

CUMBERLAND COUNTY, VIRGINIA

COMPREHENSIVE PLAN

2013-2018



Adopted:

13 August 2013

Prepared By:

Commonwealth Regional Council

www.virginiasheartland.org

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Introduction

The Comprehensive Plan

The Cumberland County Comprehensive Plan is an official statement of policy, adopted by the Cumberland County Board of Supervisors, providing guidance for the future physical development of all aspects of the County, both public and private.

The Comprehensive Plan serves several functions. Perhaps the most fundamental function is that the Comprehensive Plan is the official vision for the future of the County, as formulated through the collective ideas, opinions and aspirations of the many stakeholders within the County. The Comprehensive Plan describes this vision through its goals and objectives for the future as well as through maps and exhibits.

Comprehensive Plan stakeholders include the County's political leadership, administrative personnel, planning commission, school board, other agencies and organizations with interests in the county, the farming community, the business and industry community, homeowners, property owners, and the citizens in general. Because there are many stakeholders with correspondingly different perspectives, the vision of the Comprehensive Plan is, by necessity, a compromise resulting from reasonable consensus of County stakeholders.

The Comprehensive Plan also serves as a compendium for useful information on the County. This information includes descriptive and statistical information on many different aspects of the County, its lands, its people, and all aspects of its development. This information serves to inventory or document what exists at a given point in time.

Implied by the title, the Comprehensive Plan is general in nature. The Code of Virginia states that the Plan shall *"designate the general or approximate location, character, and extent of each feature shown on the plan and shall indicate where existing lands or facilities are proposed to be extended, widened, removed, relocated, vacated, narrowed, abandoned or changed in use as the case may be."*

The Code of Virginia Section 15.2-2223 further provides that the Comprehensive Plan *"may include, but need not be limited to"* a number of categories of information including:

- 1. The designation of areas for various types of public and private development and use, such as different kinds of residential, business, industrial, agricultural, mineral resources, conservation reaction, public service, flood plain and drainage, and other areas;*
- 2. The designation of a system of transportation facilities such as streets, roads, highways, parkways, railways, bridges, viaducts, waterways, airports, ports, terminals, and other facilities;*
- 3. The designation of a system of community service facilities such as parks, forests, schools, playgrounds, public buildings, and institutions, hospitals, community centers, waterworks, sewage disposal or waste disposal areas, and the like;*
- 4. The designation of historical areas and areas for urban renewal and other treatment;*
- 5. The designation of areas for the implementation of reasonable ground water protection measures;*

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6. *An official map, a capital improvements program, a subdivision ordinance, a zoning ordinance and zoning district maps, mineral resource district maps and agricultural and forestall district maps, where applicable; and*
7. *The location of existing or proposed recycling centers.*

In addition the Code of Virginia stipulates that the Comprehensive Plan “...shall include the designation of areas and implementation of measures for the construction, rehabilitation and maintenance of affordable housing, which is sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated.”

Within these broad guidelines, Cumberland County, including the Planning Commission and Board of Supervisors, has broad discretion to develop and maintain a Comprehensive Plan document that is appropriate to the County’s unique characteristics, challenges, aspirations and needs.

Enabling Legislation

Virginia law requires that all cities, towns and counties of the Commonwealth of Virginia prepare, adopt and maintain a Comprehensive Plan. Code of Virginia Section 15.2-2223, states in part:

“The local planning commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction and every governing body shall adopt a comprehensive plan for the territory under its jurisdiction.”

Once a Comprehensive Plan is adopted it is subject to review every five years thereafter. Code of Virginia Section 15.2-2230 states that:

“At least once every five years the comprehensive plan shall be reviewed by the local planning commission to determine whether it is advisable to amend the plan.”

Developing a New Comprehensive Plan for Cumberland County

The Cumberland County Board of Supervisors adopted its most recent Comprehensive Plan in September of 2006. The plan contains information on land use, population, employment, economic trends and future land use and transportation. In September 2011, and in response to a request for proposals from the County, The Commonwealth Regional Council (CRC) submitted a proposal to revise the County’s Comprehensive Plan. In October 2011, the CRC was awarded a contract to revise the Plan.

