



Appomattox Regular Town Council Meeting Agenda

Appomattox Municipal Building, 210 Linden Street, Appomattox, Virginia 24522

Monday, January 12, 2026

6:30 PM – Regular Town Council Meeting

(Location: Appomattox Municipal Building, 210 Linden Street, Appomattox, Virginia 24522)

Call to Order and Welcome to Visitors

Prayer & Pledge of Allegiance to the Flag of the United States of America

Mayor's Comments

Scheduled Public Appearances

1. Appearance by Janet Hix, Clerk of the Appomattox Circuit Court, to administer the oath of office to Council Member Jack Hensley.

Adoption of the Consent Agenda - January 12, 2026

All matters listed under consent agenda are considered routine by the council and will be approved or received by one motion in the form listed. Items may be removed from the consent agenda for discussion under the regular agenda upon motion of any council member and duly seconded.

2. Approval and adoption of the Town Council Meeting Minutes from the November 25, 2025 Town Council Workshop Meeting, and the December 15, 2025 Regular Town Council Meeting.

Unfinished Business

3. Announcement by Town Council of the appointee for the position as Interim Council Member.
4. Appearance by Janet Hix, Clerk of the Appomattox County Circuit Court, to administer the oath of office to Danielle Ulmer, appointee to the position of Interim Town Council Member.
5. Public Hearing for the consideration of the adoption by Town Council of the Town of Appomattox Comprehensive Plan 2045.

New Business

6. Public Hearing on a rezoning request to rezone a parcel of property located within the Town limits of Appomattox from R-3 to R-2 to allow for the construction of a single-family subdivision. This parcel of property is identified as Tax Map Identification Number 64A6-A-76.
7. Election by Town Council of a Vice Mayor, in accordance with the Section B "Officers" contained in the Bylaws and Rules of Procedure for Appomattox Town Council. In accordance with this section, Town Council shall elect from its members, at the first meeting in January, a Vice-Mayor who shall serve two terms. Since the current Vice Mayor was last elected on January 9, 2023, Council is due to elect (from its members) a Vice Mayor.
8. Discussion and approval of continued funding and execution of a fireworks show in 2026. The costs of putting on a firework show this year are high due to the celebration of the 250 year anniversary of the founding of the United States of America. Discussion of creative ways the Town can utilize to mitigate the cost increases and continue to fund a firework show this year.

Council Standing Committee Reports

Citizen Comment

Town Manager's Report

Council Comment

Adjournment

File Attachments for Item:

2. Approval and adoption of the Town Council Meeting Minutes from the November 25, 2025 Town Council Workshop Meeting, and the December 15, 2025 Regular Town Council Meeting.

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Workshop Meeting
November 25, 2025

The Appomattox Town Council held a Workshop Meeting on Monday, November 25, 2025, at 6:30 p.m. at the Appomattox Municipal Building, 210 Linden Street, Appomattox, Virginia with Vice Mayor Timothy W. Garrett, presiding.

Members present: Richard Conner, James J. Boyce, Sr., Timothy W. Garrett, McKinley Cardwell, Jack Hensley, Nathan Simpson, and Mary Lou Spiggle.

Others present: Michael Campbell, Town Manager; Dianne Tanner, Deputy Town Clerk; David A. Carter, Town Utilities Director; Kimberly Reed, Treasurer; Brooke Moore, Deputy Town Treasurer; and Carlton Duck, Alive Media.

Vice Mayor Timothy W. Garrett called the Workshop meeting to order at 6:30 p.m.

Vice Mayor Timothy W. Garrett read into the record the first item listed on the Workshop Agenda, a presentation of the FY25 Financial Audit Report by Hailey Fox, Manager of Browns Edwards. Ms. Fox gave Council a high-level overview of the information contained in the two binders containing the FY25 Financial Audit Report and congratulated the Town on a clean FY25 audit.

Vice Mayor Timothy W. Garrett turned the meeting over to Mayor Richard Conner.

Mayor Richard Conner read into the record the second item listed on the Workshop Agenda, a presentation by David A. Carter, Town Utilities Director, to address Council on Town utilities and inflow and infiltration. Mr. Carter provided an update on utility items involving Confederate Boulevard and the INI project on the SPR basin which is necessitated by the conditions on Confederate Boulevard. Mr. Carter provided details of a grant the Town has received, with the current process involving surveying and base mapping that should be completed in the next sixty to ninety days. This will allow the process to proceed to the engineering phase of the project. The goal is to abandon sewer infrastructure on the south side of Confederate Boulevard which runs along the old Garment Factory. This will allow the Town to have sewer infrastructure on one side of the road versus having it on two sides, thus facilitating easier maintenance by Town utility staff. The new line will be terracotta instead of concrete. Pulling of HDP piping is anticipated with some pipe bursting. Engineering reports are expected to be completed within the next six months.

Mr. Carter addressed the following questions from Council:

Council Member Nathan Simpson inquired if the Town had selected a contractor yet. Mr. Carter advised that CHA is the current contractor, since they had started the INI project. Michael Campbell, Town Manager, also added that CHA is one of the on-call consultants who had previously submitted a 300-page report, making them a perfect fit. Council Member Nathan Simpson asked if CHA had started work on the Master Utilities Plan. Mr. Campbell advised that that work had not started yet.

Vice Mayor Timothy W. Garrett asked Mr. Carter how the INI work would affect projects on Patricia Ann Lane. Mr. Carter advised that there should be no impact since the Town was moving forward with a larger diameter pipe, with seventy-five, possibly one hundred percent of the work being confined to Confederate Boulevard. Vice Mayor Garrett inquired of Mr. Carter about the laterals coming from Patricia Ann Lane to the other side of Confederate Boulevard. Mr. Carter explained that the line is deep on Confederate Boulevard so it should not be an issue to pull those lines, with adequate flow to pull those laterals, with there being a limited number of laterals needed.

Council Member Nathan Simpson inquired if the plan was to burst that to ten inches. Mr. Carter advised the plan is to possibly go to twelve but with a minimum of ten.

Mayor Richard Conner inquired if the line ran under the bus shop. Mr. Carter advised it ran along the upper side, closest to Jamersons.

Council Member Nathan Simpson inquired if they would have to cut and cover the laterals. Mr. Carter advised that the laterals coming across would have to be open cut, with the plan involving replacement of current manhole structures leading to both open cutting and asphalt work being done. Overall, the whole entire length should not require open cutting because piping will be pulled under Confederate Boulevard. Michael Campbell, Town Manager, added that it will be a disruptive project.

Council Member Nathan Simpson asked if the work would be slated for 2027. Mr. Carter advised that the timeline would be dependent on the engineering report. Michael Campbell, Town Manager, added that the timeline is more driven on funding, as this is a 3.5-million-dollar project. He stated that the typical timeline, excluding the grant process, within six to eight months the Town should have plans that could go to bid and then it is figuring out how to pay the contractor. Mr. Carter told Council that they are continually monitoring, as there could be the possibility for imminent failure, and have plans in place if something should happen to those sections.

Council Member James J. Boyce, Sr. asked about the grant and what the grant covered. Mr. Carter explained that the grant obtained was a smaller grant of one hundred thousand dollars which helps cover half of the surveying and base mapping and assist in covering the engineering report. The Town Manager, Michael Campbell, elaborated that the one hundred thousand dollars came from SERCAP. He explained that the survey alone was fifty thousand dollars, which was higher than anticipated, and the grant will not take the Town past the preliminary engineering. Once the survey is done the Town should have a proper estimate on the preliminary engineering for bid documents and one of the first things that would be done is to reach back out to SERCAP and request additional funding. There is no guarantee that SERCAP will be able to assist with funding, but it is anticipated that would be able to assist some. SERCAP would be able to assist the Town in finding a larger funding source. If the Town is lucky, it is possible that the Town gets a 50/50 EDA grant. The Town has been working with Amanda with SERCAP and he expressed his appreciation for the assistance provided by them.

Council Member Mary Lou Spiggle asked if that meant the project would not move forward at all until the Town has the engineering study in place. The Town Manager, Michael Campbell, explained not officially that the only thing that could be done now is if there were a line break. The bright side of this is if we get to ten inches, that alone would be a significant increase in capacity, and this project will set the Town up for economic development in the future. Mr. Carter explained that the line services more than just Confederate Boulevard, with impact at Farmers Bank, Tractor Supply, the hotel, the industrial park dump into those manholes, so it services the west side of Town.

Mayor Richard Conner asked David Carter about the sidewalk on Lee Grant and what the current status was with that work. Mr. Carter told Council that project was ninety-eight percent complete. The concrete work is done, the asphalt should be done, there are a few items to iron out and there is a passing zone that needs to be added to the sidewalk in one area to adhere to code. The Town is almost ready to sign off on the project.

Council Member Nathan Simpson asked David Carter what a sidewalk passing zone is. Mr. Carter explained this issue is created when the sidewalk is only three feet in width instead of five feet. The Town Manager, Michael Campbell, elaborated that this issue is one of the items that lead to his meeting with Hurtt and Proffitt. When you have sidewalk that is not five-foot (with three feet being the absolute minimum) code requires a passing zone every two hundred feet so that it is wheelchair accessible. It is basically a bump out. They had not designed any of these with the project, but the driveway aprons count. When get down the road there is no longer a driveway apron, necessitating the bump out. Mr. Campbell indicated that the project is substantially complete.

Vice Mayor Timothy W. Garrett asked about the status of the flashing twenty-five mile per hours signs and getting those installed. The Town Manager, Michael Campbell, advised that this was being efforted with VDOT and we are waiting for an answer. Vice Mayor Garrett indicated that he wanted two of these signs, one at each end of the road, and to continue the double yellow lines that are already on Lee Grant because traffic tends to drift over into the other person's lane of travel. The Town Manager, Michael Campbell, said he would add that requested item to the list of things to discuss with Robert Brown with VDOT. Mr. Campbell advised that it would take some discussion since thermoplastic is expensive and that would be what you need to put down. Council Member Mary Lou Spiggle added that is was a hazard issue.

Mayor Richard Conner read into the record the third item listed on the Workshop Agenda, a presentation by Bill Harvey, the President of the Appomattox Club. Mr. Harvey provided Council with an overview of the organization structure, hospitals, and services offered by the Shriners in treating children with no costs to their families.

Mayor Richard Conner opened the public hearing for the approval an ordinance amending Section 32 of the Town Code of Appomattox to add, Chapter 32, Article III, Division 1, Section 32-104 -Adoption by reference of State motor vehicle and traffic laws. Mayor Conner opened the floor for any public comment on the proposed ordinance. There was no one present who wished to speak on the ordinance. Mayor Conner gaveled the public hearing closed.

Council Member Nathan Simpson made a motion to adopt the ordinance amending Section 32 of the Town Code of Appomattox to add, Chapter 32, Article III, Division 1, Section 32-104 - Adoption by reference of State motor vehicle and traffic laws, with the motion being seconded by Council Member James J. Boyce, Jr., with no further discussion. All members present voting aye. Motion carried 6-0.

Council Comments:

Council Member James Boyce, Jr.: Just the season we are in, Thanksgiving season, just thankful for life and the opportunity to live it.

Council Member McKinley Cardwell: Um, number one, I just want to just be thankful for all the people who kind of work in the unseen, um...just around this town. You know, just the more that kind of look at it, it kind of seemed like our Public Works people putting up all of the decorations. I walked in the bank one morning, next thing I walked out, and everything's just completely lit up all throughout Main Street. So that was really cool. And then that also having the fire department help out with getting up the lights. Um, so definitely good stuff there. I didn't know if this was a standing committee thing. I think it's more of a special committee type thing, but I wanted to give y'all...um, if you want to take one and pass it down. These are the kind of Council for a Day overviews information for everyone. Um, this is kind of like what we're planning. We wanted to have...to make sure that everything was going to be concise. Everything was going to get finalized. Stuff like that. So, we have a whole entire game plan. Uh, Michael and Dianne have the...have.... essentially have the project plan so they where it's going to start and how it's going to end. Um, we're looking at that. Um, the most important part, just for my comments here tonight is we are missing four of the community educator spots. Um, on page two....oh no, it's not page two it's page...oh sorry, the last page. Yes, the last page it is. Um, those are the community educators. So they are unbiased professionals who primarily grade and perform program development. So these are...these are essentially educators. If you have a person in your family who is a retired educator or someone who's not currently working as an educator. Um, who lives in town, even who lives in the county, um...we would love to have them come out to us and everything. This gives us an unbiased perspective. Um, the people that we have for the six school representative chairs. Um...um, Danielle Ulmer is on that and we are still in the process of selecting another one from the Middle School. We had, uh, two teachers who had come to us from Cornerstone Christian Academy, from their seventh and eighth grade areas. And, so, they have said that they would like to, uh, essentially be part of the program of development. And then we have two ladies who are over, um, homeschool co-op...um, the type of groups who would love to get out this information. Um, Nancy and Erica. Um, so yeah, this right here is going to be...um...um...really a committee that is built up of a completely educators. Um, I will not have a vote in this. I'll just be presenting all of my ideas and they will correct, sharpen, the sword and, um, basically I do all that stuff. Um, but we're really trying to get the interest of all the school systems to make sure that they really know, uh, what is happening....um, all of the opportunities that they have and then have that for the community educators to make sure that we have some unbiased opinions and I'm going to get into all the essay grading done once everyone has submitted.

Council Member Mary Lou Spiggle: McKinley, have you contacted high school or the primary school? This...the schools that.... this list of volunteers...teachers are not representing any of the schools. I'm assuming the high school?

Council Member McKinley Cardwell: Oh, yeah. Yeah. So, um....

Council Member Mary Lou Spiggle: So, you have asked them and how does that work?

Council Member McKinley Cardwell: Oh, yes. So, yeah. So, basically, um...of the community educators, basically we're just looking for...you know, people who used to be in the school system, but now they're not. So, basically, they don't have any say as to like, you know...oh, I have this favorite student who's in my class, yada...yada...yada. So, I mean, basically they are just grading off the merits of the essay themselves.

Council Member Mary Lou Spiggle: So, you're looking for retired teachers, more or less?

Council Member McKinley Cardwell: Yeah. Yeah. Or retired, or even people who have just....I'm switched out of that. Um...

Council Member Mary Lou Spiggle: Um, have you asked...is Marie Milton aware of this? Cause, I would think she would.

Council Member McKinley Cardwell: Oh, yeah. People have been bringing up a lot of names. So, Marie is definitely on my list. Seriously, if you want to...if y'all want to bring up names to me, that'd be great. I would love to...

Council Member Nathan Simpson: What are you looking for? Is this going to be like a...they are selecting the students and grading the essays and helping throw the event, or...

Council Member McKinley Cardwell: Oh yes. So, uh, the public...um private and the home school, um...school reps...um, basically, they are part of the program development and they're also part of getting kids interested, pumped up, ready for it and actually helping out with the submission part of it. The community educator side of it is to look at it from not a student focus but more of how is the program developing? Are we really...are we really thinking about this...is this going to be in the best interest of the public schools, the private schools, and the home schools so that they have a well-rounded area and then that they'll be doing the actual grading of the essays if we get a large slot.

Council Member Nathan Simpson: Who's going to be at the meetings? Because you've got more people than seats.

Council Member McKinley Cardwell: Yeah. Yeah. Exactly. So, um, we're actually going to be hosting most of that in the conference room. Um, anyone between the names...uh, well, it's going to be me, Dianne, um....the next three are not required to be there. Um, and then after that, basically, the way that it works is that, um, I've actually chosen basically a group of six and group of six so that if people are not able to make it, we still have a good quorum of say.

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Workshop Meeting
November 25, 2025**

Council Member Nathan Simpson: Oh, I see.

Council Member McKinley Cardwell: Yeah. Yeah, exactly. So, so, so it's not like a, oh my gosh, if I miss this meeting, the world goes, the world goes away.

Council Member Nathan Simpson: Do you need money?

Council Member McKinley Cardwell: Um, we are, um, looking at a budget projection definitely below a thousand and everything. Right now, I have it at \$525.

Mayor Richard Conner: May I suggest that you look at the mentors in the community that have mentored folks into business and other opportunities?

Council Member McKinley Cardwell: Yep.

Mayor Richard Conner: They educate in a different way than the formal education system. Or even the homeschool and private education systems.

Council Member Nathan Simpson: How many kids would this be?

Council Member McKinley Cardwell: Um, so we have... having a selection...so it'll basically look like us. Um, it will be a group of seven students. The one to get the top essay will be the Mayor. The runner up will be the Vice Mayor. And the rest of it will be Council members. But basically, they'll be able to do mock... they'll be able to run a mock session, uh, for the meeting. Um, and we are...I'm going to work with Michael on staff to make sure that when we should id these prompts, they are non-political non-controversial prompts. And so essentially...basically it is like if you were in these positions what would you prioritize? So, it's not...it's not an enactment it is a motion to prioritize something. So, should we prioritize building more sidewalks? Should we prioritize repairing sidewalks? Stuff like that.

Council Member Nathan Simpson: Could we just let the Middle School run an election?

Mayor Richard Conner: I mean, you've got to....

Council Member McKinley Cardwell: Well, they have more of like the class...like I mean...like the presidencies and all that suff. So, I...if that...if that does pique their interest and the...and the school systems want to do that, then I mean...like I mean...like go for it. But I think this is something just on, uh, the basis of the merit of the essay...of like how do you...how do you feel passionate about your community and stuff.

Town Manager, Michael Campbell: I think this is more in line with, you know, a student United Nations rather than a high school president type thing.

Council Member McKinley Cardwell: Yeah, so....

Mayor Richard Conner: Yeah. So yeah, just realize all this comes out of....

Council Member Mary Lou Spiggle: I was on the committee last year...chair, but I don't see my name on here, but I'm not going to...

Council Member McKinley Cardwell: Yeah, I can appreciate your sentiment. We...

Council Member Mary Lou Spiggle: I'm willing to help if you want me to.

Council Member McKinley Cardwell: Oh, yeah. Absolutely. Sir...

Council Member Mary Lou Spiggle: I don't need my name up in lights.

Council Member Nathan Simpson: So...so...and you're on this committee with me, but we still have unspent budgeted funds that were line items for the Centennial. I think we have \$5,000 left or something. Could we move twenty-five hundred to this committee and then we could get the kids like a plaque or something? Because like five hundred bucks...you'll spend that on milk and cookies.

Council Member McKinley Cardwell: Yeah. Um, I mean...I mean...I mean hey I really get a Walmart shop over the years.

Council Member Mary Lou Spiggle: To my left and my right would spend that much on milk and cookies for one night.

Council Member Nathan Simpson: We could get a great engraved gavel is what like I would get for model United Nations. Get that for the Mayor. That's like sixty bucks or something.

Council Member McKinley Cardwell: Yeah.

Town Manager, Michael Campbell: Yeah, we do have obviously a fund balance. Um, I think that part of that is supposed to be...uh, or is intended for a picnic. That we're going to do this Spring.

Council Member Nathan Simpson: I think we were just going to budget. I mean, it doesn't...we're not going to spend all the money anyway.

Town Manager, Michael Campbell: No, no, we...I mean certainly can do both. I just know that. I believe those funds are also for our picnic.

Council Member Mary Lou Spiggle: Town picnic.

Mayor Richard Conner: This is something that doesn't need action tonight.

Town Manager, Michael Campbell: Absolutely. No.

Mayor Richard Conner: So, we'll....

Town Manager, Michael Campbell: And ultimately with the amount of money it would be one of those things where I mean you don't...I wouldn't have...you wouldn't necessarily have to vote if you just tell me that that is what you all want as a body.

Council Member Nathan Simpson: I just would rather you not...like if we're going to do this just do it right. Don't just spend like five hundred dollars for one trip to Walmart probably.

Council Member McKinley Cardwell: Yeah. So...

Mayor Richard Conner: I concur to that.

Council Member Mary Lou Spiggle: It wouldn't cover it.

Council Member Nathan Simpson: I don't know, maybe two trips to Walmart. I don't know.

Mayor Richard Conner: Is that all McKinley?

Council Member McKinley Cardwell: Uh yeah. I believe that's all. The other thing was just the clarifying question. I'll....I'll....I'll...to you about...about the...

Council Member Mary Lou Spiggle: Did you want to, uh...I mean you were saying that you have four empty spaces. Did you want any of us to think about...you mostly want someone either no longer works as a teacher. Doesn't mean she's retired or...or if you can't and you don't and how about regular teachers who are currently teaching.

Council Member McKinley Cardwell: Yeah. I mean like basically anyone who doesn't have a bias to oh you know my little Timmy's going to be you know giving this little essay and everything. Like if they were to have that kind of things...

Council Member Mary Lou Spiggle: I can't...I know that could happen but say I have a granddaughter-in-law who teaches fifth grade. And she just started this year and she may be interested. But if you limit it to ones who are no longer teaching then that will let her out and I won't talk to her.

Council Member McKinley Cardwell: Oh yeah, gotcha.

Council Member Mary Lou Spiggle: So, I mean, just tell us what you really want us to look for. So we can fill these slots.

Town Manager, Michael Campbell: McKinley could if...I'm sorry, but would you mind if I made a suggestion?

Council Member McKinley Cardwell: Yeah, sure. Absolutely.

Town Manager, Michael Campbell: I think...I think what he is shooting for is obviously retirees would be perfect. Also, we have...I'm sure I'm certain we have educators that live in Appomattox who work in other school districts.

Council Member Mary Lou Spiggle: Absolutely.

Town Manager, Michael Campbell: Dr. Garrett would be a prime example. Uh, you know, so those folks would meet what he's...

Council Member Mary Lou Spiggle: But there's lots of teachers that travel to different areas because they didn't have a position for them in Appomattox or chose not to.

Council Member McKinley Cardwell: Yes. Yeah. So...so if they have a vested interest. I just don't want a conflict of interest. And basically, that's it.

Council Member Mary Lou Spiggle: So you want us to come up with suggestions and text to you or whatever.

Council Member McKinley Cardwell: Absolutely. I would not mind that at all.

Mayor Richard Conner: Thank you, Mr. Cardwell. Mr. Garrett?

Vice Mayor Timothy W. Garrett: The only thing I have. David, with the leaf pickup. How's that going, Mike?

Town Manager, Michael Campbell: I mean, I've received no complaints. And, so, that's what...that's the only thing I would hear.

