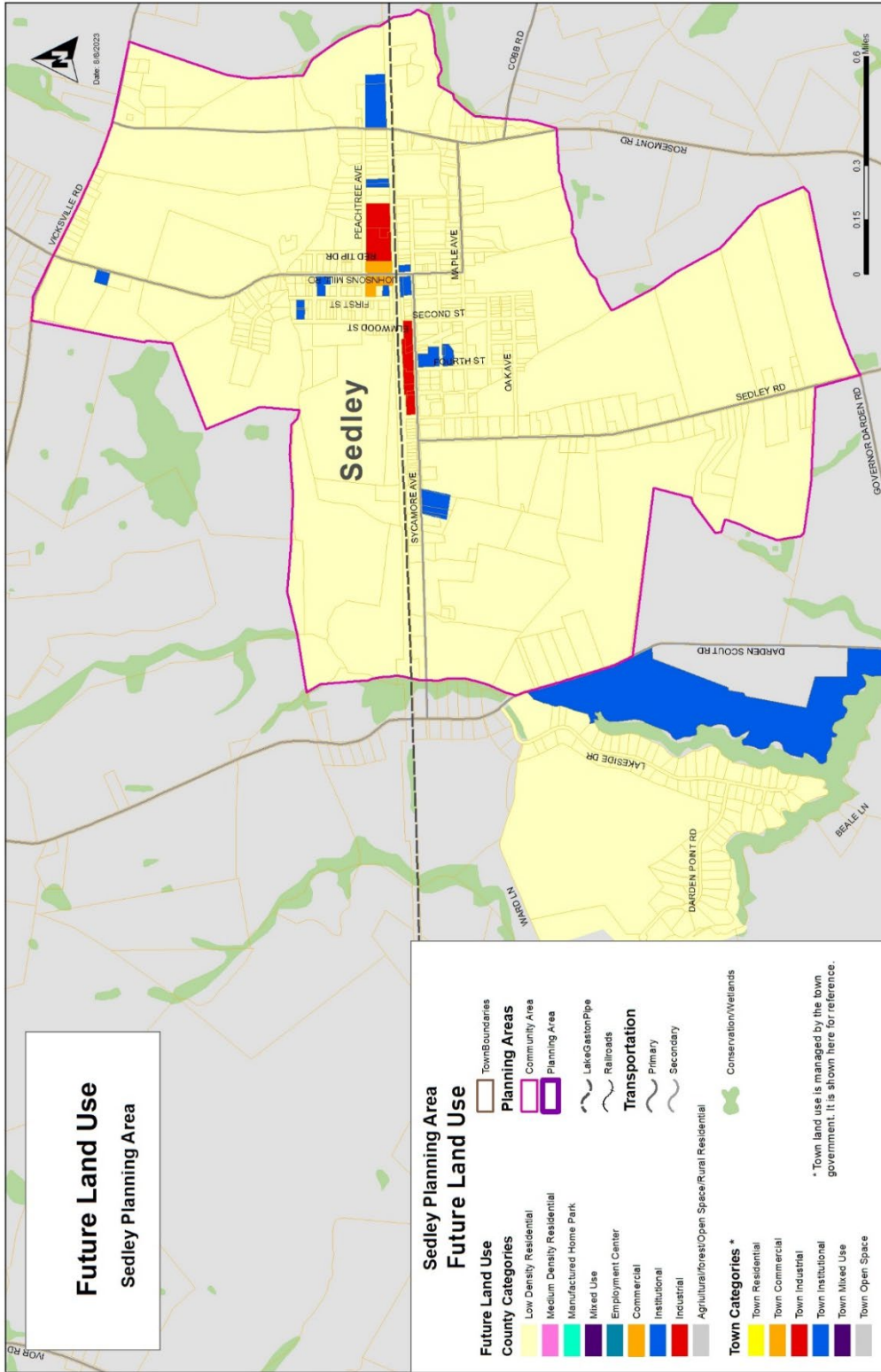


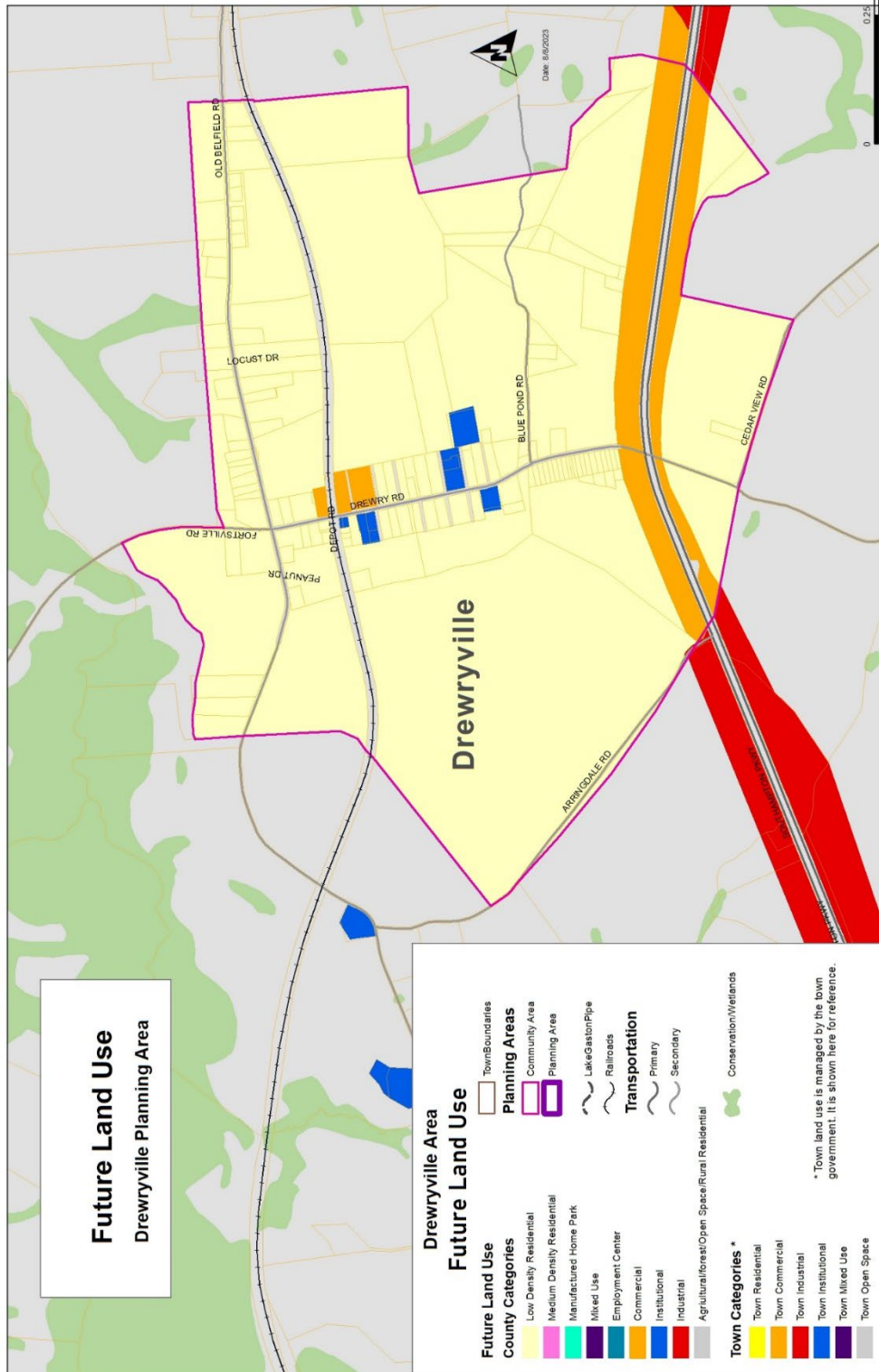














COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

August 23, 2023

Beth Lewis, AICP
Southampton County
Community Development Director
24283 Cheroenhaka Road
Courtland, VA 23837

Dear Ms. Lewis:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24VAC30-155, Southampton County submitted the revised draft Transportation Chapter of the Southampton County Comprehensive Plan on August 22, 2023, for review by the Virginia Department of Transportation (VDOT).

We evaluated the draft comprehensive plan and find the submitted document is in conformance with the requirements of Chapter 729 of the 2012 Acts of Assembly.

We request the inclusion of VDOT's official comments in the locality's official public records (meeting minutes, staff report) and to have this letter placed in the official file for the comprehensive plan. VDOT will also make these documents available to the general public.

Sincerely,

A handwritten signature in black ink, appearing to read "Mitzi Crystal".

Mitzi Crystal, AICP, PTP
Strategic Planning Manager
Virginia Department of Transportation
Hampton Roads District Transportation Planning

Cc: Eric Stringfield, Transportation Planning Director
Joshua Norris, Land Use Engineer, Franklin Residency

VirginiaDOT.org
WE KEEP VIRGINIA MOVING