CRC staff held meetings with staff from the Cumberland County Planning & Zoning Office and various members of the Planning Commission on the following dates/locations:

- ❖ February 27, 2012, Cumberland County Community Center
- ❖ March 19, 2012, Cumberland County Community Center
- ❖ March 28, 2012, Cumberland County Planning and Zoning Office
- ❖ April 16, 2012, Cumberland County Community Center
- ❖ June 18, 2012, Cumberland County Community Center

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- ❖ July 16, 2012, Cumberland County Community Center
- ❖ August 20, 2012, Cumberland County Community Center
- ❖ September 13, 2012, Cumberland County Planning & Zoning Office
- ❖ September 17, 2012, Cumberland County Community Center
- ❖ October 10, 2012, Cumberland County Planning & Zoning Office
- ❖ November 19, 2012, Cumberland County Community Center
- ❖ January 28, 2013, Cumberland County Community Center
- ❖ February 11, 2013, Cumberland County Community Center
- ❖ February 25, 2013, Cumberland County Community Center
- ❖ February 28, 2013, Cumberland County Planning & Zoning Office
- ❖ March 11, 2013, Cumberland County Community Center
- ❖ April 1, 2013, Cumberland County Community Center
- ❖ May 6, 2013, Cumberland County Community Center
- ❖ May 20, 2013, Joint Meeting Planning Commission & Board of Supervisors, Cumberland County Courthouse
- ❖ June 5, 2013, Cumberland County Planning & Zoning Office
- ❖ June 17, 2013, Cumberland County Community Center

Those present at the meetings discussed various issues that should be addressed in the Plan, and went over draft sections that were completed.

Public meetings were held by the Planning Commission on the following dates/locations, to present Plan materials and gather input from citizens:

- ❖ October 11, 2012, Randolph Fire Station, Public Forum
- ❖ October 15, 2012, Cumberland County Community Center, Public Forum
- ❖ October 18, 2012, Cartersville Fire & Rescue, Public Forum

Those present at the meetings discussed various issues that should be addressed in the Plan, and went over draft sections that were completed.

A Public hearing was held by the Planning Commission at the Cumberland County Court House on July 15, 2013. The Board of Supervisors reviewed and adopted the final plan at a public hearing on August 13, 2013. Announcements for the public meetings and public hearings were published in the *Farmville Herald* and the *Cumberland Bulletin*. Citizens who attended these meetings provided useful input for developing the Comprehensive Plan.

Methods for Identifying Issues

A range of major issues facing the County now and in the future has been identified. Review and analysis of these issues by the public, the Planning Commission and the Board of Supervisors provided the basis for establishing planning goals and policies for this Comprehensive Plan. For a more detailed review of all the input received from the issue identification methods, please refer to the Appendix materials.

The major issues outlined in this Plan were identified through the following methods:

Public Meetings/Hearings – Throughout 2012 and 2013, public meetings and public hearings were held for citizens to offer their opinions about the issues facing Cumberland County, and to create a vision for the future of the County. In October of 2012 three public forums were held to gain citizen input for the plan. The meetings, which were advertised in local newspapers and radio, were held at various locations in the County.

Research and analysis of available technical data – The Commonwealth Regional Council collected and analyzed data on Cumberland County. The analyzed elements included land use patterns, environmental features, transportation conditions, population growth trends and capital facility needs. Much of this information is contained in this Plan and has helped to further enhance the understanding of many of the issues identified by local citizens during the other efforts described above.

Survey of citizen opinion – Members of the Planning Commission, along with volunteers from the community, conducted telephone citizen opinion surveys on 1-2 May 2012, to gauge public opinion on issues affecting the County. The survey was also available online for several weeks and was available in the Planning & Zoning office in hard copy.

A Brief History of Cumberland County

The history of what is now known to be Cumberland County began in 1748 or 1749 (depending on the source), when territories were split off from Goochland and named Cumberland County, in honor of the Duke of Cumberland, the second son of King George II, and a popular English hero of the day. This initial designation of Cumberland County is not the same Cumberland County existing today in shape or land area, but is the first use of the name Cumberland County.