Vice Mayor Timothy W. Garrett: Have you hit through Town today?

Director of Utilities, David A. Carter: Yes. So we have had a couple of breakdowns on equipment. We had to switch over to the old truck. So we are pushing forward. We've made rounds yesterday and today. Uh, I do not know if they made the full entire round because this time of year, leaves, as soon as you go down a street they will dump them right back out on you. So we have to make a full entire round of all the streets in town before we go back. So if we start on Morton Lane and someone dumps a pile right behind it, we don't come back until we make an entire...

Vice Mayor Timothy W. Garrett: I just saw a bunch of leaves all through town the whole weekend.

Council Member Mary Lou Spiggle: Did you pick up Council Member Garrett's leaves?

Director of Utilities, David A. Carter: I personally did not.

Council Member Mary Lou Spiggle: Or someone in Public Works because I'm getting phone calls about and want to know who I call Tori or....

Vice Mayor Timothy W. Garrett: Sounds like you...that's working.

Council Member Mary Lou Spiggle: He has an awful lot of leaves.

Town Manager, Michael Campbell: So, the need for equipment. Yeah.

Council Member Nathan Simpson: Put it in the CIP.

Vice Mayor Timothy W. Garrett: Up here in front, from the middle school to the light, it's a bunch of those valve access covers still flopping. Who's supposed to look after fixing that? Is that VDOT or is going to be...the... who?

Director of Utilities, David A. Carter: No, it's Town infrastructure. So if they are flopping around, I mean the valve boxes, they're going to make chatter.

Vice Mayor Timothy W. Garrett: No, this...I have been here a right good while. They ain't never chattered like these have. Every time you drive across them, seems like it's moving a half inch.

Director of Utilities, David A. Carter: These are your American made...

Vice Mayor Timothy W. Garrett: All they need is some backfill with asphalt.

Director of Utilities, David A. Carter: Right. So, it's just the lids making the noise. So, the lids are sitting in the top and when the car is going over, ...

Vice Mayor Timothy W. Garrett: The lid fits in and is shaking and moving. You just look at them.

Director of Utilities, David A. Carter: I will.

Vice Mayor Timothy W. Garrett: That's all I got.

Council Member Mary Lou Spiggle: Speaking about trucks breaking down, my daughter informed me that the garbage truck broke down in front of her townhouse, which is the one right behind the bus shop. And it took them an awful lot of time and effort to get two trucks to drag it away. To haul it away and get it fixed. But thankfully, they had picked up our garbage already.

Mayor Richard Conner: Mr. Hensley?

Council Member Jack Hensley: I have nothing.

Mayor Richard Conner: Mr. Simpson?

Council Member Nathan Simpson: Um, just one thing. The...we had talked about this back in the beginning of budget cycle, I think. Um, the mail drop off box. Did we ever replace that?

Town Manager, Michael Campbell: No.

Council Member Nathan Simpson: Okay.

Town Manager, Michael Campbell: No, we have multiple projects, some of them substantial that were funded in the budget. That I have essentially had on a spending freeze.

Council Member Nathan Simpson: Okay.

Town Manager, Michael Campbell: Um pending.

Council Member Nathan Simpson: Sure.

Town Manager, Michael Campbell: I can get a little bit into that in my Manager comments, but um, it's...these things need to be done. They will be done. I'm not not doing what you've asked. Which...which you guys have voted for, but there's...there is some logic behind why we have deferred some of the things. We're in...we're in November, almost December, and we haven't tackled some of these projects yet.

Council Member Nathan Simpson: Okay. That's all I have.

Mayor Richard Conner: Thank you. Ms. Spiggle?

Council Member Mary Lou Spiggle: Nothing, except I wish everybody a very joyful, happy, thankful Thanksgiving. It's two days away. Actually, day...what...day and a half away. Don't eat too much.

Mayor Richard Conner: That's the plan. Council standing committee reports?

Council Standing Committee Reports: There were none (finance nor infrastructure).

On a motion by Council Member McKinley Cardwell, seconded by Vice Mayor Timothy W. Garrett, the Council voted to convene in closed session for the purpose of assignment, appointment, promotion, and performance or resignation of specific public officer, appointee, or employee of any public body, specifically being an appointee to the Economic Development Authority Board pursuant to Virginia Code Section 2.2-3711(A)(1)."

Roll call vote: Hensley-yes; Boyce.-yes; Garrett-yes; Cardwell-yes; Simpson-yes; Spiggle-yes. Motion carried 6-0

A motion was made to certify the closed session by Council Member Mary Lou Spiggle, seconded by Council Member Nathan Simpson, to certify that to the best of each member's knowledge, the only subjects just discussed or considered in the preceding closed meeting were those: (i) lawfully exempted from the FOIA Act's open-meeting requirements and (ii) properly identified in the motion that convened the closed meeting, pursuant to Virginia Code Section 2.2-3711(A)1."

Roll call vote: Hensley-yes; Boyce.-yes; Garrett-yes; Cardwell-yes; Simpson-yes; Spiggle-yes. Motion carried 6-0.

Town Manager Comments:

Town Manager, Michael Campbell: Okay. So, earlier during the audit and other points, I addressed a spending freeze. What I mean by that is that we haven't proceeded with a few of our projects for two reasons. One, right now, this is not shocking news. I think I told you when I came Kathy asked for two hundred thousand for the Master Utility Plan, but that could be much more and probably wasn't going to be less. As of right now, the scope and fee proposed by CHA is two hundred and ninety thousand dollars. I have a meeting with Kathy and Kim Payne to discuss if there's things that we want to either trim or add and then we will come up with a final fee. And then this thing with Confederate Boulevard, with us getting through preliminary engineering, with these two items, I really wanted to know where we're going to land before.... I think it's like one hundred and fifty thousand. There're things that we need to do, but it's priorities, right? We need to do the...we're approved to do the HVAC in the building, but, with that being said, we're not freezing to death and we are not dying of heat exhaustion. That was one of the capital improvement things that's on there. So, along with another multitude of things. Yeah. So that's my brief right now. The scope is...the scope and fee is at the two ninety for the Master Utilities Plan. Not entirely unexpected. Maybe there is something we can trim off of there. And I believe...I believe that's all I have. I would also like to add, if you hadn't heard directly from staff, I have heard from folks, and people appreciate that the office is closed tomorrow. We are also efforting and getting down the stretch on an Employee Handbook. I know it's been a slog, but it's just a lot. Essentially the one that we had is not even...the existing one is not even something that we're building off of. It's just going in the trash. We are making some headway, especially with policies and procedures within Public Works. There will be some major changes with that. We will be bringing that to y'all hopefully sooner rather than later. So, I'd like to think we would...it would be very nice to be able to get the Handbook approved in February, or something like that. Lastly, I started thinking budget in October and now I'm working on it with staff. So, we're....we're just the very outset of budget work for the next fiscal year. And, just as a heads up, part of that is, as usual, but a little addendum. Part of that is compensation and career progression. So, one thing I would love to be on record is...is that we're efforting towards one thing that has been...that has been underutilized in Public Works is the fact that we have Techs one, two, and three...right? And that is a mechanism in which we can...people can be encouraged to get additional licenses and training. It's also a retaining thing. Because, you know, we don't have... You know Danny's been here a long, long, long time and I don't want him to leave. But we need to give these new guys the opportunity to stay. And the way career progression is supposed to work, it doesn't...just because we have a one, two, and three doesn't mean one person's a three, one person's a two, one person's a one. They can all work their way into a three. That being said, the wastewater and the treatment plant side, they don't have that. So, they're gonna...that's going to be a thing that we are going to do for them. Because we have one of our newer hires and he already has his license. He's getting ready to get a higher license. He's just a go-getter. He's...we're going to fire up testing in the lab again, and he's probably going to run that. It's going to be wonderful. So, just kind of prepping y'all for budget season and understanding that, um, you know. It's a balancing act with the money to make sure that everything works properly, that we're being good

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Workshop Meeting
November 25, 2025

stewards, and at the same time we are doing the things that we need to do to recruit and retain employees because Public Works is still very understaffed.

Adjournment:

By a Motion from Vice-Mayor Timothy W. Garrett, seconded by Council Member McKinley Cardwell, the Council voted to adjourn at 8:36 p.m. All members present voting aye. Motion carried 6-0.

Dianne Tanner, Deputy Town Clerk

Richard C. Conner, Mayor

1 | **Appomattox Town Council**
Regular Council Meeting
December 15, 2025

The Appomattox Town Council held a Regular Council meeting on Monday, December 15, 2025, at 6:30 p.m. at the Appomattox Municipal Building, 210 Linden Street, Appomattox, Virginia with Vice Mayor Timothy W. Garrett, presiding.

Members present: Mayor Richard Conner, Vice-Mayor Timothy W. Garrett, Council Member James J. Boyce, Sr., Council Member Mary Lou G. Spiggle, Council Member Nathan Simpson, Council Member McKinley Cardwell, and Council Member Jack Hensley.

Members absent: None.

Others: Carlton Duck, Alive Media; Dianne Tanner, Deputy Town Clerk; Michael Campbell, Town Manager; Robert S. Fowler, Director of Community Development and Planning; Frank A. Wright, Esquire, Town Attorney.

Vice Mayor Timothy W. Garrett called the meeting to order at 6:31 p.m.

Reverend Duck led the prayer and Pledge of Allegiance to the Flag of the United States of America.

The Vice Mayor, Timothy W. Garrett, turned the meeting over to the Mayor, Richard Conner.

Mayor's Comments:

Mayor Richard Conner: Welcome to a joyous season of Christmas. We'll miss those that have been here delivering great ideas and great follow-through. Appreciate all that today. We needed that on this Council and I hope we continue to get that from the rest of the Council. But everybody have a joyous season. Everybody be safe. Uh, we need to do this again next year. Thank you all.

Schedule Public Appearances:

Mayor Richard Conner asked if there were any scheduled public appearances. There were none.

Approval of the Agenda:

Mayor Richard Conner asked if there was a motion to approve the agenda.

On a motion by Council Member Nathan Simpson, seconded by Council Member McKinley Cardwell, the Council voted to accept the agenda as written. All members present voting aye. Motion carried 6-0.

Adoption of the Consent Agenda:

Mayor Richard Conner read the rules for the Consent Agenda and the adoption of the Council Meeting Minutes for November 10, 2025, regular Town Council meeting to the record.

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Regular Council Meeting
December 15, 2025

On a motion by Council Member McKinley Cardwell, seconded by Vice Mayor Timothy W. Garrett, the Council voted to approve the Council Meeting Minutes for the November 10, 2025, regular Town Council meeting. All members voting aye. Motion carried 6-0.

Unfinished Business:

Mayor Richard Conner announced the first item of unfinished business, the announcement of the names of all people being proposed for the interim appointment to the vacancy on Town Council.

The Deputy Town Clerk, Dianne Tanner, respectfully requested to address Town Council with the name of the applicant. Ms. Tanner read to the record that the only application received for the appointment to the interim council member position on Town Council was the application submitted by Danielle R. Ulmer.

Mayor Richard Conner announced the second item of unfinished business, Council approval of the Master Utilities Plan.

Town Manager, Michael Campbell, addressed Council on the handout he provided directly to Council from the subcontractor, CHA, which provides the preliminary broad scope and not to exceed fee of the Master Utilities Plan. Mr. Campbell indicated that there will be one more version provided by CHA before he can execute it by signature, based on Council's approval. Mr. Campbell also indicated that the dates and the not to exceed amount of \$284,000 provided in the preliminary handout will not change, and if, for some reason, there is overrun he would be back before Council for additional approval.

After Council addressed their inquiries to the Town Manager, Council Member Nathan Simpson made a motion to accept the proposal as presented, including \$284,000 allocated towards the Master Utilities Plan project, with a second by Council Member Mary Lou Spiggle, and a ROLL CALL VOTE was called: Boyce-yes; Cardwell-yes; Garrett-yes; Hensley-yes; Simpson-yes; Spiggle-yes. Motion carried 6-0.

New Business:

The Mayor, Richard Conner, read to the record the item listed under New Business, consideration and approval of a one-time (post tax) employee Christmas bonus of \$500 for each full-time employee and \$250 for each part-time employee for Town employees who are employed with the Town of Appomattox on or before November 30, 2025. A motion for approval was made by Council Member James J. Boyce, Sr., seconded by Council Member McKinley Cardwell, and a ROLL CALL VOTE was called: Boyce-yes; Cardwell-yes; Garrett-yes; Hensley-yes; Simpson-yes; Spiggle-yes. Motion carried 6-0.

Town Manager, Michael Campbell, conveyed staff's appreciation and relayed the plan to Council to transmit the Christmas bonus at the Christmas get together on December 18, 2025.

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Regular Council Meeting
December 15, 2025**

Standing Committee Reports:

Council Member McKinley Cardwell provided Council with an update on the committee for the Council for A Day project. Mr. Cardwell told Council that the committee had its first meeting on December 2, 2025, with the committee details being finalized and with future committee meetings being scheduled for planning for Council for A Day.

Citizen Comment:

Mayor Richard Conner asked for any citizen comments. There were none.

Closed Session:

Proposed closed session items were read into the record by Mayor Richard Conner as follows: Closed session pursuant to Code Section 2.2-3711(A)(1) for the purpose of assignment, appointment, promotion, and performance or resignation of a specific officer, appointee, or employee of any public body; and a closed session pursuant to Code Section 2.2-3711(A)(7) consultation with legal counsel and briefings by staff members or consultants pertaining to actual or probable litigation, where such consultation or briefing in open meeting would adversely affect negotiating or litigating posture of the public body. On a motion made by Council Member McKinley Cardwell, seconded by Council Member Nathan Simpson, the Council voted to convene in a closed session by a ROLL CALL VOTE: Hensley-yes; Boyce-yes; Garrett-yes; Cardwell-yes; Simpson-yes; Spiggle-yes. Motion carried 6-0.

The Deputy Town Clerk, Dianne Tanner, read the certification that to the best of each member's knowledge, the only subjects just discussed or considered in the preceding closed meeting were those: (1) lawfully exempted from the Freedom of Information Act's open-meeting requirements and (2) properly identified in the motion that convened the closed meeting, pursuant to Virginia Code Sections 2.2-3711(A)(1) and 2.2-3711(A)(7). On motion by Council Member James J. Boyce, Sr., seconded by Council Member Jack Hensley, Council voted to approve the certification as stated by a ROLL CALL VOTE: Hensley-yes, Boyce-yes; Garrett-yes; Cardwell-yes; Simpson-yes; Spiggle-yes. Motion carried 6-0.

Town Manager's Report:

Town Manager, Michael Campbell: So, just as a, um, I guess a heads up I find out exactly what's going on. Apparently, um, we are seeing some changes possibly with the fireworks deal and....and....and, uh, Jonathan Garrett and the fire department's handling, um, of the fireworks. Uh, July 4th falls on a Saturday this year. There's been some concern about the ability to even obtain a contractor or someone...uh, or the fireworks themselves, for a display at least on July 4th. Um, and also, there's been some concerns about the extreme cost increase associated with fireworks. So, I intend to speak with Jonathan, hopefully in the next day or two and try to get my head wrapped around the issue. Um, but I think it's...I think that the way it's headed, and in my understanding is...is that, uh, they would be looking for the Town to maybe take a more

active role in actually putting on the show or we would maybe have to make a decision that we're not going to have one.

Mayor Richard Conner: Yeah. Historically, we've done that not on the 4th of July. So...so, the 3rd, the 5th? I'm not sure how we would work that out.

Vice Mayor Timothy W. Garrett: On the 250th anniversary, there will be...you're going to find nobody.

Mayor Richard Conner: True.

Vice Mayor Timothy W. Garrett: Nobody's going to be...

Town Manager, Michael Campbell: This is a good point. Yes.

Vice Mayor Timothy W. Garrett: That's the whole issue.

Town Manager, Michael Campbell: Yeah. So, um, it...it will likely be difficult and expensive ten days before July 4th.

Council Member Nathan Simpson: You could do a drone show. Those have become more popular.

Council Member Mary Lou Spiggle: Yes.

Vice Mayor Timothy W. Garrett: That's what Liberty wants to do...

Town Manager, Michael Campbell: You may know that we had a waterline break on Harold Street today. That was taken care of, um, basically as of close of business, they got that buttoned up. Uh, the road's still a little dirty, but I think they are going to get that taken care of. Um, I have not received any complaints regarding leaf pickup, or anything of the sort. I would say that if anybody is...if...if you all are receiving some complaints on leaves, please let me know. Um, you know, I...that's...I'm the person that should be coming to, uh, and who it should be addressed to so that I'm addressing it with staff. Or at least can provide an explanation as to why we are where we are. Um, I wanted to say that as far as our inquiries with VDOT, they have kicked our questions over to district traffic, which is normal. It's just part of the process in dealing with VDOT. Um, I don't...I couldn't begin to tell you how long it'll take before we get any answers. Um, I don't know where they're at on their...their, uh, priorities, the list of priorities that they have. Uh, but the answer's that traffic, district traffic gives the residency will pretty much dictate what the residency says to us. Um, I would...I hope everyone is pleased the Christmas decorations at this point. Um, Public Works basically went above and beyond, uh, to make sure that we had plenty of things out. Um, especially working...trying to work around the weather. They've been working pretty consistently with VDOT, and still, uh, doing their...their main jobs during business hours. And they also did a good job cleaning up our facilities to make sure that we could open. So, I appreciate their efforts. And the last thing we have is, uh....so

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Regular Council Meeting
December 15, 2025

you know that we had \$100,000 approved from SERCAP for the Confederate Boulevard project. Just giving you an update. Um, the survey work for that is going to be \$50,000. Um, so we are going to talk to them about possibly...about them possibly awarding more money for the PE phase of this project. And, we're also going to set up, uh, a meeting with their staff to discuss additional grants. One of the services that SERCAP can offer, or will offer, is assistance with things like USDA grants. Um, they will help you fill them out. They have contacts. Um, and also, I think that...um, they may have some insights into some things that we haven't considered. Uh, we had the SERCAP I think fifty thousand dollars we got for the groundwater study with CHA. So they've just been very, very helpful. Um, so I want to say thank you to SERCAP. And then, lastly, um...just as a point so that everyone...the public understands the process. Uh, Council has announced the candidate, um, the applicant for the Council seat. So the Town has to wait seven days in order to vote to either appoint that person or someone else or whatever they decide to do. And, so, that vote should take place at the January meeting. And that's all I have.

Deputy Town Clerk, Dianne Tanner: One item.

Town Manager, Michael Campbell: Ma'am?

Deputy Town Clerk, Dianne Tanner: You asked that I remind you about Christmas Eve.

Town Manager, Michael Campbell: Oh, yeah. Thank you, Dianne. So, we know the Governor is going to end up giving Christmas Eve day. We have...it's a half day. We know they...probably will. I mean he's on his way out. The county's already done it. So, um, I wanted to see if Council has any objection to us doing the same and having the full day off for Christmas Eve. And basically, it would be Wednesday, Thursday, and Friday.

Council Member Mary Lou Spiggle: I'm good with that.

Town Manager, Michael Campbell: It doesn't require a vote, but I just want to make sure nobody has a problem with that.

Mayor Richard Conner: Any objections?

Town Manager, Michael Campbell: Or concerns about availability or anything? I mean, I don't think anybody's going to be busting our door down the day after Christmas.

Council Member Mary Lou Spiggle: You never know. You never know.

Town Manager, Michael Campbell: Thank you, Dianne. One last thing. Um, I just wanted to say that before everybody scatters when the meeting ends, is that we have some light refreshments in the Conference Room for Counciler Simpson's last Council meeting. So, just want to make sure that nobody just bolts on us. Now I'm done.

Mayor Richard Conner: Does anyone else have any business to come before the Council at this time?

Council Member Mary Lou Spiggle: You didn't ask us for Council comments. No, did you skip that?

Mayor Richard Conner: Yes, I did. I'd like to move along. Does any Council member need to make comments tonight?

Council Member Mary Lou Spiggle: Yes, I would like to.

Council Comments:

Council Member Mary Lou Spiggle: Thank you. I would like to congratulate Nathan Simpson on his election to the Board of Supervisors, beginning January 1st of next year. And I would also like to say that I have certainly...has it been five years?

Council Member Nathan Simpson: Five years.

Council Member Mary Lou Spiggle: Five years. Um, and I have certainly enjoyed working with you and, um, I think that we will have a good...you will be able to help a better working relationship with the Board of Supervisors. I'm looking forward to it and I congratulate you again. Thank you, friend.

Council Member Nathan Simpson: Thank you.

Council Member Mary Lou Spiggle: You're more than welcome.

Mayor Richard Conner: Thank you, Ms. Spiggle. Mr. Simpson?

Council Member Nathan Simpson: Um, it has been the pleasure of the...hopefully, the first part of my political career. I don't know. Haven't shown any intention of stopping at this point. So, uh, I've learned a lot of lessons and I've...the way I describe it to folks is that had I gone to college and gotten a political science degree, I wouldn't have learned a tenth of what I learned in working with each and every one of you. But, um, we've had a.... a long, I think, period where the...the county and the Town haven't always gotten along. And, uh, it's my hope that we can start to change that and start to have meetings and, um, hopefully I'm not a stranger, uh, to the Town. And please call me if I can ever be of support or assistance and I look forward to continuing in working with...with all of you in my new role. So, thank you.

Mayor Richard Conner: Mr. Hensley?

Council Member Jack Hensley: No, I'm good.

Mayor Richard Conner: Mr. Garrett?

Vice Mayor Timothy W. Garrett: I'm good.

Mayor Richard Conner: Mr. Cardwell?

Council Member McKinley Cardwell: Uh, I'd just like to say two things. One, thank you for your service on this Council and everything, and also for asking me to be a part of it. Uh, recognizing the importance of, um, really having every single voice of the Town being heard, and, um, making sure that people still believe here and everything and...um, you know as I carry on that mantle. Um, second to that is, um, we had the passing of Betty Torrence. She is one of the reasons why I do public service. She was an inspiration to many people. She did a lot for no pay whatsoever. And I think it is vitally important that in a community, in a town, that no matter what background you have, what income level or anything like that, you are making a difference every day of your life that you participate and do well unto your neighbor. And that is what Betty did every single day of her life. And I hope we can take heart in that and what she did for people.