Prior to the formation of Cumberland County and not long after the founding of Jamestown, the first permanent English settlement in America founded in 1607, the Virginia colony was divided into eight counties or shires in 1634. One of those original eight counties was Henrico. At that time Henrico was a vast area and was reported to have a population of only 419 citizens. Henrico County at that time included territories, which were subsequently subdivided to become other counties, including what was to eventually become Cumberland County.

Ninety-three years later, Henrico was divided into two sections, the north part continuing to be known as Henrico County, and the south part being named Goochland County, after William Gooch, the Lieutenant-Governor of Virginia from 1727 until 1749. Goochland County included an indefinitely defined territory but included what is now recognized as Albemarle, Amherst, Appomattox, Buckingham, Cumberland, Fluvanna, Nelson and Powhatan.

After Albemarle was earlier split off from Goochland, what was to be named Cumberland County was split off from Goochland in 1748 or 1749. This initial area to be known as Cumberland County included all of what is today's Cumberland County plus other territories that include today's Powhatan County. This land configuration remained in place until 1777.

In 1777, owing to the "great inconveniences attending the inhabitants of the county of Cumberland, by the great extent thereof," Cumberland was divided into two parts generally corresponding to two

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existing parishes. Southam Parish, in the east became Powhatan County. Littleton Parish became Cumberland County.

The following year, in 1778, a small portion of Buckingham County was added to Cumberland County by act of the Virginia General Assembly. With this minor adjustment, the boundaries of modern day Cumberland County were fixed, to define what is known today as Cumberland County.

In the early years prior to the development of formal roads, much of the transportation within the County was water based, with the Appomattox River, the Willis River and the James River being the main links to points west and east and especially to communities on the Atlantic Ocean.

Early roads followed the ridges and drainage patterns with the destination being the main rivers. Through this early transportation network, exported raw materials and produce and imported finished goods flowed. Later, by 1776, the old Buck and Game Trail, later called the Carolina Road extended through nearly the length of the County northward toward the nation's capitol in Washington, DC.

Settlement of what is now known as Cumberland County dates to as early as 1723 when Thomas Randolph recorded a patent for 2870 acres on the Willis Creek. More permanent communities soon followed. Along the main roads, there developed a series of taverns offering travelers food, commodities, shelter and social life. These taverns became the nuclei for the first communities in Cumberland County.

One of these taverns was Effingham, located across from the Cumberland Courthouse building. At Effingham in Cumberland Courthouse, Carter Henry Harrison read one of the first calls for the independence in the colonies on April 22, 1776. John Mayo and William Fleming subsequently presented this statement to the Virginia Convention. This initial call for independence, soon joined by other voices, led to the Declaration of Independence. George Walton, born in Cumberland County, signed this seminal document in the history of the United States.

Cumberland Courthouse, the county seat, dates from about 1748, the date when Cumberland County was split off from Goochland County. This community is in the approximate geographic center of the County and has been an important center of activity throughout the history of Cumberland County. Cumberland Courthouse village is an unincorporated area, holding no official local government status, and is only generally defined as the developed area around the County governmental center. This community presently has a population of approximately 300 people.



Old Clerk's Office in Cumberland Courthouse complex



Historic House in Cumberland Courthouse Village

Other notable personalities of the colonial era, including Thomas Jefferson, Patrick Henry, and John Randolph, were frequent guests in the tavern in Cumberland Courthouse village. Marquis de Lafayette, noted French military, political and Revolutionary War era leader, also visited this community.

Cartersville, also an important unincorporated village, is located in the northern part of Cumberland County on the James River. Originally, the Virginia General Assembly established the site of Carter's Ferry as a village in 1790. The original village was comprised of 27 acres of land formerly owned by John Woodson and served by a main street called High Street. High Street still exists today, as does the thriving small community.

Just one mile to the southeast of Cartersville on Route 659, the small community of Tamworth was established in about 1792, with the opening of a community store. In the years that followed, a thriving community grew. This store, still remaining today, once housed a post office.

Also a small community named Clinton emerged about 1790, at about the intersection of today's Route 60 and Route 654. This community at one time consisted of approximately 30 homes, two stores, a gristmill, carriage shop and four blacksmith shops and a post office.

Both Tamworth and Clinton are still marked on road maps but are all but vanished with only a few of the older structures still standing.

The largest community in Cumberland County today is the Town of Farmville. Farmville, established in 1798, is located on the Appomattox River with portions of the incorporated territories located in both Prince Edward County and Cumberland County. In the year 2010, the Cumberland portion of the Town of Farmville was reported to be 531 persons, while the remaining 7,685 persons were located south of the Appomattox in Prince Edward County.

Farmville is also the largest community in Planning District 14, and home of Longwood University, CENTRA Southside Community Hospital, the county seat for Prince Edward County, a large historic downtown commercial district, many outlying commercial and industrial developments, and a number of significant residential neighborhoods.

Over the past two hundred plus years, Cumberland County has remained rural in character, with a relatively stable population. The census of 1790, the earliest available, reports that Cumberland County had a total population of 8,153 persons. By 1830 the population had increased to 11,690 persons, the "high water mark" of population. By the 2010 census, the population of Cumberland County was reported to be 10,052 persons.

Cumberland County Today

Cumberland County today is one of Virginia's ninety-five (95) counties. It comprises the territories that were settled on as a result of the 1778 Act of the Virginia General Assembly adding a small portion of Buckingham County to Cumberland County. In approximate terms, Cumberland County measures 33 miles from the north to the south and 12 miles from the east to the west.

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Cumberland County is located in central Virginia with excellent access to several of Virginia's leading cities including Richmond, Virginia's capital city, which is 50 miles to the east. Lynchburg is 60 miles to the west, and Charlottesville is 40 miles to the north. The nation's Capital, Washington D.C., is located approximately 120 miles to the northeast.



Cumberland County is part of Planning District 14 which is comprised of Amelia, Buckingham, Charlotte, Cumberland, Lunenburg, Nottoway, and Prince Edward Counties. The Commonwealth Regional Council is one of 21 planning district commissions within the Commonwealth of Virginia that serves Planning District 14.

The current boundaries defining Cumberland County include the Appomattox River on the south, separating Cumberland County from the counties of Amelia and Prince Edward. On the north, the James River separates Cumberland County from the counties of Fluvanna and Goochland. The west and east boundaries separating Cumberland County from the counties of Buckingham and Powhatan are straight surveyed lines not corresponding to physical features. These boundaries contain a land area of 298.5 square miles.