Council Member Mary Lou Spiggle: Hear, hear.

Mayor Richard Conner: Mr. Boyce?

Council Member James J. Boyce, Sr.: Oh, Christmas time. What can I say? It's a joyous time for some and it's a miserable time for others. But I think if we keep in mind this one important thing that that the babe in the manger grew to be the Christ on the cross. I think it'll help us all just to keep...keep that in the back of our mind and just love people. I mean just love them. I know some people are unlovable, but we have to love them anyway. Mr. Simpson, you're not one of the unlovable.

Council Member Nathan Simpson: Thank you.

Council Member James J. Boyce, Sr.: But, uh, I...uh, I kind of...kind of enjoyed having you around. I'm kind of...kind of...kind of curious to see what you're going to do on the Board. And, uh, in fact, it's my...it's my intention to address the Board at the first meeting that you're there. So, I will see you there.

Council Member Nathan Simpson: Sound's good.

Council Member Mary Lou Spiggle: Good. He's giving you a heads up.

Council Member Nathan Simpson: Yeah.

Mayor Richard Conner: Uh, we'll contact weather and have him work it out so we don't have meetings on the same day. Alright.

Council Member Mary Lou Spiggle: Yeah. Tell Matt Ferguson to get busy.

Mayor Richard Conner: Matt doesn't work at WSET anymore.

Council Member Mary Lou Spiggle: Sometime. Well...

Mayor Richard Conner: No, he used to be when I started.

Council Member Mary Lou Spiggle: You can still let him know.

Mayor Richard Conner: Yeah, he's on...he's on the radio now. He takes requests. Yes. Anyway...again, thank you, Mr. Simpson. Um, appreciate your years of service that I've been here as a part of it. I wish you well in your future endeavors in life, in business, and in politics.

Council Member Nathan Simpson: Thank you.

Mayor Richard Conner: I think you can be a voice of reason, and moving forward, for all community. So, with that, I have asked and been granted to allow you to make your last motion.

Council Member Nathan Simpson: Oh, gosh.

Adjournment:

On a motion by Council Member Nathan Simpson, seconded by Vice Mayor Timothy W. Garrett, the Council voted to adjourn at 8:03 p.m. All members present voting aye. Motion carried 6-0.

Dianne Tanner
Deputy Town Clerk

Richard C. Conner
Mayor

File Attachments for Item:

5. Public Hearing for the consideration of the adoption by Town Council of the Town of Appomattox Comprehensive Plan 2045.

PUBLIC NOTICE OF A PUBLIC HEARING
TOWN OF APPOMATTOX
TOWN COUNCIL

The Appomattox Town Council will hold a public hearing on Monday, January 12, 2026 at 6:30 p.m. in the Council Chambers of the Appomattox Town Hall building, located at 210 Linden Street, Appomattox, Virginia.

The purpose of this public hearing will be to receive public comments on the following:

(a) To consider adopting the Town of Appomattox Comprehensive Plan.

The purpose of the Comprehensive Plan shall be “guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants” of the Town of Appomattox.

The full Comprehensive Plan may be examined at the Appomattox Municipal Building located at 210 Linden Street, Appomattox, Virginia 24522 during normal business hours, Monday through Friday, 8:30 a.m. to 4:30 p.m. Questions may be directed to Rob Fowler, Director of Community Development & Planning/Zoning Administrator at 434-352-8268.

(b) To rezone a parcel within the Town limits of Appomattox. The Tax Map Identification Number is 64A6-A-76. If the rezoning is approved, the parcel will be rezoned from R-3 to R-2 to allow for the construction of a single-family subdivision.

A copy of the petition is on file at the Appomattox Town Office, 210 Linden Street, Appomattox, Virginia, 24522 and may be examined during normal business hours, Monday through Friday, 8:30 a.m. – 4:30 p.m.



2045 COMPREHENSIVE PLAN



PREPARED BY THE:
Town of Appomattox
Planning Commission

WITH ASSISTANCE PROVIDED BY:
Central Virginia Planning
District Commission

TOWN OF APPOMATTOX COMPREHENSIVE PLAN

Purpose of the Plan

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

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



Acknowledgments

Town Council

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

Planning Commission

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

Town Staff

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

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Appomattox's Historical Footprints

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

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

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



Photo courtesy of the Town of Appomattox

Appomattox Today in Current Trends

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

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

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

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

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



Photo courtesy of the Appomattox Railroad Festival

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



Fishing at Holiday Lake

Vision Statement

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

Goals

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

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

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

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

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

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

Goal 1: Maintain Character

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

Community Character/Urban Design Objectives

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

Supporting Actions

The following actions are recommended:

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



Downtown. Credit: Hurt and Proffitt

Goal 2: Transportation

Provide an efficient, safe and connected transportation system.

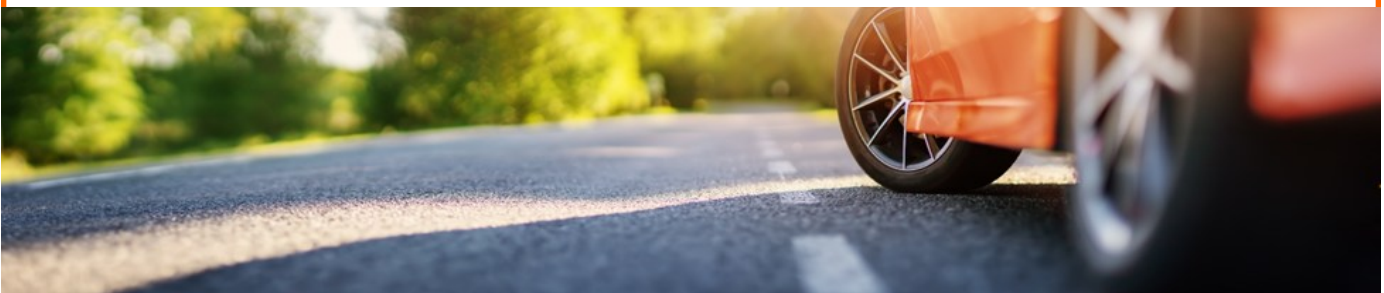
Transportation Objectives

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

Supporting Actions

The following actions are recommended:

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



Goal 3: Tourism

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

Tourism Objectives

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

Supporting Actions

The following actions are recommended:

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



Photo courtesy of the Town of Appomattox

Goal 4: Housing

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

Housing Objectives

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

Supporting Actions

The following actions are recommended:

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

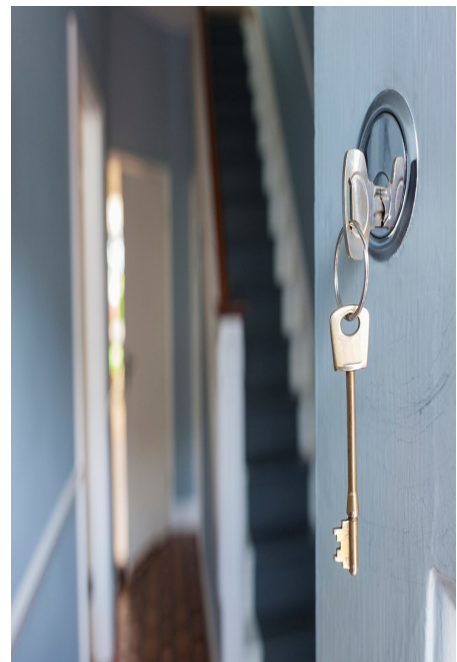


Photo courtesy of Word Stock Photos

Goal 5: Education

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

Education Objectives

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

Supporting Actions

The following actions are recommended:

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



Photos courtesy of Word Photo Stock

Goal 6: Infrastructure

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

Infrastructure Objectives

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

Supporting Actions

The following actions are recommended:

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



Appomattox Water Tower,
Photo courtesy of Town of Appomattox

How to Use the Future Land Use Map

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

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

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

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

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

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

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

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

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

Future Land Use

- Residential-Low Density
- Residential-Medium Density
- Downtown Commercial
- General Commercial
- Industrial
- Public Use District/Institutional

Central Business District

Introduction

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

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

Transportation Planning Process

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

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

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

Travel Characteristics

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

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

Roads in the Town of Appomattox. Source: VDOT

Existing Transportation Facilities

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

Existing Transportation Facilities cont.

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

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

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

Corridors of Statewide Significance

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

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

To qualify, a corridor must:

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

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

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

Safety Improvement Needs

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

CoSS Needs

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

*VTrans 2023 Mid-Terms Needs

Urban Development Area

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

Current Place Type - Small Town or Suburban Center



Planned Place Type - Small Town or Suburban Center



Refer to the DRPT Multimodal System Design Guidelines for details.

Future Transportation Needs

Internal UDA Needs

High

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

Moderate

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

External UDA Needs

High

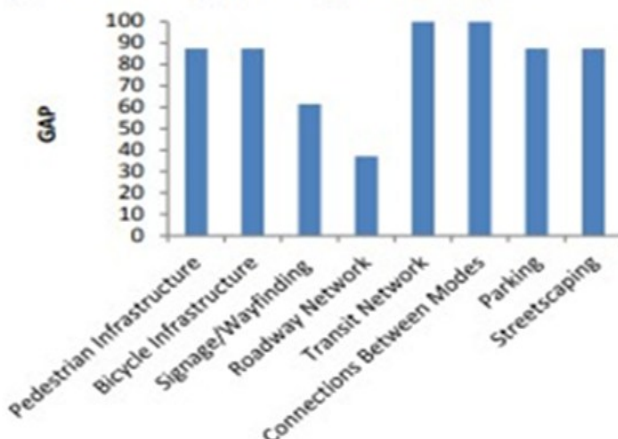
- ✓ None listed

Moderate

- ✓ None listed

Existing Internal Needs Gap (% shortfall)

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



Highest Rated Overall Needs within UDA

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

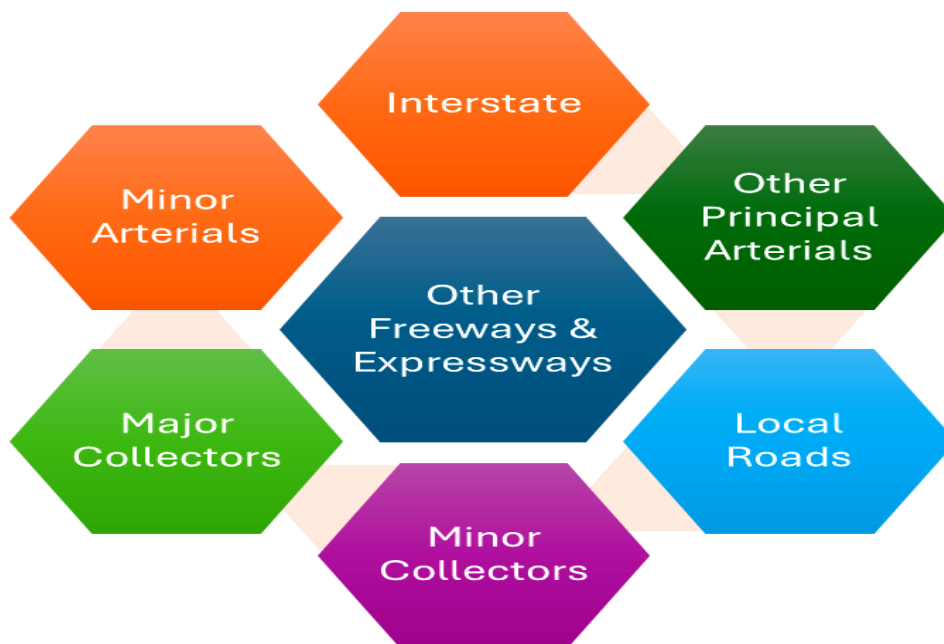


Access to Transportation networks beyond UDA



Functional Classification

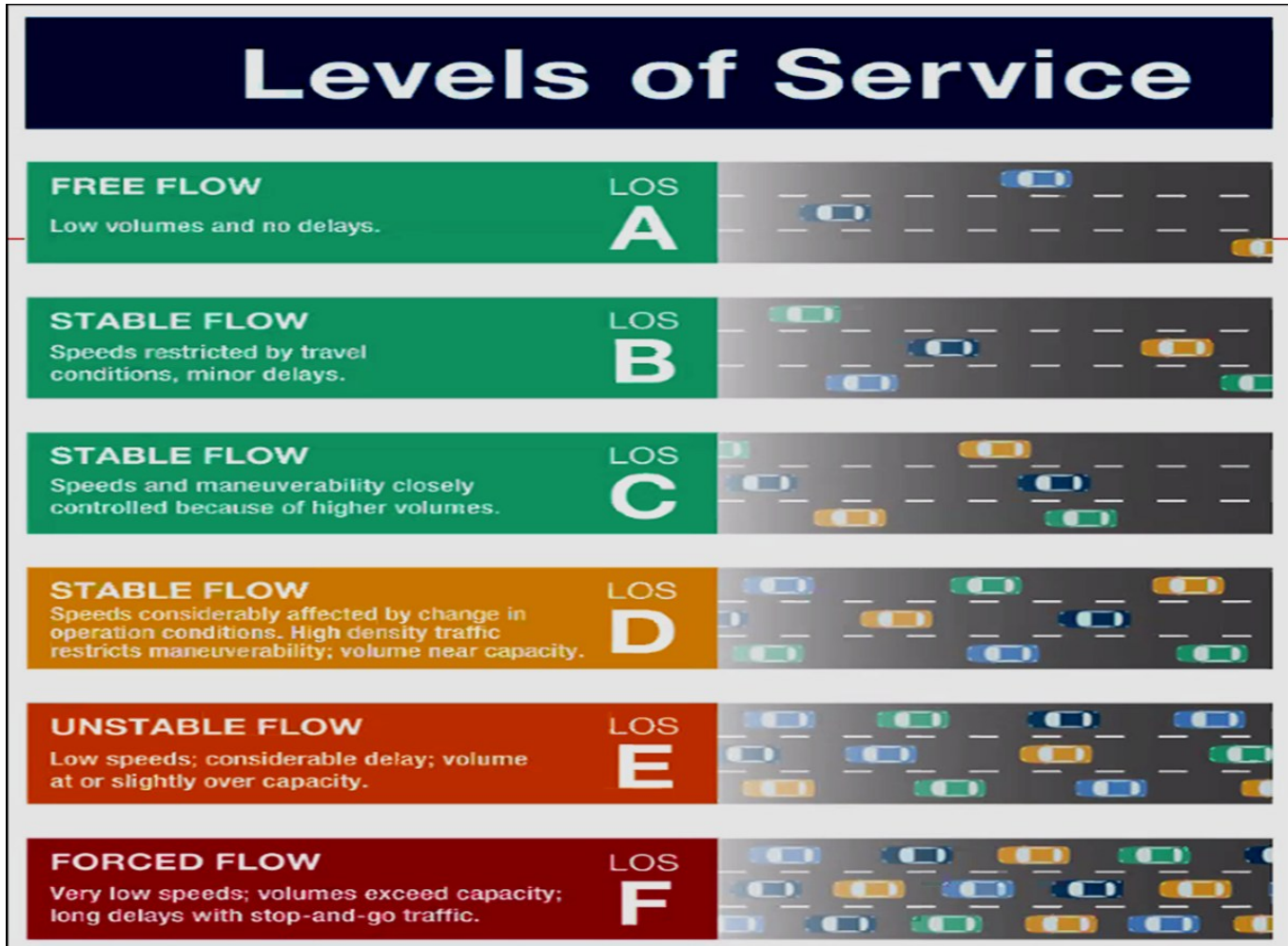
The roadways in Virginia are grouped into systems based on the type and intensity of service they provide. VDOT, through its Transportation Mobility and Planning Division (TMPD), is responsible for maintaining the Commonwealth's official Federal Functional Classification System. The TMPD applies classification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



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

Level of Service (Current & Projected)

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



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

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

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

Average Annual Daily Traffic Volumes (Current & Projected)

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

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

Crash Data: VDOT 2020-2024

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

Source: VDOT

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

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

Bicycle and Pedestrian Infrastructure Accommodations

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

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

As a part of the Appomattox Brownsfield Area-Wide Study in 2024, bicycle and pedestrian circulation recommendations were made to form a connective bike and pedestrian network that would increase accessibility of key community destinations within the Town—primarily in the Historic Downtown. The continued maintenance of existing sidewalks and future additions that may improve the sidewalk network within the Town should remain a priority in the future.



Photo courtesy of Word Stock Photos

Bridges and Culverts

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

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

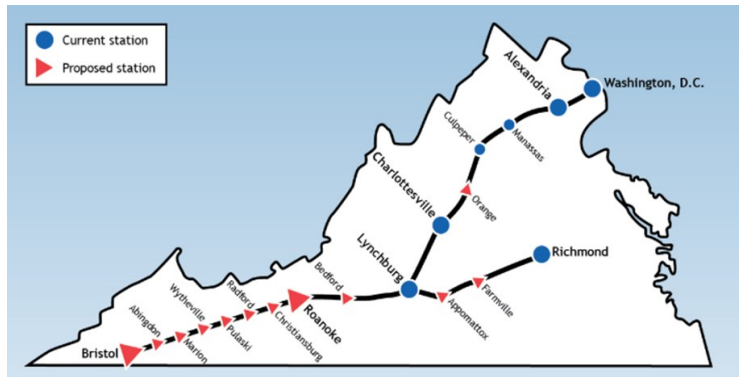
Passenger Rail Transportation

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

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

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

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



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

Air Transportation

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

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

Rural Transit/Vanpooling/Bus Service

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

VDOT Six Year Improvement Plan Projects



Six-Year Improvement Program

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

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

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

Funding Sources

SMART SCALE



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

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

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

Recommendations from the Planning Commission

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

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

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

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

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

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

Recommendations from the Planning Commission cont.

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

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

Planning Assumptions

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

Recommendations Map



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

Water Supply and Treatment

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

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

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

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

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

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

Solid Waste Collection and Disposal

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

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

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



Photo courtesy of Word Stock Photos

Update Provided by David Carter, Utilities Director

Emergency Services

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

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



Virginia State Police – Provided by Captain Gary Hack

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



Fire Protection – Provided by Fire Marshall Jonathan Garrett

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

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

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

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

Educational Services: Public Schools

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

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

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

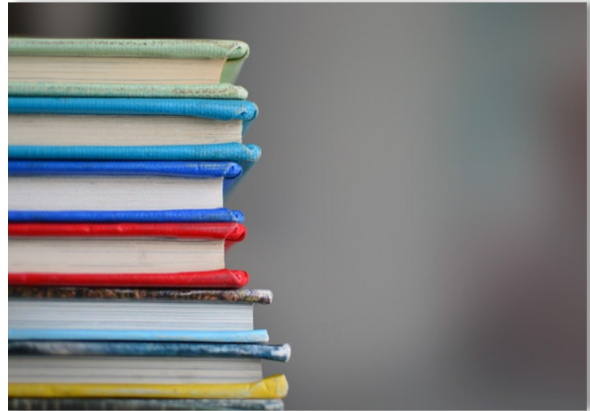


Photo courtesy of Word Stock Photos

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

Update Provided by Superintendent Jason Tibbs

Human Services/Social Services

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

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

Update Provided by Alisha Wright, Director of Social Services

Health Services/Health Care

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

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

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

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



Source: <https://www.centrahealth.com>

Library Facilities

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

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

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

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

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

Update Provided by Cindy Scheu, Director



Public Recreation Areas and Facilities

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



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

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

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

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



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

Appendix Contents

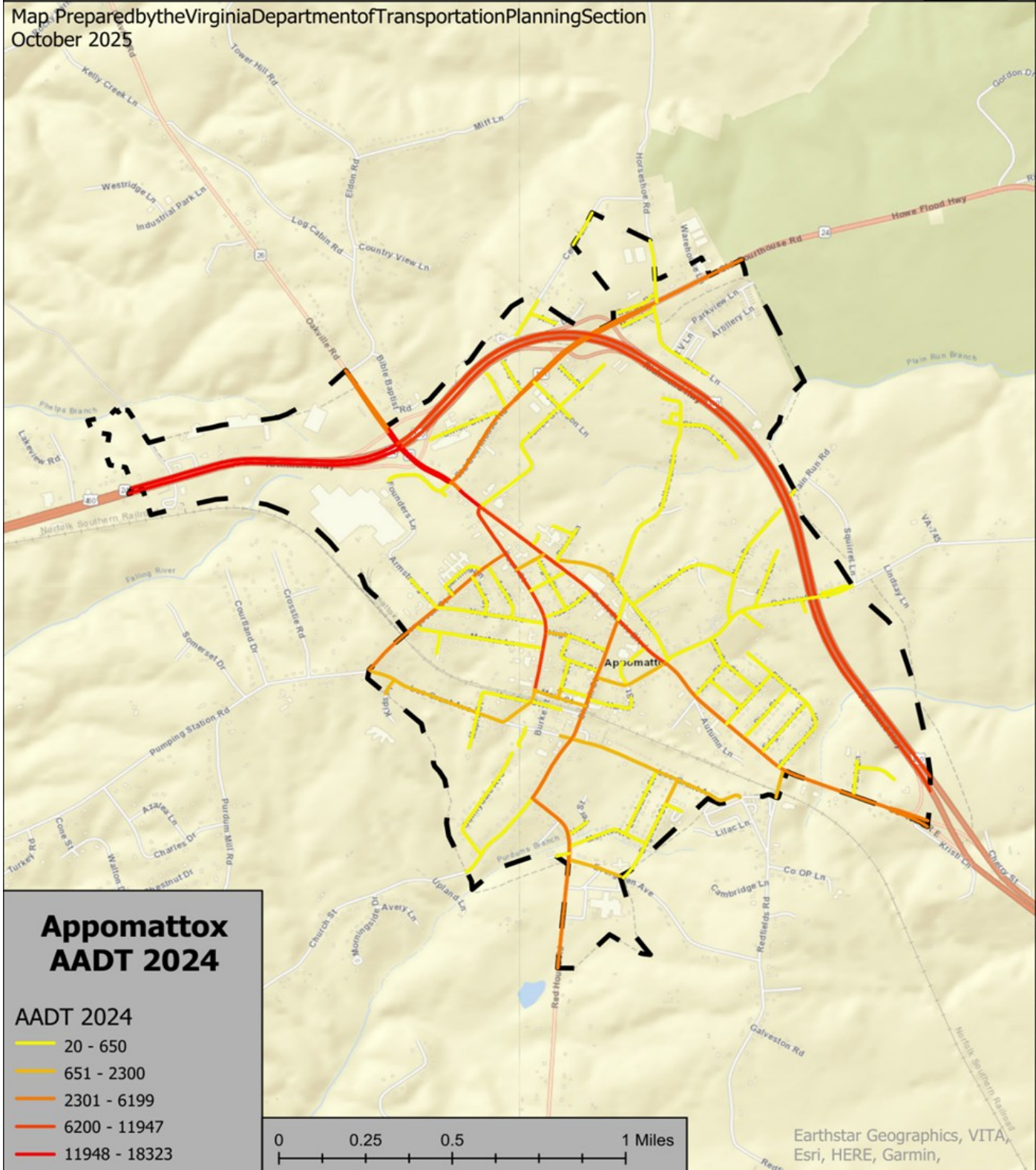
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Photo courtesy of the Town of Appomattox