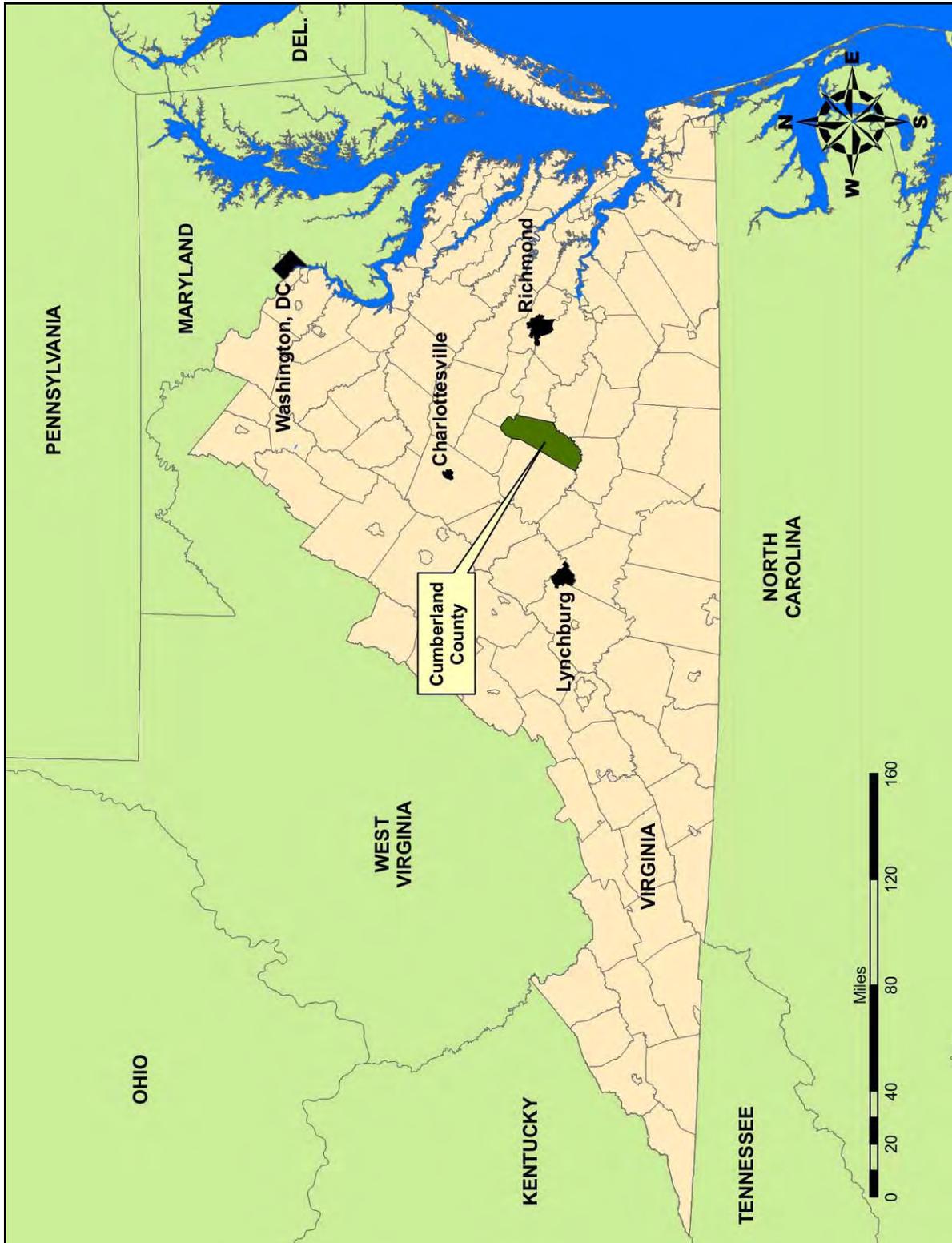
In year 2010, the U.S. Census reported Cumberland County's population to be 10,052 persons. The most recent final estimates (2011) show the population at 10,100 persons. This results in a population density of 33.8 persons per square mile, a sparse population when compared with the average density of Virginia at 202.6 persons per square mile.

Today, the majority (about 58 percent) of Cumberland's workforce works outside of Cumberland County in neighboring jurisdictions. The main work destinations include Prince Edward County (about 18 percent), Chesterfield County (about 11 percent), Henrico County (about 9 percent), the City of Richmond (about 8 percent), Goochland County (about 7 percent) and Powhatan County (about 5 percent).

Cumberland County's location in the Mid-Atlantic States region, so near to the nation's capital, the Atlantic Ocean, the Port of Hampton Roads, and a significant cluster of the U.S. population, suggests that the County will experience significant population growth in the next two decades.

To accommodate this inevitable growth, Cumberland County must determine a vision for the future that reflects the best interests of its citizens. Related goals, objectives and policies will make this vision a reality.

Map I - Location of Cumberland County



Map created by CRC – 5/13

Map II - Cumberland County



Map created by Cumberland Planning & Zoning Department - 5/13

Inventory and Analysis

Introduction

The County of Cumberland is rural in character, covering an area of roughly 296 square miles, with sparsely developed residences, community businesses and churches, interspersed in a gently rolling, central piedmont landscape. According to the 2010 U.S. Census, the total population is 10,052. The County has one (1) incorporated area, the Town of Farmville, which extends into southern Cumberland County.

Cumberland County, largely agricultural, is known for its red clay and climate suited to various crops, traditionally tobacco – which was the County’s principal cash crop for years. According to data provided by the Cumberland County Extension Office, agricultural revenue is generated largely from timber, poultry and beef. The latest statistics in 2007, there are 285 farms in Cumberland County. The County ranks 8th in the state in Agriculture, and is the 5th largest poultry producer. Much of the county not dedicated to farming is forested land, with forests covering approximately 62% of the county’s land surface.



The impact of the red clay is seen in the County’s architecture. The historic courthouse and many antebellum homes and chimneys were constructed of hand-kilned bricks from native soil.

Population

Population analysis often concentrates on increases or decreases in population. Other important factors include changes in characteristics (age, sex and race), rate of growth and the distribution. Population trends affect land use, housing, transportation, education and community development.

Past Population Trends

According to the 2010 U.S. Census, Cumberland County has a population of 10,052. The 2000 U.S. Census for the County reported a total of 9,017 persons. This represents a population increase of 1,035 persons or 11.5 percent since 2000.

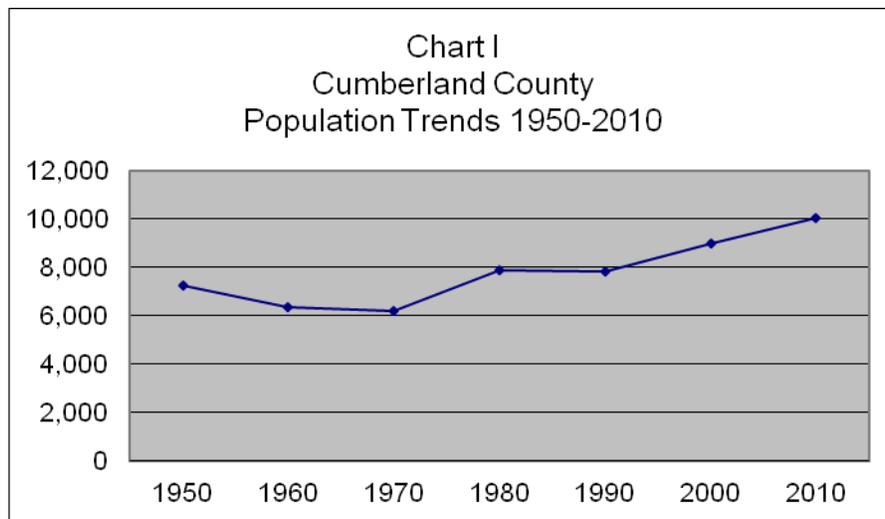
The County’s population grew at a slightly higher rate than the region during that time, as shown in Table I. The population of Planning District 14 grew from 97,103 persons in 2000 to 104,609 in 2010 – an increase of 7,506 persons, or a rate of 7.7 percent. The Commonwealth population increased from 7,079,030 in 2000 to 8,001,024 in 2010, representing an overall increase of 921,994 persons or a rate of 13.0 percent.

NOTE: Planning District 14, as referenced in Tables throughout this section, is comprised of the following counties: Amelia, Buckingham, Charlotte, Cumberland, Lunenburg, Nottoway, and Prince Edward.

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TABLE I Past Population Trends Cumberland County, Planning District 14, Commonwealth								
	CUMBERLAND COUNTY			PLANNING DISTRICT 14			COMMONWEALTH	
Year	Population	Change		Population	Change		Population	Change
1970	6,179	- 181 (2.8%)		77,060	- 3,145 (3.9%)		4,651,448	+ 684,499 (17.3%)
1980	7,881	+ 1,702 (27.5%)		83,549	+ 6,489 (8.4%)		5,346,818	+ 695,370 (13.0%)
1990	7,825	- 56 (0.7%)		84,905	+ 1,356 (1.6%)		6,187,358	+ 840,540 (15.7%)
2000	9,017	+ 1,192 (15.2%)		97,103	+ 12,198 (14.4%)		7,079,030	+ 891,672 (14.4%)
2010	10,052	+1,035 (11.5%)		104,609	+7,506 (7.7%)		8,001,024	+921,994 (13.0%)

Source: 1970, 1980, 1990, 2000 and 2010 U.S. Census



A comparison of Cumberland County’s past population with the surrounding counties is found in Table II. Although Cumberland County’s growth rate was 11.5 percent from 2000-2010, many of the surrounding counties experienced more significant growth.