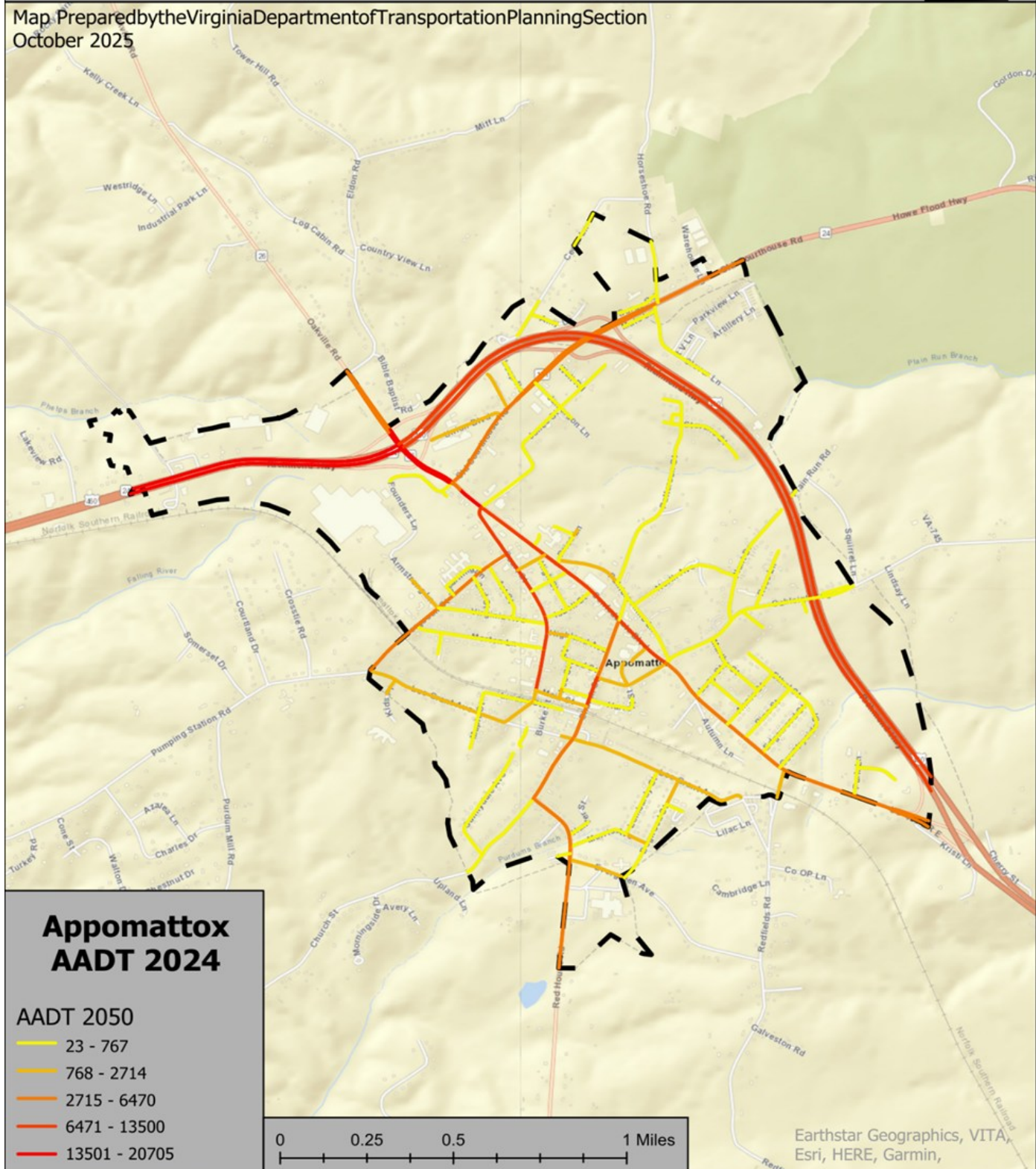
Town of Appomattox Average Annual Daily Traffic 2024

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



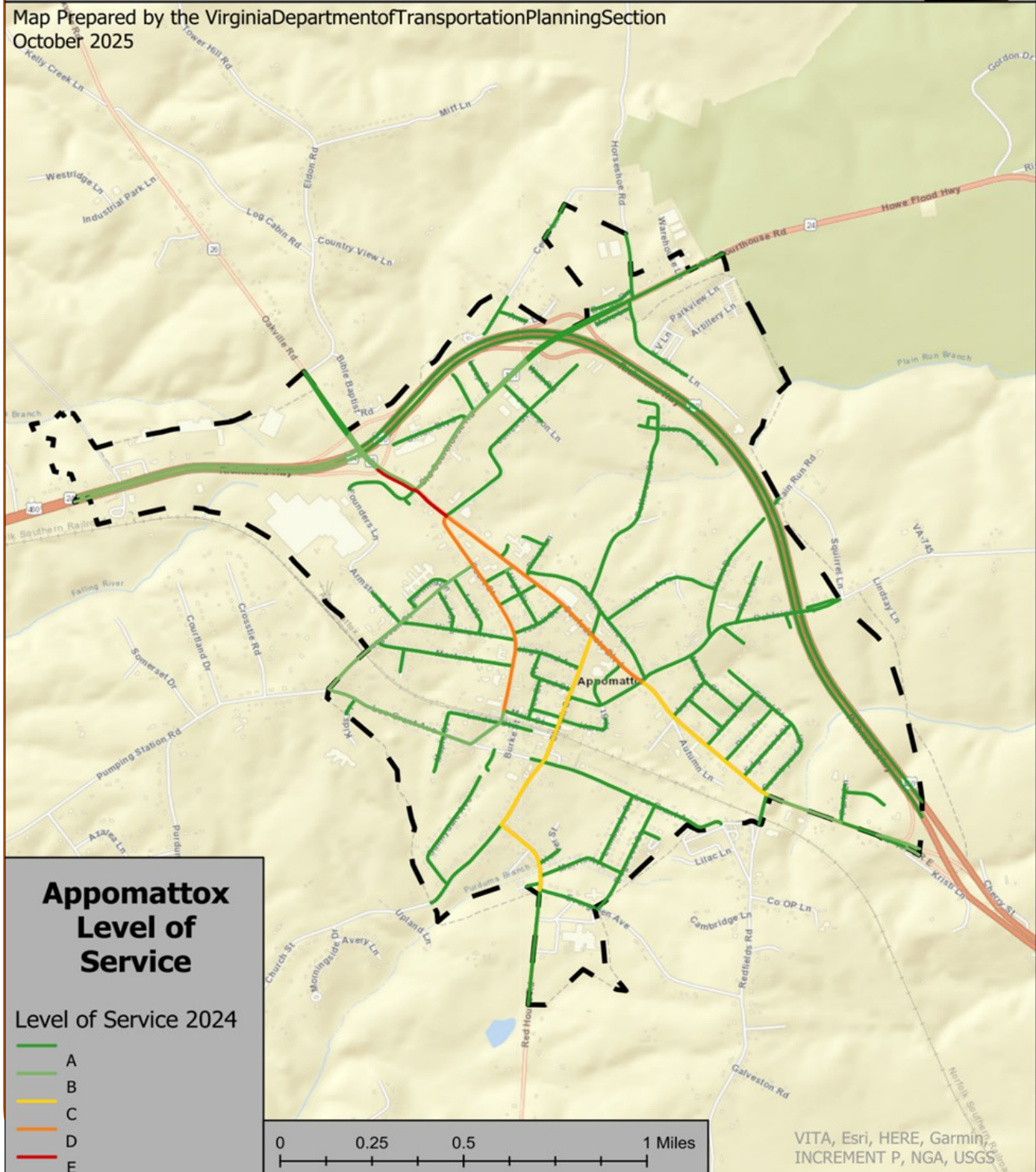
Town of Appomattox Average Annual Daily Traffic 2050

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



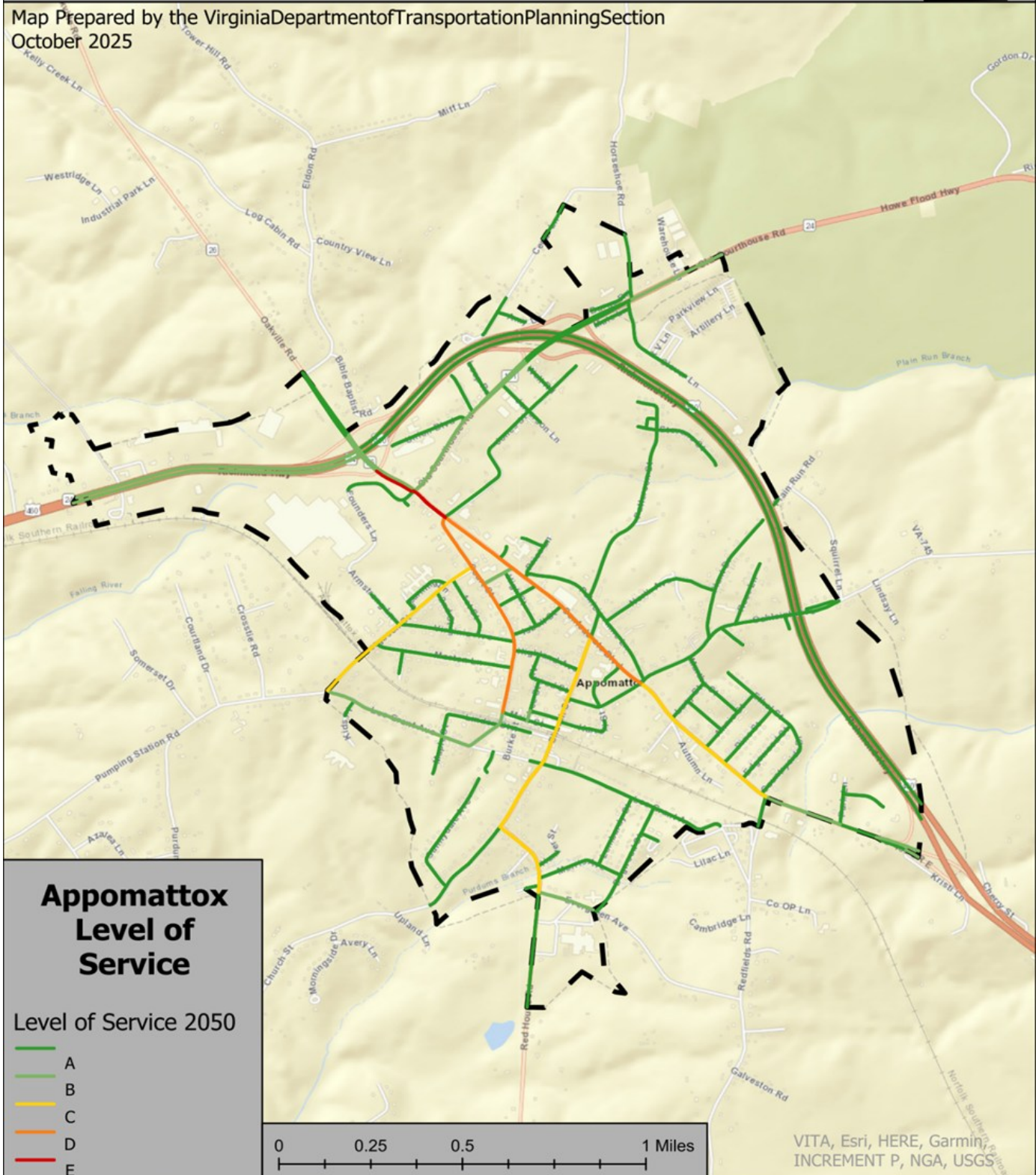
Town of Appomattox Level of Service 2024

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



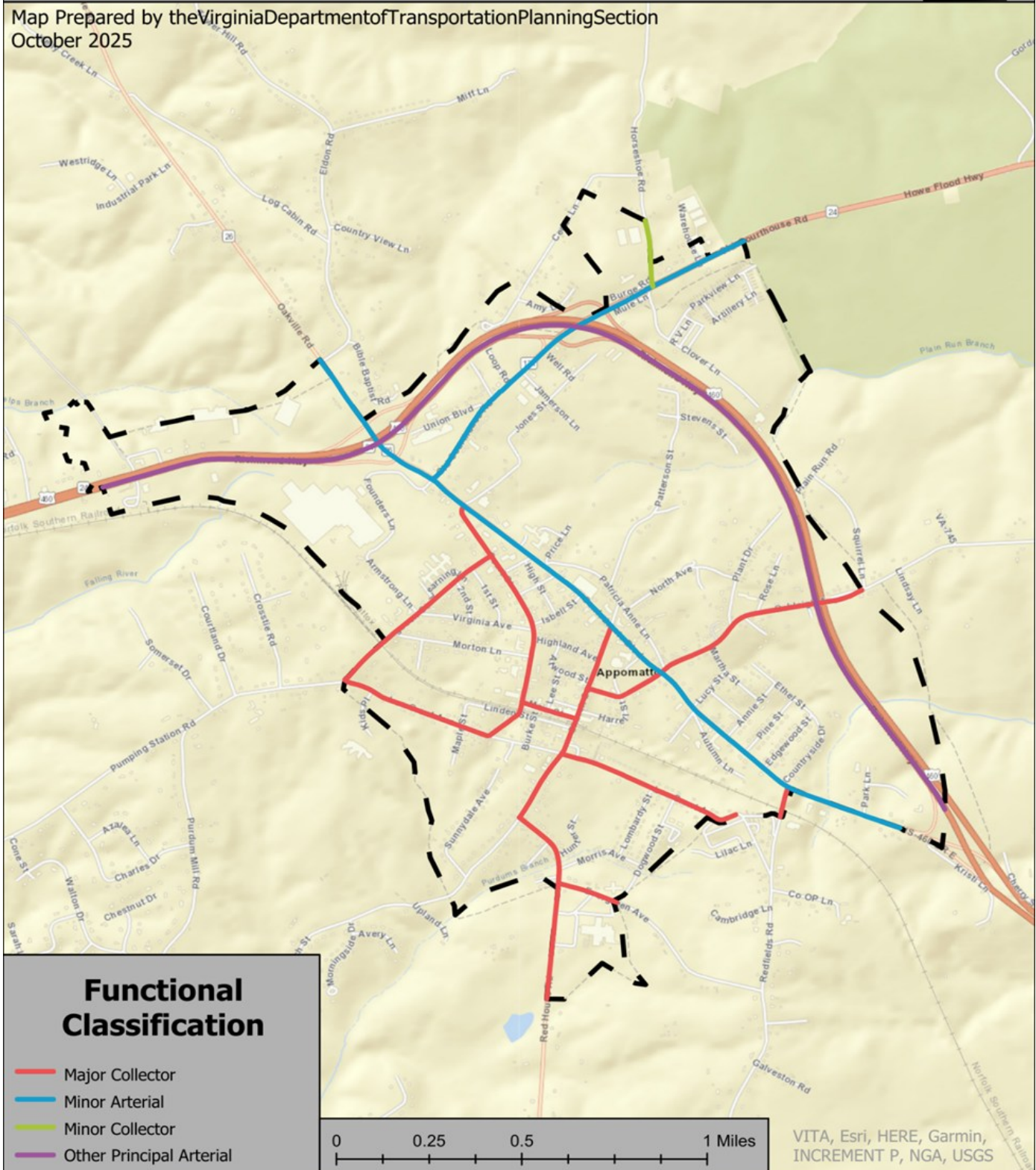
Town of Appomattox Level of Service 2050

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



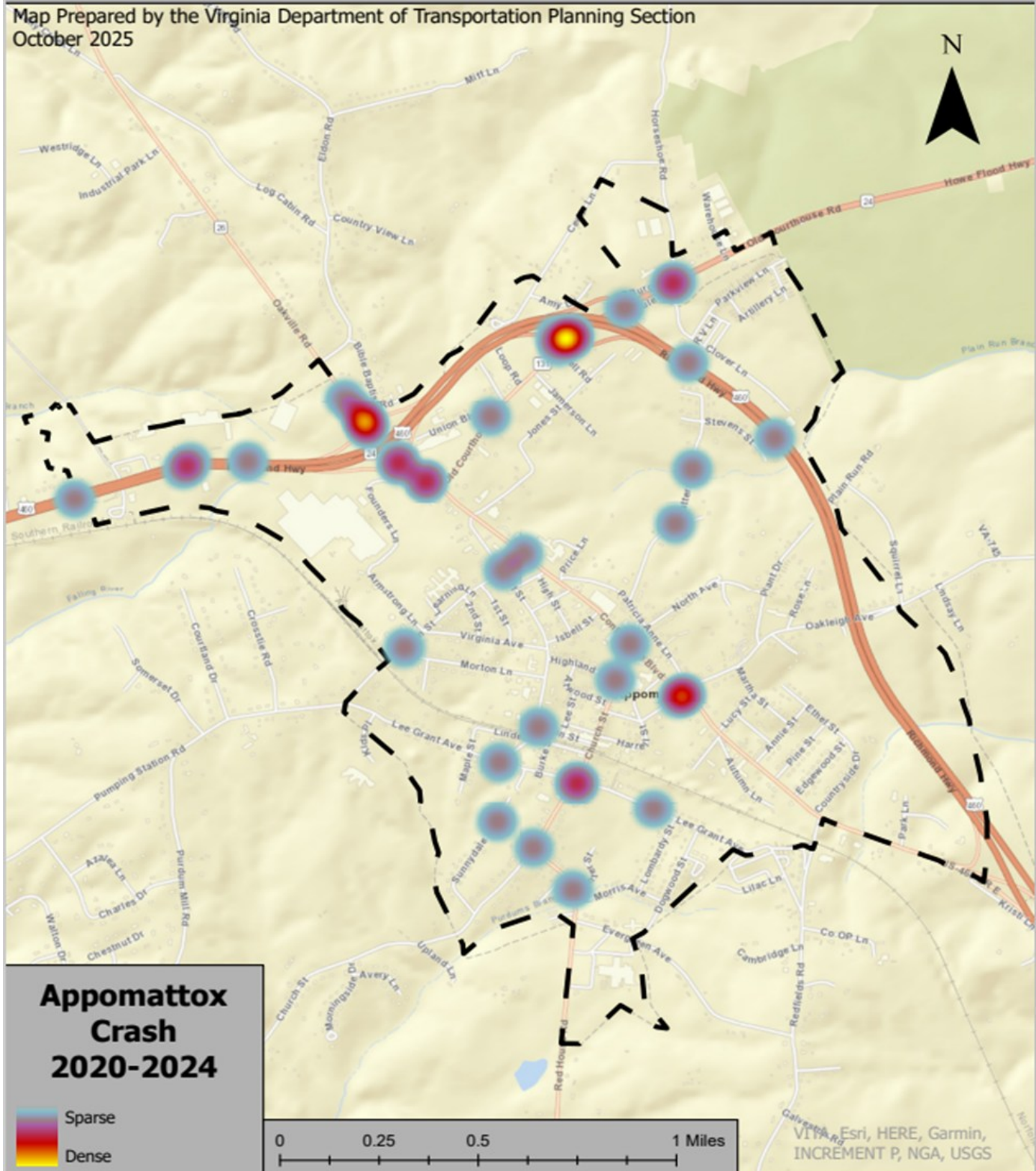
Town of Appomattox Functional Classification Map

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



Town of Appomattox Crash Heat Map 2020 - 2024

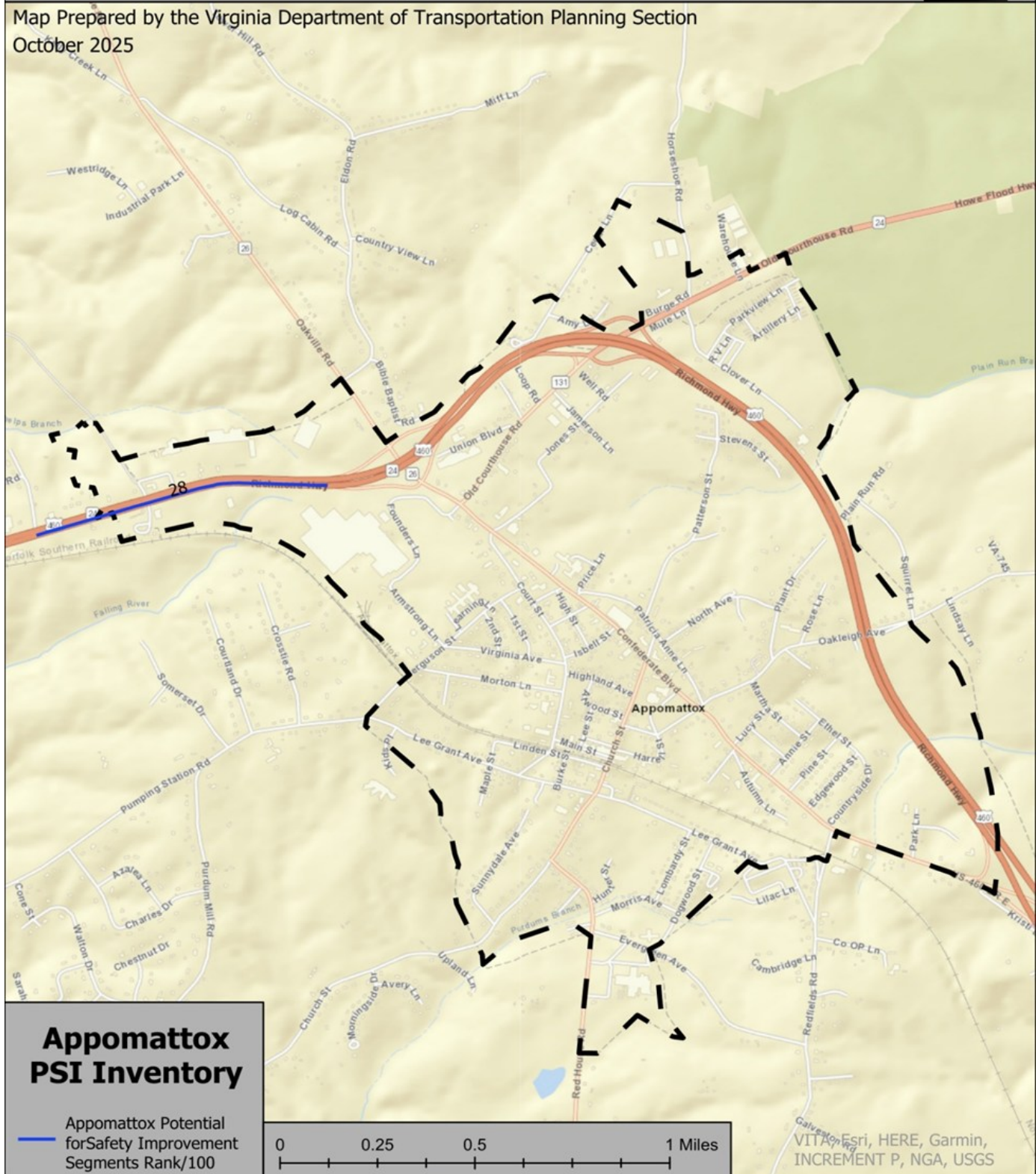
Map Prepared by the Virginia Department of Transportation Planning Section
October 2025



Town of Appomattox

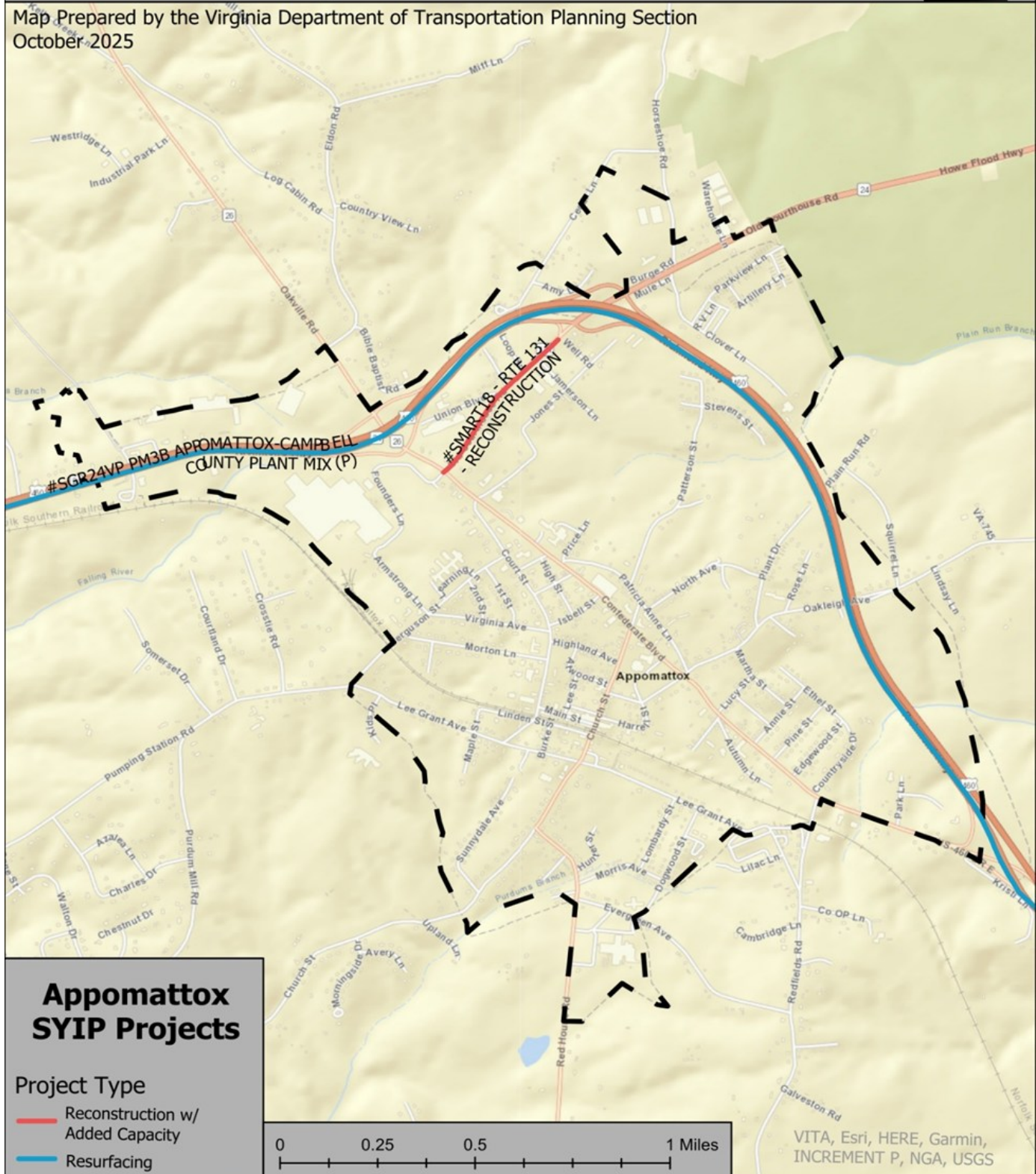
Potential for Safety Improvement (PSI) Inventory

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



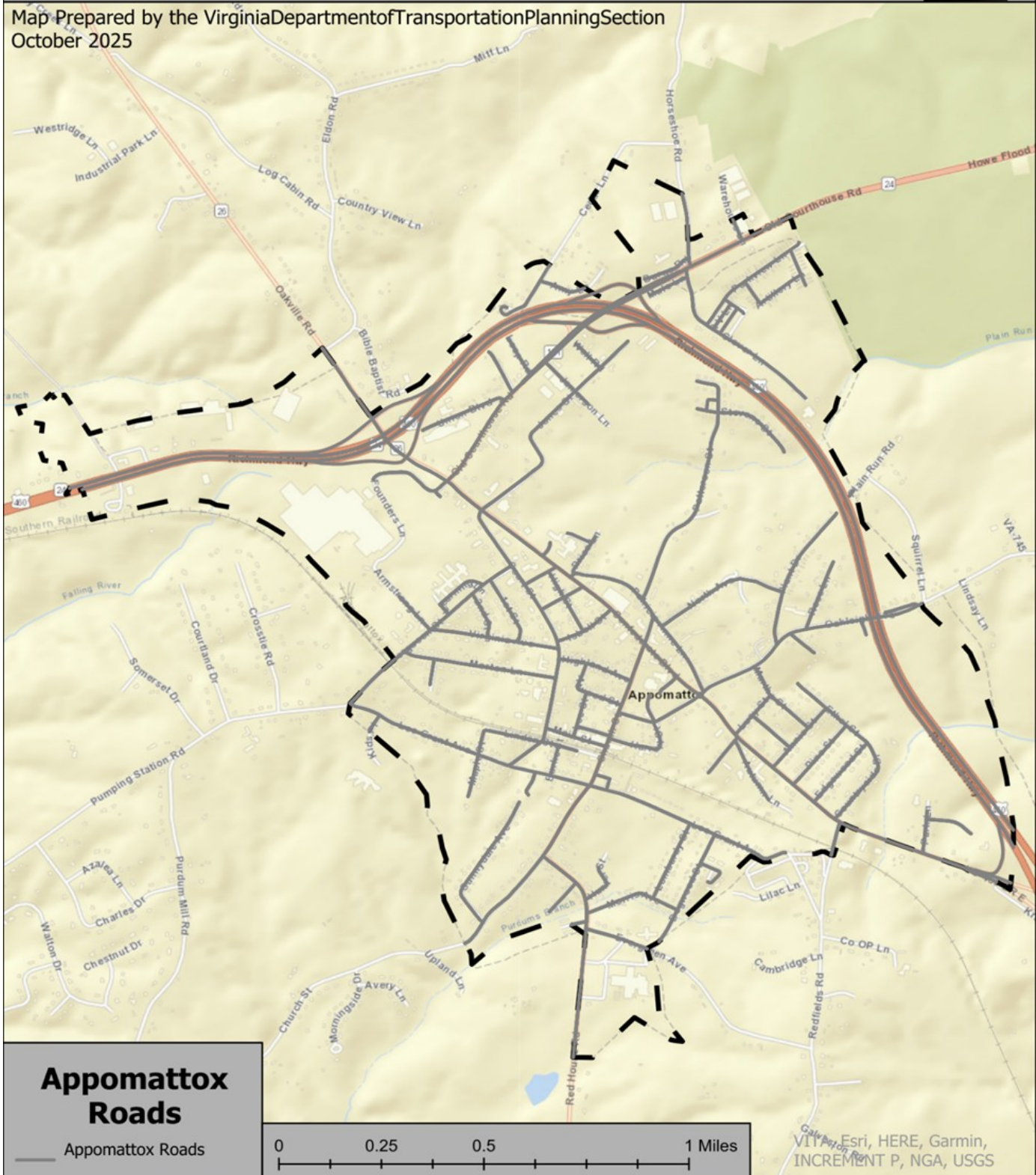
Town of Appomattox Six Year Improvement Plan (SYIP) Projects

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



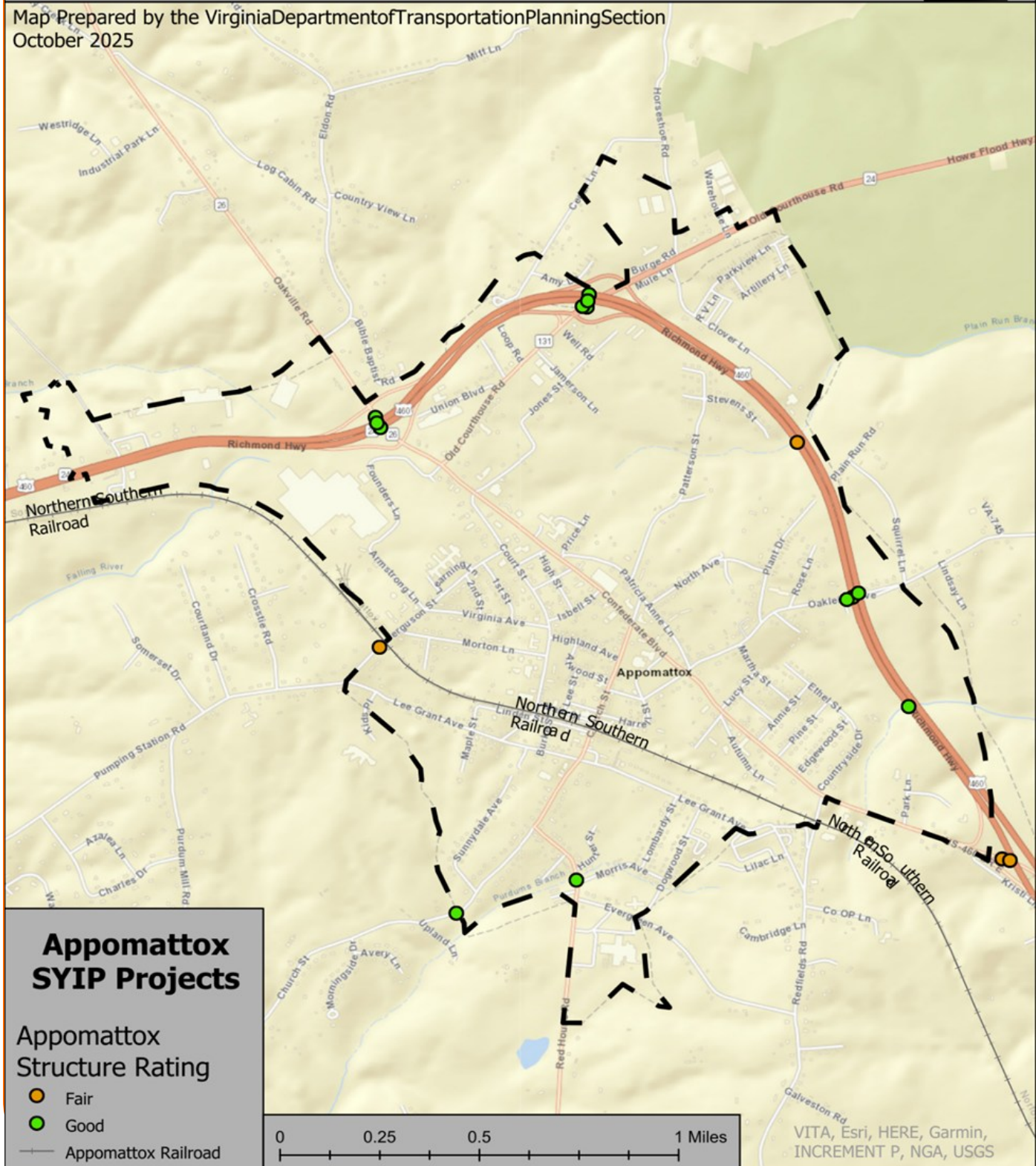
Town of Appomattox Road Map

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



Town of Appomattox Structure & Railroad Map

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



Additional Transportation Recommendations

Appomattox Southside Collector

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

Background

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

Proposal

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

Benefits

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

Implementation

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

Route Details

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

Additional Transportation Recommendations cont.

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

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

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

Land Acquisition

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

Conclusion

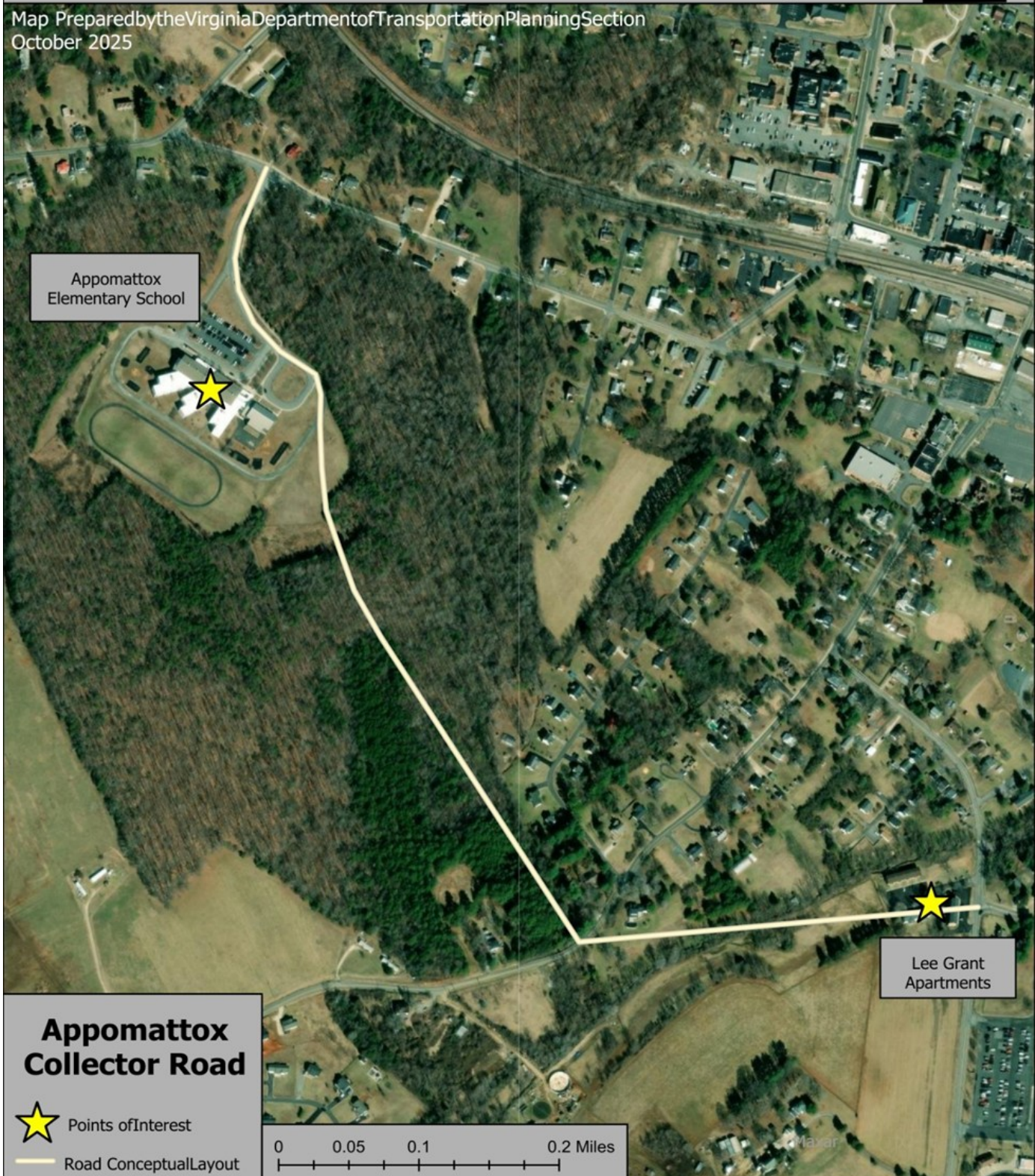
Building a new road for commercial traffic is crucial to preserve the historic downtown district's integrity and accommodate the region's growing transportation needs. This project will provide a long-term solution to traffic congestion and protect the character of the Appomattox Historic District for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



Photo courtesy of the Town of Appomattox

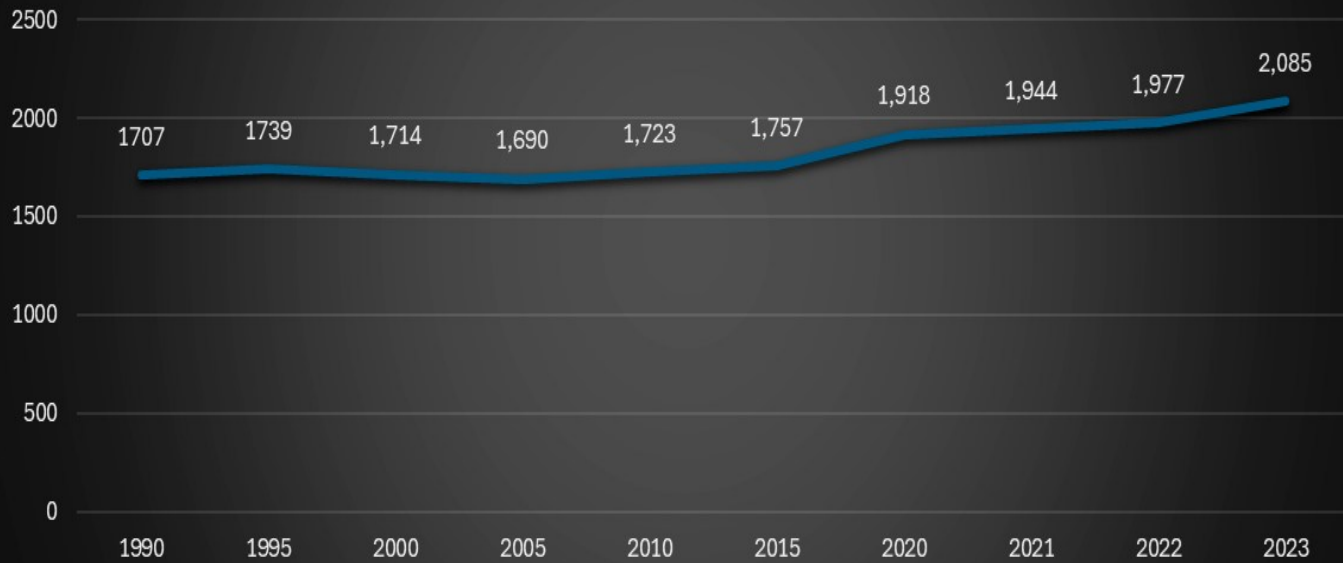
Town of Appomattox Collector Road Conceptual Layout

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



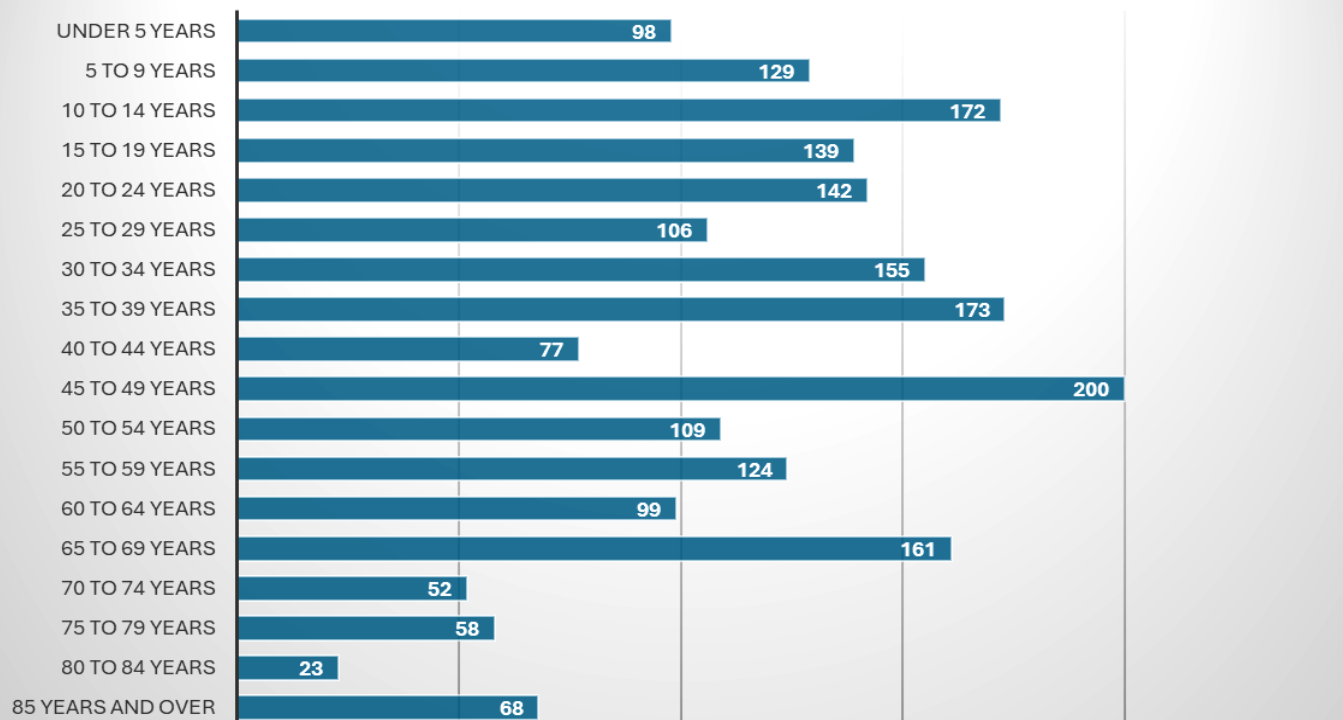
Demographics

Figure 1: Total Population



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

Age Totals

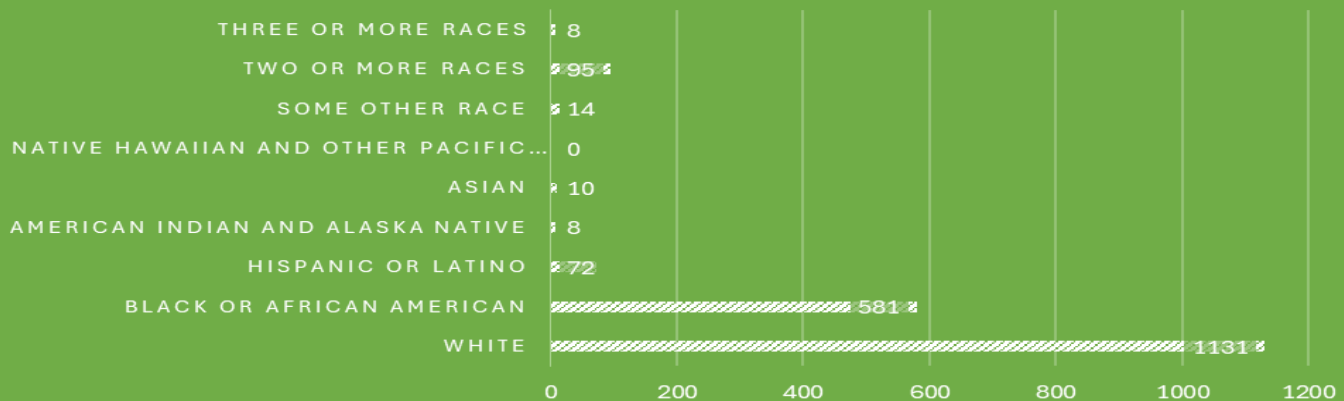


Demographics

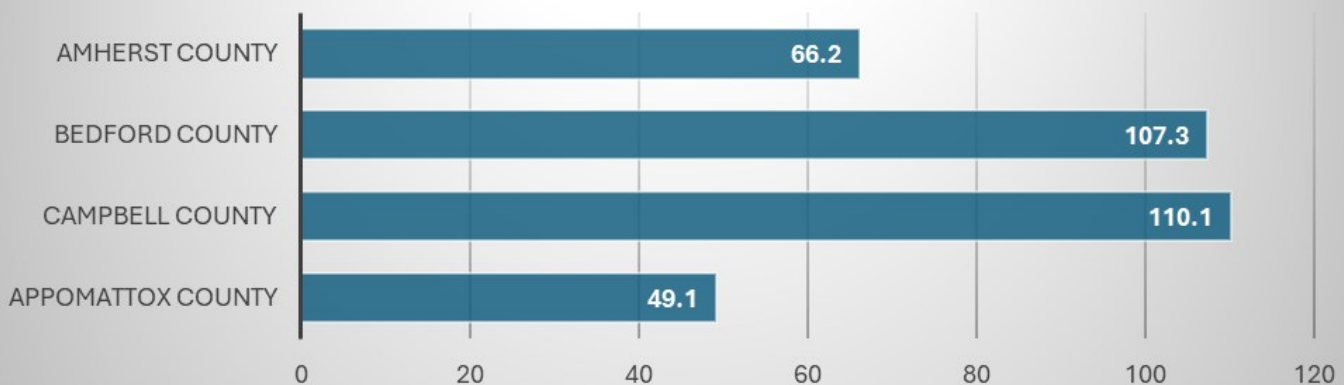
	2020 Population (US Census)	Projected 2030 Population	Projected 2040 Population	Projected 2050 Population	Projected change from 2020 to 2050
Amherst County	31,307	30,647	29,412	28,945	-8%
Appomattox County	16,119	17,627	18,653	19,742	18%
Bedford County	79,462	82,238	86,248	92,092	14%
Campbell County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

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

RACE & ETHNICITY



Population Density (Persons per square mile)

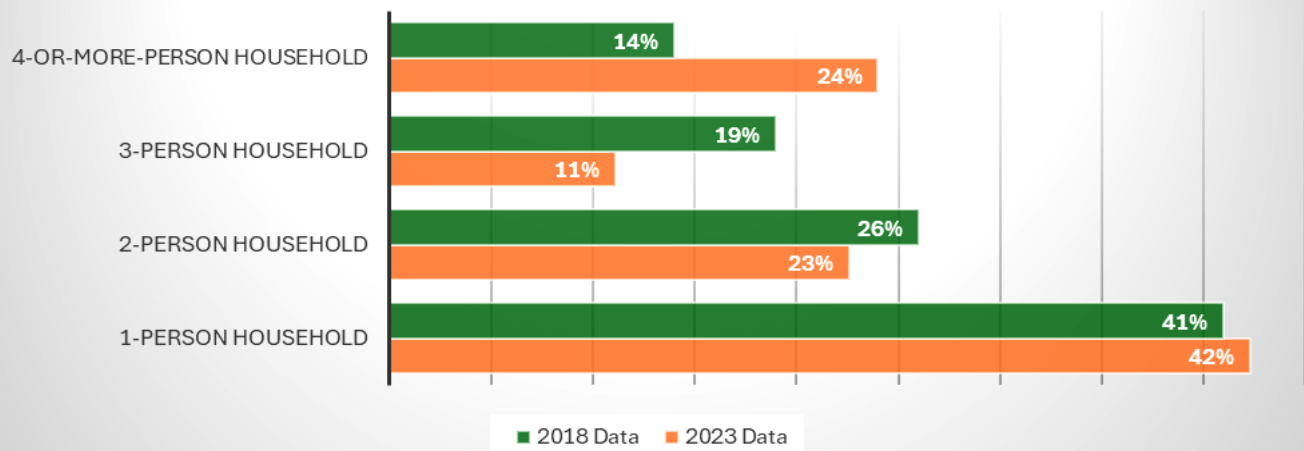


*2023 American Community Survey Data unless noted otherwise

Housing Trend Data

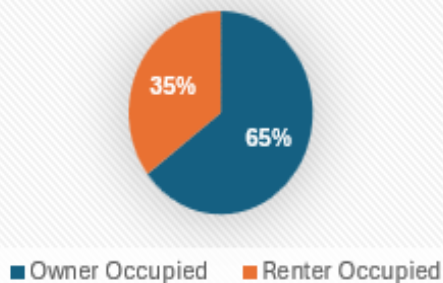
745 Households in Appomattox, VA with Average Household Size of **2.7 People**

Household Size

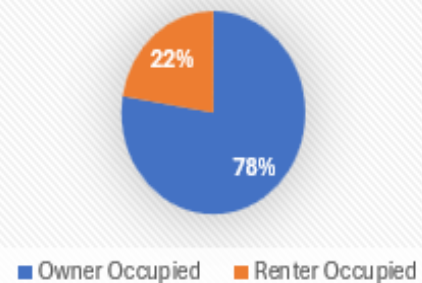


Owner vs. Renter Occupied Households

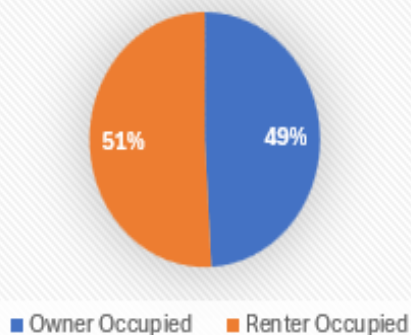
Appomattox, VA



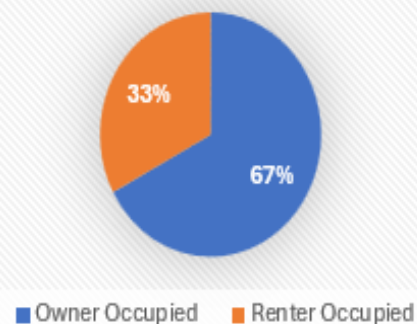
Appomattox County



Lynchburg MSA

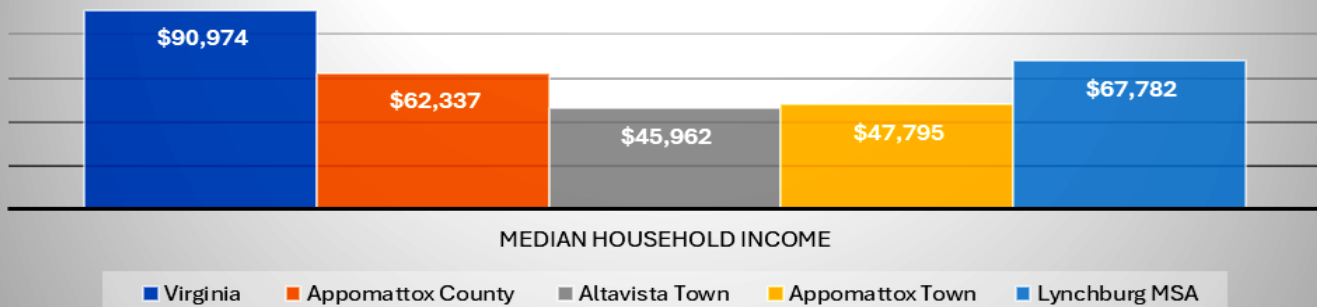


Virginia

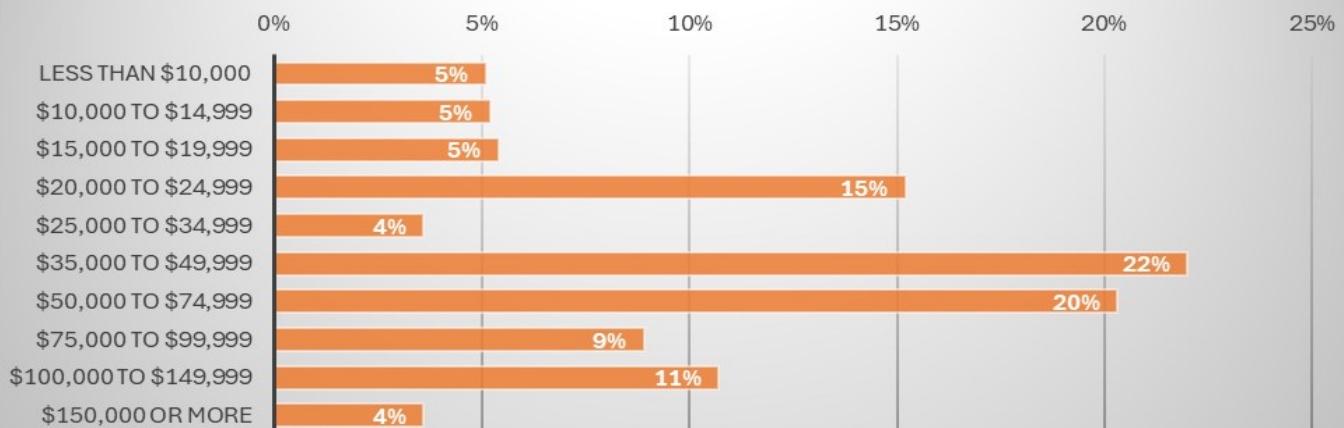


Housing Trend Data

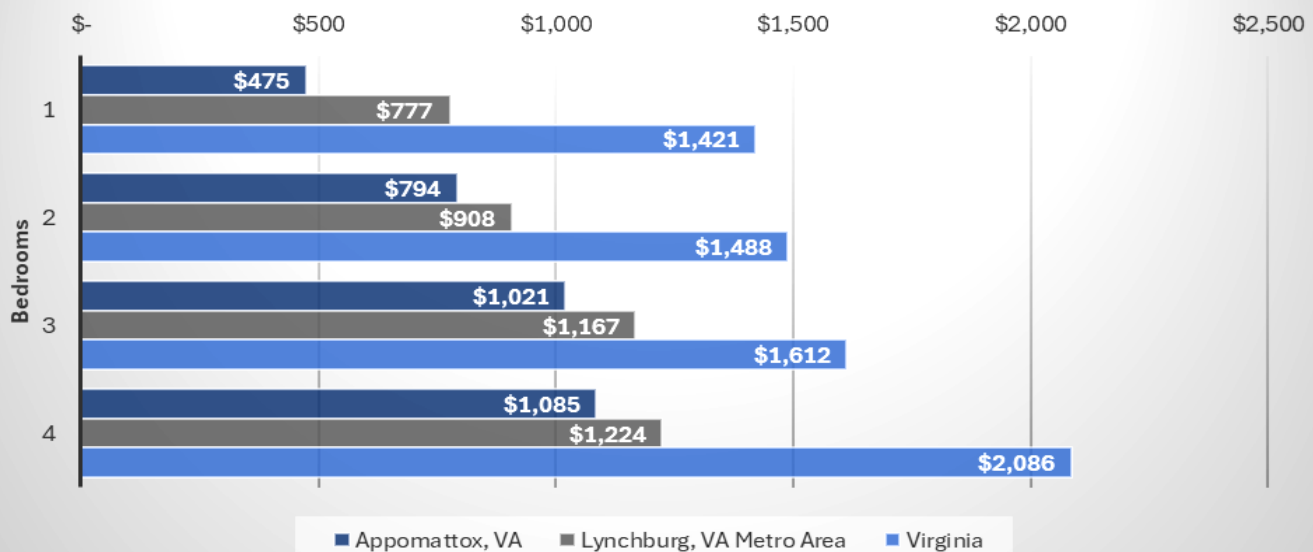
Median Household Income



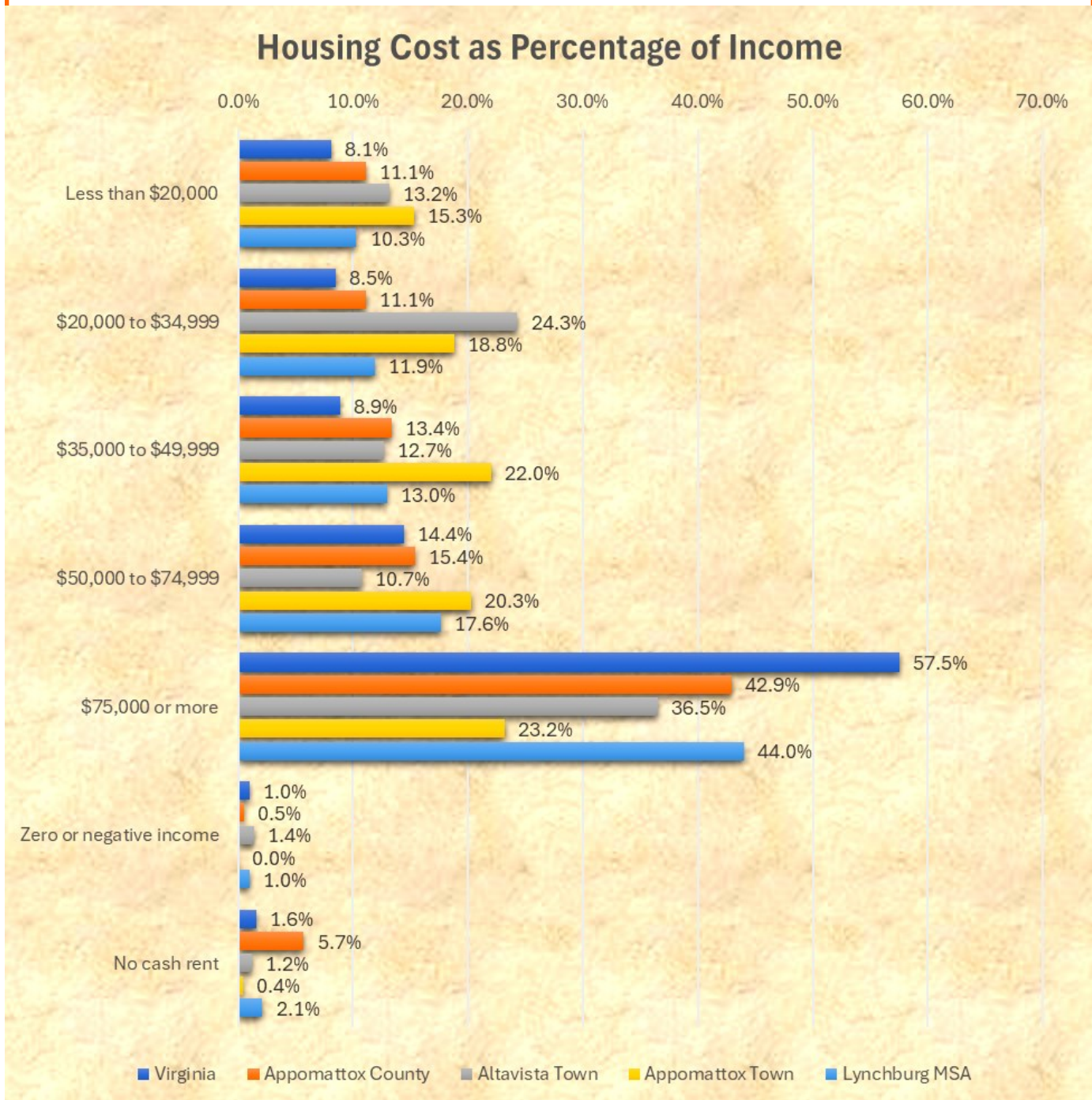
Household Income for Past 12 Months



Median Rent by Number of Bedrooms



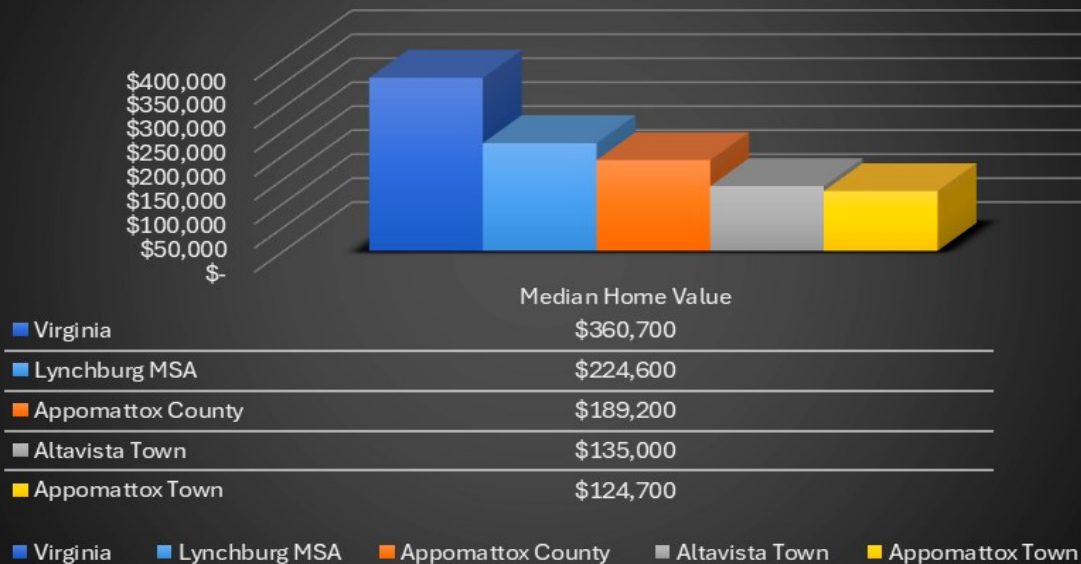
Housing Trend Data



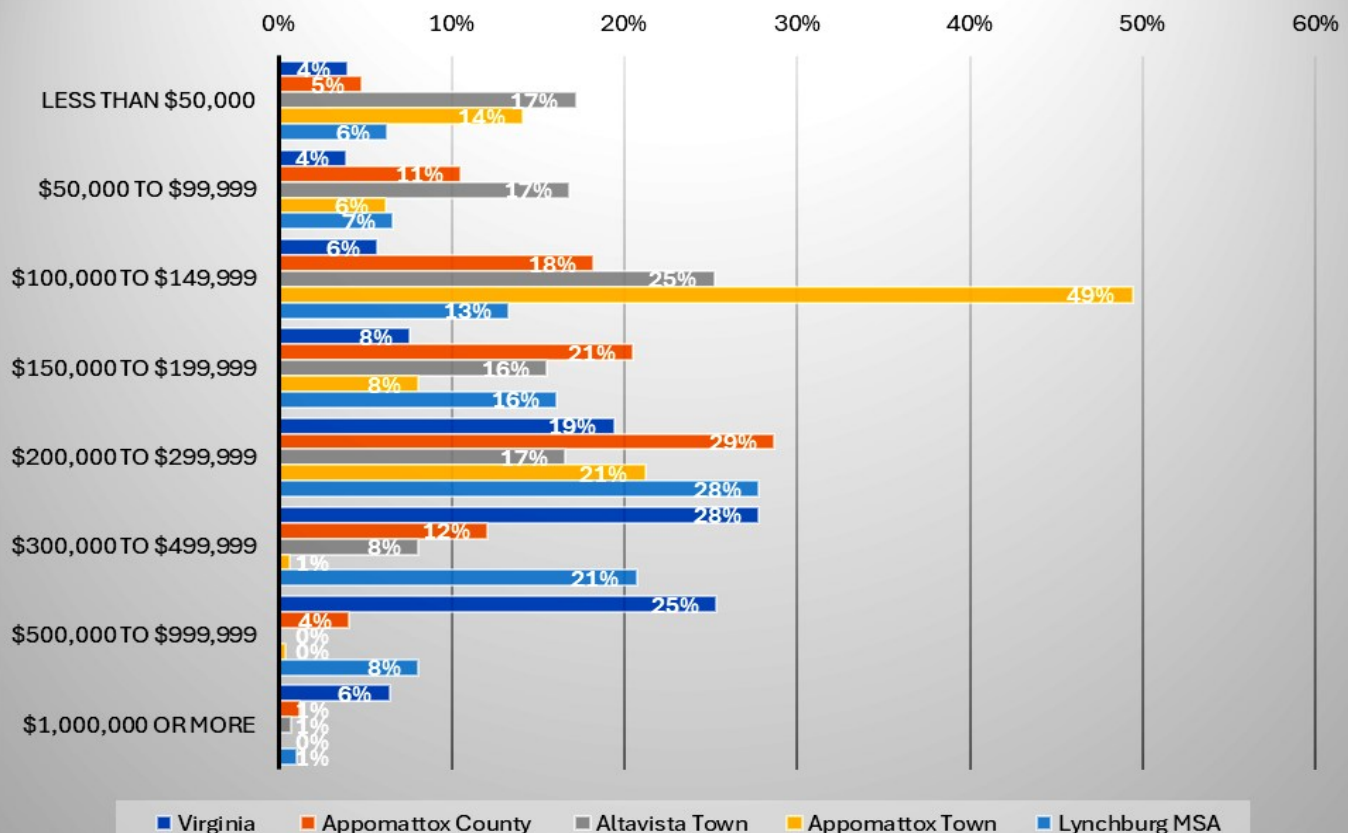
Rental Costs range for affordability (30%) is \$875 to \$1,750 for income range \$35,000 to \$70,000. Town of Appomattox leads both income categories where the median income levels fall. (\$10,000 for every \$250)

Home Values

Median Home Value

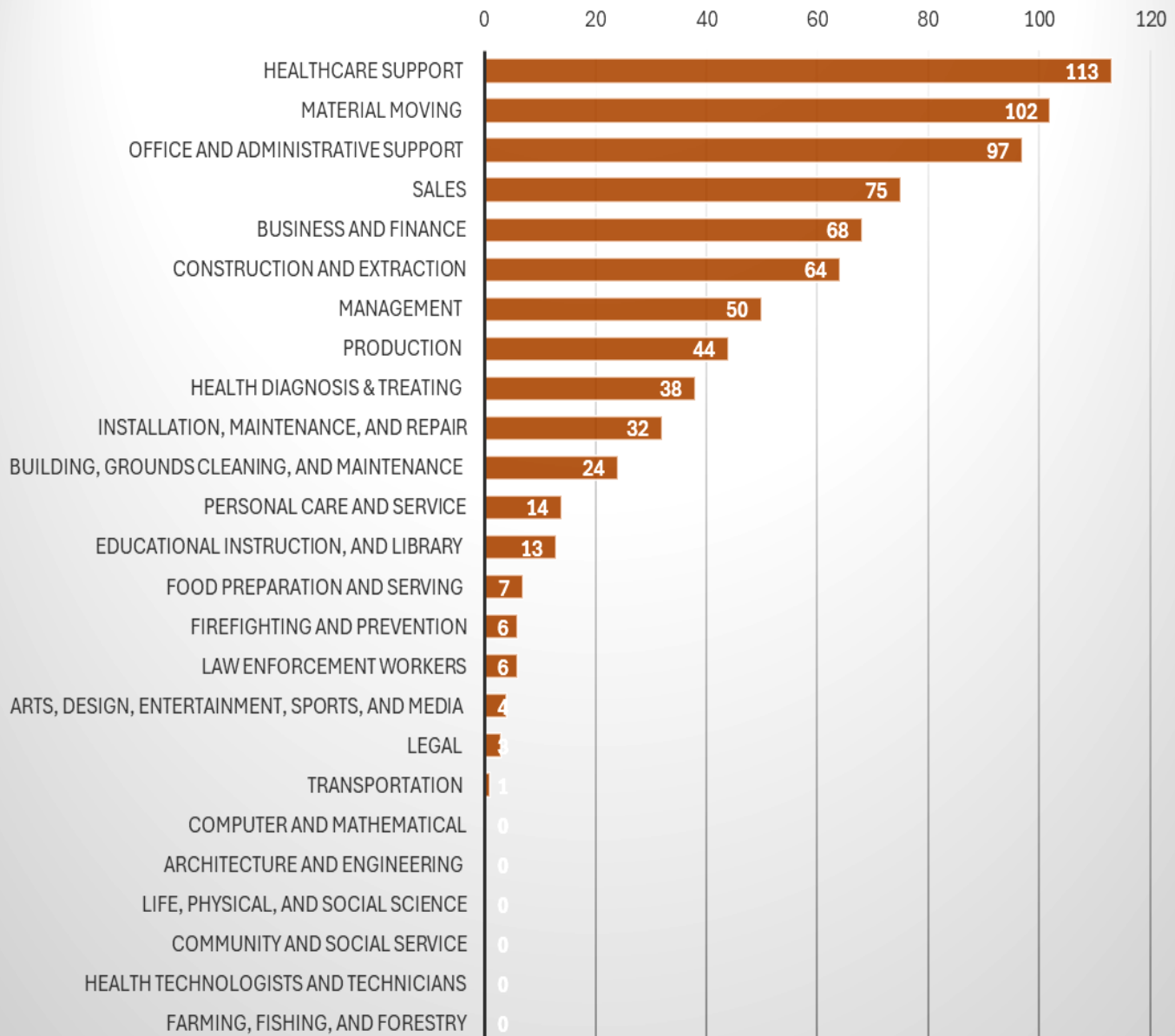


Owner Occupied Home Values



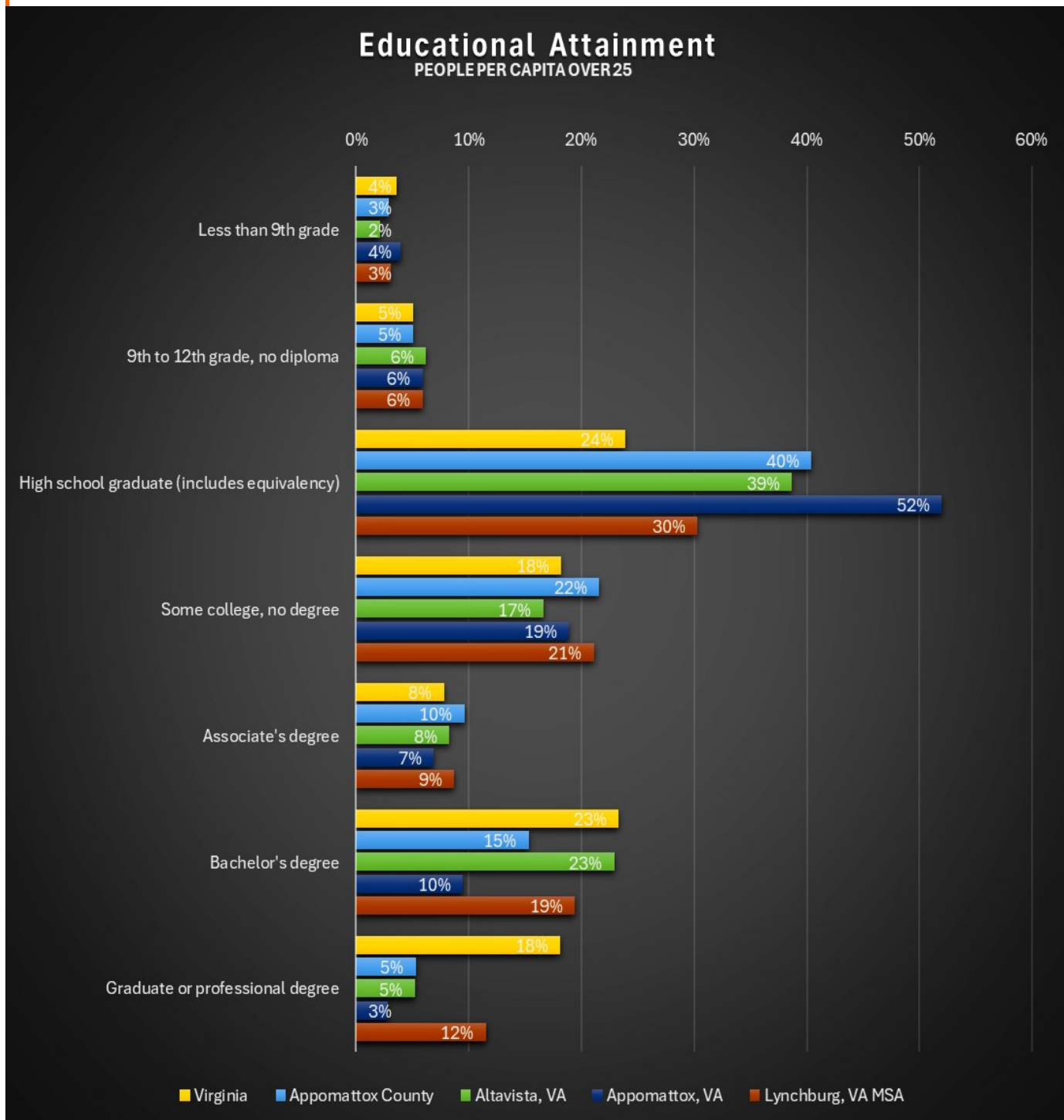
Employment Data

Employment by Sector



*Measured by number of people

Educational Attainment



Highway Safety Programs by VDOT

Purpose

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

Funding

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

Eligible Projects

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

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

Eligible Applicants

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

Evaluation Criteria

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

Funding Cycle

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

Website

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

Transportation Alternatives Program by VDOT

Purpose

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

Funding

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

Eligible Projects

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

Eligible Applicants

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

Evaluation Criteria

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

Funding Cycle

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

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

Revenue Sharing Program by VDOT

Purpose

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

Funding

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

Eligible Projects

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

Eligible Applicants

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

Evaluation Criteria

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

Funding Cycle

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

Website:

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

State of Good Repair Program

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

Purpose

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

Funding

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

Evaluation Criteria

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

Eligible Applicants

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

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

Building Reuse Recommendations

Appomattox Brownfields Area-Wide Plan

U.S. EPA Brownfields Community-Wide Assessment Grant

Town of Appomattox, VA

May 16, 2024



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

Building Reuse Recommendations

Exhibit 14 - Former Garment Factory Proposed Reuse Option 1

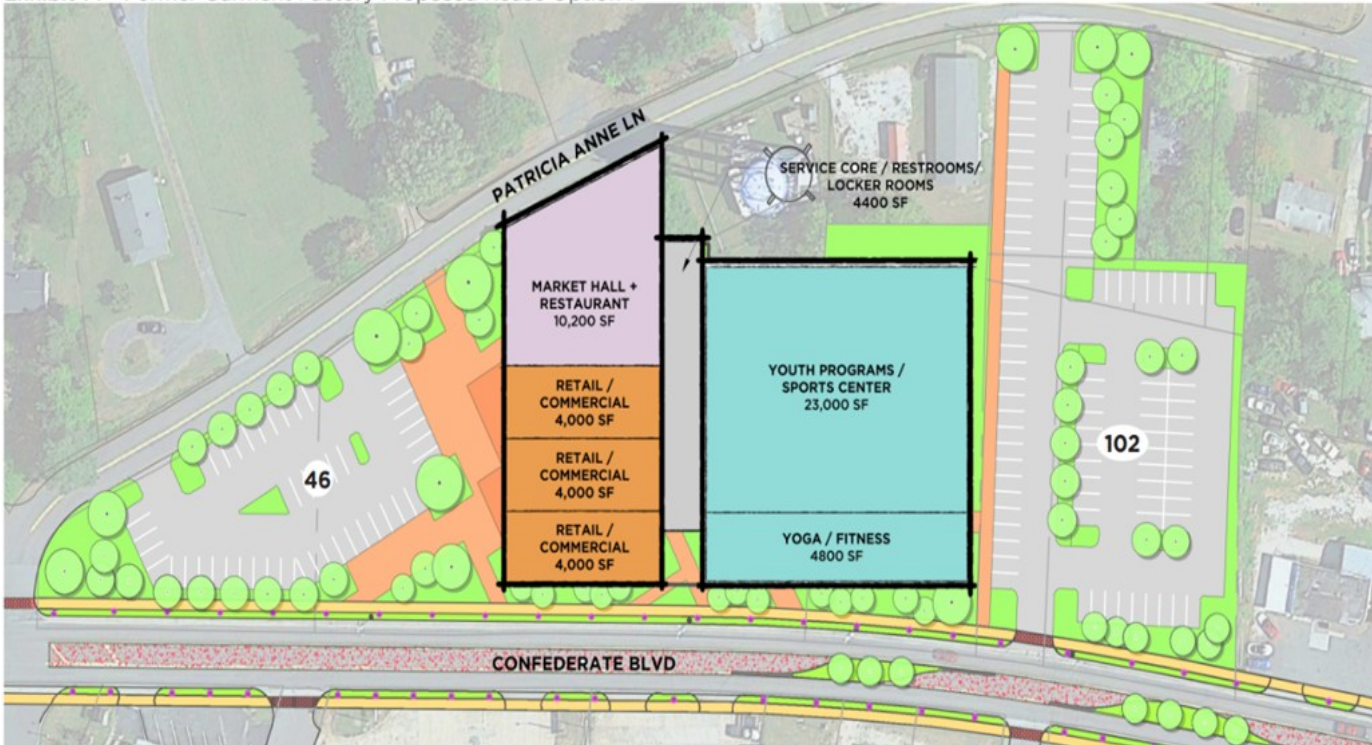
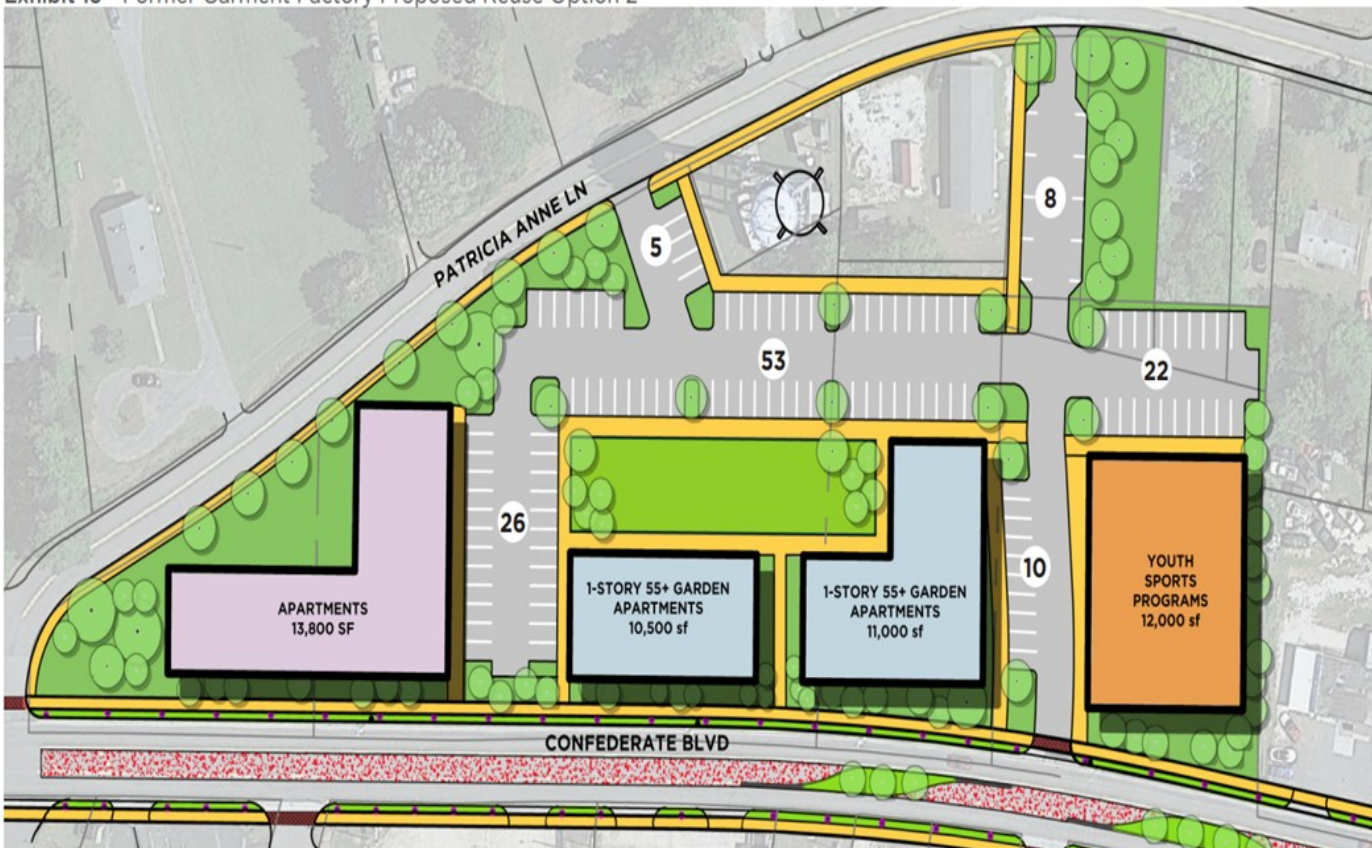


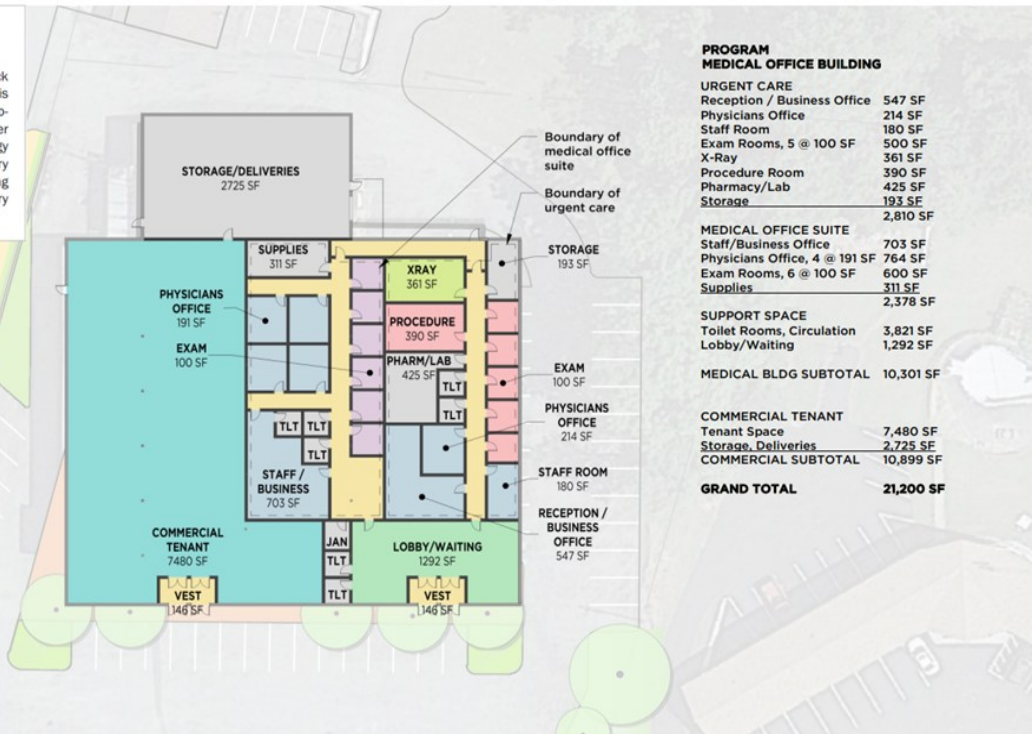
Exhibit 15 - Former Garment Factory Proposed Reuse Option 2



Building Reuse Recommendations

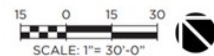
OPTION 1 - MEDICAL OFFICE BUILDING

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



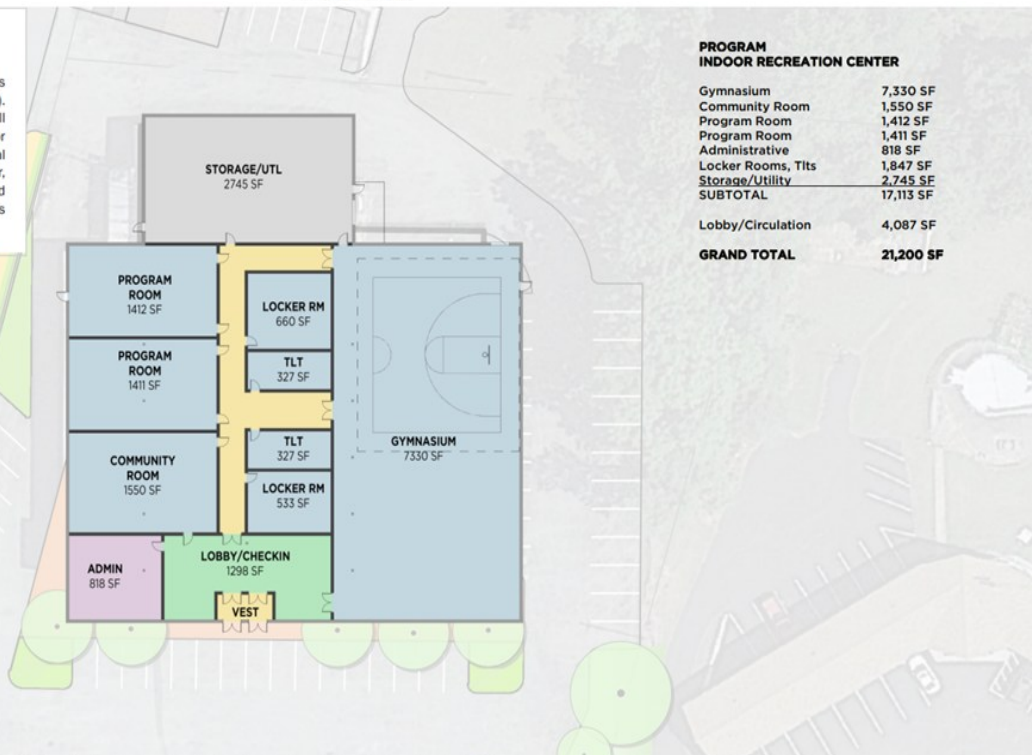
FORMER WILBUN'S SUPERMARKET REUSE PLAN - OPTION 1

APPOMATTOX BROWNFIELDS AREA-WIDE PLAN
APPOMATTOX, VA



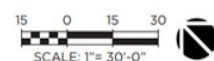
OPTION 2 - INDOOR RECREATION CENTER

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



WILBUN'S SUPERMARKET REUSE PLAN - OPTION 2

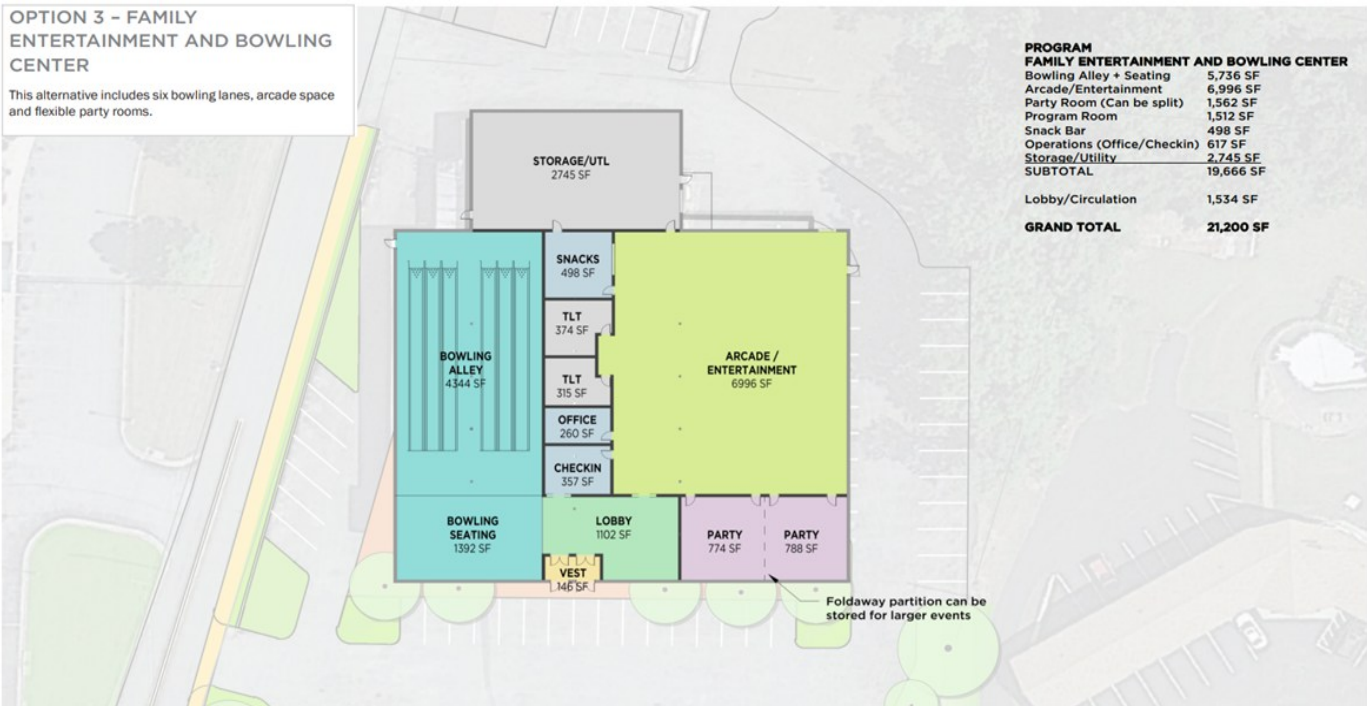
APPOMATTOX BROWNFIELDS AREA-WIDE PLAN
APPOMATTOX, VA



Building Reuse Recommendations

OPTION 3 - FAMILY ENTERTAINMENT AND BOWLING CENTER

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



WILBUN'S SUPERMARKET REUSE PLAN - OPTION 3

APPOMATTOX BROWNFIELDS AREA-WIDE PLAN
APPOMATTOX, VA

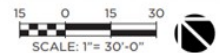


Exhibit 16 - Former Hardware Store Conceptual Reuse Plan

PRECEDENT IMAGE IDEAS



BRANDING ELEMENT - MURAL WALL



Community Survey Responses

**Community Survey Template*

Town of Appomattox Comp Plan Survey

Do you currently live in the Town limits?

- ☐ Yes
- ☐ No

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

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

Do you work outside of the Town limits?

- ☐ Yes
- ☐ No

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

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

Community Survey Results Summary

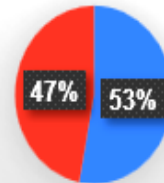
Number of Survey Responses: 126 Total (114 online, 12 hard copy)

Do you currently live in
Town Limits?



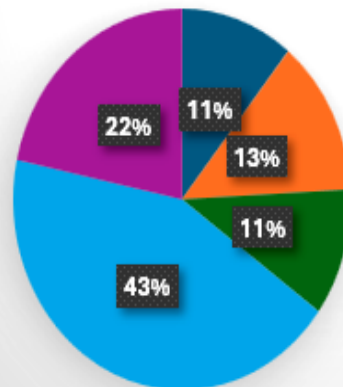
■ Yes
■ No

Do you work outside
the Town Limits?



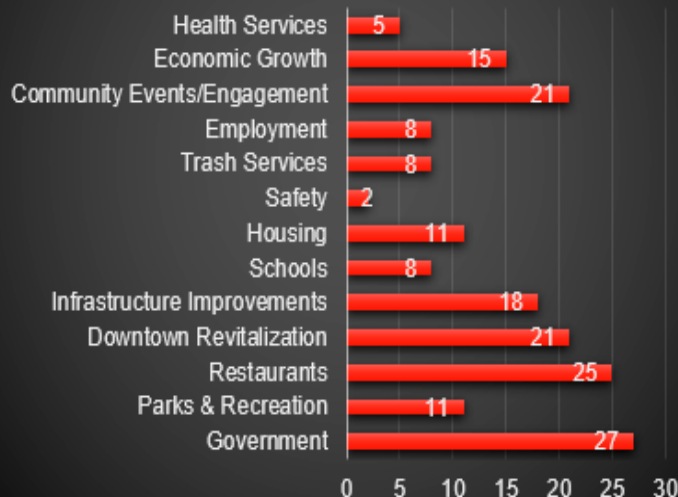
■ Yes
■ No

How long have you lived in Town?

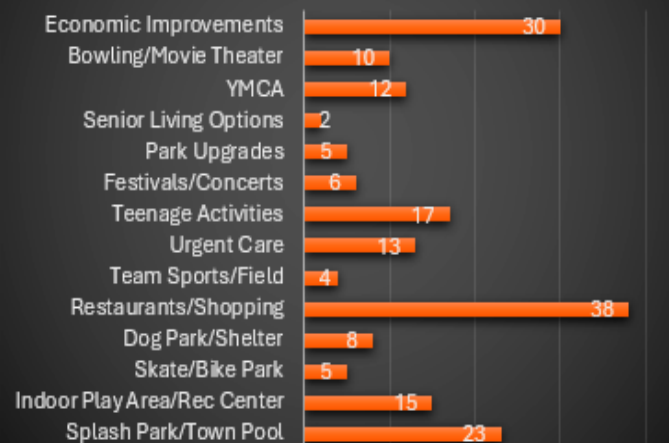


■ 0-5 years
■ 10-20 years
■ 6-10 years
■ I do not live in the Town of Appomattox
■ More than 20 years

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



What things do you want
to see created in
Appomattox?



Summary of Survey Findings

Key Takeaways from “Changes” Question

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

Key Takeaways from “Create” Question

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



Photo courtesy of the Town of Appomattox

Town of Appomattox Official Zoning Map

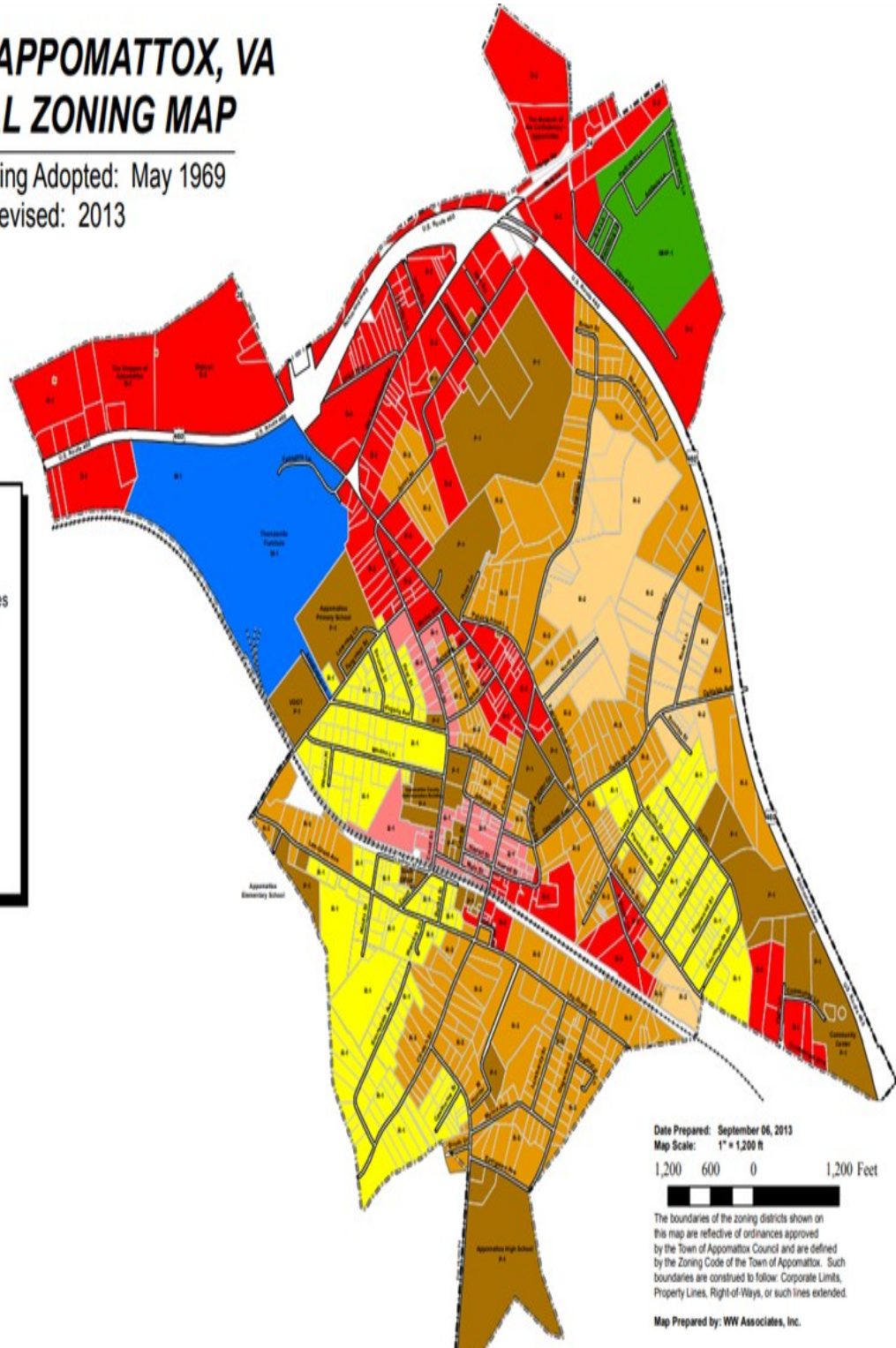


TOWN OF APPOMATTOX, VA OFFICIAL ZONING MAP

Original Zoning Adopted: May 1969

Revised: 2013

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



Paul D. Harvey

Town Mayor

May 1969

Original Adopted Date

August 12, 2013

Adopted Date

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

1,200 600 0 1,200 Feet

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

Map Prepared by: WW Associates, Inc.

File Attachments for Item:

6. Public Hearing on a rezoning request to rezone a parcel of property located within the Town limits of Appomattox from R-3 to R-2 to allow for the construction of a single-family subdivision. This parcel of property is identified as Tax Map Identification Number 64A6-A-76.

PUBLIC NOTICE OF A PUBLIC HEARING
TOWN OF APPOMATTOX
TOWN COUNCIL

The Appomattox Town Council will hold a public hearing on Monday, January 12, 2026 at 6:30 p.m. in the Council Chambers of the Appomattox Town Hall building, located at 210 Linden Street, Appomattox, Virginia.

The purpose of this public hearing will be to receive public comments on the following:

(a) To consider adopting the Town of Appomattox Comprehensive Plan.

The purpose of the Comprehensive Plan shall be “guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants” of the Town of Appomattox.

The full Comprehensive Plan may be examined at the Appomattox Municipal Building located at 210 Linden Street, Appomattox, Virginia 24522 during normal business hours, Monday through Friday, 8:30 a.m. to 4:30 p.m. Questions may be directed to Rob Fowler, Director of Community Development & Planning/Zoning Administrator at 434-352-8268.

(b) To rezone a parcel within the Town limits of Appomattox. The Tax Map Identification Number is 64A6-A-76. If the rezoning is approved, the parcel will be rezoned from R-3 to R-2 to allow for the construction of a single-family subdivision.

A copy of the petition is on file at the Appomattox Town Office, 210 Linden Street, Appomattox, Virginia, 24522 and may be examined during normal business hours, Monday through Friday, 8:30 a.m. – 4:30 p.m.



HURT & PROFFITT

Transmittal

2524 Langhorne Road, Lynchburg, VA 24501

PROJECT: Oakleigh Ave Subdivision
20242257

DATE: 11/25/2025

SUBJECT: Oakleigh Ave Subdivision
Rezoning

TRANSMITTAL ID: 00001

PURPOSE: For your review and comment

VIA: Hand

FROM

NAME	COMPANY	EMAIL	PHONE
Michael Bryant 2524 Langhorne Road Lynchburg VA 24501 United States	Hurt & Proffitt, Inc.	mbryant@handp.com	434-847-7796

TO

NAME	COMPANY	EMAIL	PHONE
rfowler@appomattoxva.gov		rfowler@appomattoxva.gov	

REMARKS

Robert,
Please find included our submittal for Rezoning tax map #64A6-A-76 from R-3 to R-2 for the construction of a single family subdivision. Should you have any questions feel free to contact me.
Thanks,
Michael Bryant
434.522.7685

DESCRIPTION OF CONTENTS

QTY	DATED	TITLE	NOTES
1	11/21/2025	Copy of Check.pdf	
1	10/8/2025	Oakleigh Ave Subdivision Rezoning Plan 38 Lots.pdf	
1	11/25/2025	Rezoning Application Oakleigh Ave Subdivision.pdf	

Please be sure the following items are included BEFORE submitting:

- **Application Fee:** Conditional Use Permit=\$500.00 Rezoning=\$500.00 (checks should be made payable to Town of Appomattox)
- **Concept Plan:** A concept plan (minimum 8.5"x11") is required. It is preferable that this be prepared by a professional engineer, architect, or surveyor. The plan shall contain, at a minimum, the required items listed for a site development plan as shown in the Zoning Ordinance. It should also address any potential land uses or design issues arising from the request. It is the responsibility of the applicant to demonstrate that the proposed use will be in harmony with the zoning district and surrounding area. If the proposed development is to be constructed in phases, all phases shall be shown at the time of the original application.

Town of Appomattox

Please print in blue or black ink or typewriter. If not applicable, write N/A.

APPLICATION INFORMATION

Note: If the applicant is not the property owner, then an owner's authority letter must be submitted with the application.

Applicant Name: J.E. Jamerson & Sons, Inc.

Address: 1540 Confederate Blvd, Suite B, Appomattox, VA 24522

Phone: 434-352-8227 **email:** pjamerson@jejamerson.com

Property Owner Name: Jamerson Real Estate, Inc.

Address: P.O. Box 395, Appomattox, VA 24522

Phone: 434-352-8227 **email:** pjamerson@jejamerson.com

Authorized Agent/Contact Person: Hurt & Proffitt / Michael Bryant

Address: 2524 Langhorne Road, Lynchburg, VA 24521

Phone: 434-522-7685 **email:** mbryant@handp.com

Project Information

Location/Address of Property (from Zoning Administrator's Office):

Head east on Highland Ave toward Atwood Street; Turn right on to Church Street; Turn Left on Oakleigh Ave.; Travel 0.7 miles to property located on right just before bridge going over 460.

Tax Map Number(s): 64A6 A 76

Size of Parcel(s): 11.28 ac **Amount of area to be utilized by proposed use:** 11.28 ac

Current Zoning: R-3: Residential General Proposed Zoning: R-2: Residential, Village

Please describe the proposed project or purpose of the request: The proposed rezoning will allow for the development of a 38-lot single-family subdivision with a single entrance off Oakleigh Avenue. The project will include a new public road and associated infrastructure improvements, including water, sanitary sewer. Stormwater management will be provided by an extended detention pond for water quantity and a combination of onsite treatment facilities and/or purchased water quality credits for water quality. All lots will be served by public water and sanitary sewer.

Proffers: The applicant may proffer in writing reasonable conditions in addition to the requested zoning district regulations. All proffered conditions must be in writing, signed and presented prior to the start of the Town Council's public hearing. Are proffers proposed? ☐ YES ☐ NO (If yes, please submit proffer statement to staff.)

Traffic Impact Analysis: If the proposed use meets VDOT's requirements for a traffic impact analysis, then the applicant must meet with VDOT and submit a Traffic Impact Analysis (TIA) along with the Development Application. The proposed rezoning represents a downzoning of the property. As a consequence, Justification the traffic generation will be lower than the previously permitted use.

The planning Commission will evaluate the request to determine the need and justification for the changes in terms of public health, safety, and general welfare. Please answer the following questions as thoroughly as possible. Attach additional information if necessary.

Please explain how the request furthers the purpose of the Zoning Ordinances and the zoning district classification for which the project is proposed.

The proposed rezoning will bring the property into greater harmony with the surrounding community, which is predominantly composed of single-family residential homes. It also aligns with the zoning of adjacent parcels, which include R-2, R-1, and P-1 designations.

Please explain how the project conforms to the general guidelines and policies contained in the Town Comprehensive Plan.

The proposed downzoning from R-3 to R-2 aligns with the Town of Appomattox Comprehensive Plan by promoting development that is compatible with the surrounding residential character, reducing density and traffic impacts, and supporting the community's vision for orderly, low- to medium-density growth.

Please describe the impact(s) of the request on the property itself, the adjoining properties, and the surrounding area as well as impact(s) on the public services and facilities, including water, sewer, roads, schools, parks/recreation, and fire/rescue.

The proposed rezoning will reduce impacts by transitioning the property to a more compatible land use, aligning development density with the surrounding residential character. Lower allowable density helps mitigate potential strain on local infrastructure by decreasing demand on public utilities, reducing traffic volumes, and lessening pressure on public services such as schools, parks, and fire and rescue operations. This supports a more sustainable and manageable growth pattern consistent with the Town's Comprehensive Plan.

Certification

I hereby certify that this application is complete and accurate to the best of my knowledge, and I authorize Town representative(s) entry onto the property for purposed of reviewing this request.

Owner/Agent Signature: _____

Date: 11/18/2023

Print Name: _____

PAULIP JAMISON

Adjoining Property Owners

Please provide the tax map identification number, name, and address of all parcels that adjoin your proposed development and directly across the street.

<u>Tax Map ID#</u>	<u>Name</u>	<u>Address</u>
64A6 A 75	American Legion Post 104	765 Oakleigh Ave, Appomattox
64A6 A 41	Town of Appomattox	216 Ethel Street, Appomattox
64A6 A 42 & 43	Town of Appomattox	270 Ethel Street, Appomattox
64A6 A 46	Johnson Lelia M Lifetime Interest	686 Oakleigh Ave, Appomattox
64A6 A 118	Paulette Lelia A	2667 Chestnut Grove Rd, Appomattox



File Attachments for Item:

7. Election by Town Council of a Vice Mayor in accordance with the Section B "Officers" contained in the Bylaws and Rules of Procedure for Appomattox Town Council. Under this section, Town Council shall elect, at the first meeting in January, a Vice-Mayor who shall serve two terms. (The current Vice Mayor was last elected on January 9, 2023).

Minutes:

- (a) Minutes of all regular and special meetings and work sessions shall be recorded. Such minutes shall be maintained in the office of the Clerk of the Appomattox Town Council. The minutes shall reflect:
- (1) the date, time and place of the meeting or session.
 - (2) the members recorded as either present or absent.
 - (3) a general description of all matters proposed, discussed, or decided:
and
 - (4) record of any votes taken.
- (b) Approval of the minutes of all but closed meetings or sessions shall be considered at a regular Council meeting. It shall not be necessary to read the minutes prior to approval. Prior to approval, any member may, through the Mayor, request the privilege of amending or correcting the minutes to accurately reflect the substance of the prior meeting. If objection is made by any Council member to such an amendment or correction, a majority Vote of the Council shall be necessary for adoption of the correction or amendment. The Mayor and Clerk shall sign the adopted minutes.

SECTION B: OFFICERS

Election and Term of Chairperson and Vice-Chairman

At the first meeting in January, as needed. The Appomattox Town Council who shall elect from its membership a Vice-Mayor, each of whom shall serve a term of two years. In the case of the absence of the Mayor and the Vice-Mayor; the members present shall choose one of its members as president pro-tem.

Clerk

The Town Clerk shall be the Clerk of Council, whose duties and responsibilities shall be those set forth in State law and as delegated and directed by the Appomattox Town Council.

Parliamentarian

The Town Attorney shall serve as the Parliamentarian.

SECTION C: QUORUM AND MANNER OF VOTING

A majority of the Town Council shall constitute a quorum and be necessary for the transaction of business. If a quorum is not present, those in attendance shall adjourn to a later time when a quorum is present to transact business.