When comparing the growth rates for these counties, one should bear in mind that these changes are influenced by geographical factors. For instance, Amelia, Goochland and Powhatan Counties are experiencing growth as the Richmond metropolitan area moves westward. Fluvanna County and, to a

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lesser extent, Buckingham County are seeing population growth as a result of their close proximity to Charlottesville.

<u>County</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>Change 2000-2010</u>
Cumberland	6,179	7,881	7,825	9,017	10,052	1,035 (11.5%)
Buckingham	10,597	11,751	12,873	15,623	17,146	1,523 (9.7%)
Prince Edward	14,379	16,456	17,320	19,720	23,368	3,646 (18.5%)
Amelia	7,592	8,405	8,787	11,400	12,690	1,290 (11.3%)
Powhatan	7,592	13,062	15,328	22,377	28,046	5,669 (25.3%)
Goochland	10,069	11,761	14,163	16,863	21,717	4,854 (28.8%)
Fluvanna	7,621	10,244	12,429	20,047	25,691	5,644 (28.2%)

Population Change Factors

Many factors affect population change. There are three ways in which a locality can experience population increase. The first is through having more births than deaths in a given period of time (See Table III). The second is an increase in immigration into an area. Finally, the most common way is a combination of both factors.

<u>Year</u>	<u>Births</u>	<u>Deaths</u>
2000	90	91
2001	107	68
2002	101	74
2003	100	105
2004	99	80
2005	121	89
2006	110	72
2007	119	101
2008	103	90
2009	118	99
2010	103	86
*2011		
*2012		

Source: Virginia Department of Health, Center for Health Statistics
***Note: Data for 2011 & 2012 not currently available**

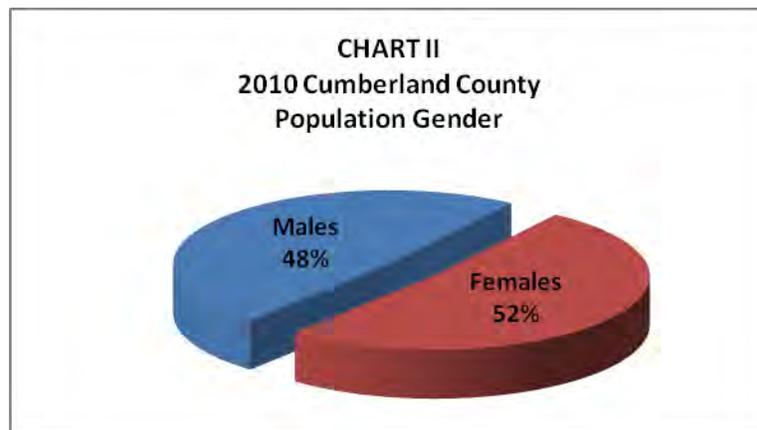
From 2000 to 2010, the number of births averaged 106 per year, while the death rate averaged 87 per year. Considering the birth rate average is higher than the death rate average, and expecting an increase in the adult population through an influx of new residents, the County will likely experience an increase in population in future years.

Age and Gender Characteristics

By analyzing the population's gender characteristics and age groupings, it is possible to evaluate the needs for community facility requirements, commercial services and housing demand (See Tables IV and V).

Between 2000 and 2010, there occurred an increase of 250 persons between the ages of 5 and 54 (see Table IV). Also, there was an increase of 284 persons 60 to 64 years and an increase of 176 persons for the 65-to-74 age group. The age brackets of 75 to 84 years and 85 years and older increased by 77 and 25 individuals, respectively. The rise in the number of people 75 and over raises their service demand. For example, the senior population may need additional health care, recreation facilities and low cost housing.

Another important population characteristic is the increase that the County experienced from 2000 to 2010 for persons between the ages of 45 and 54. This group represents an available workforce, as well as major consumers with disposable income. Further, this population segment is often pre- or early retirement, suggesting a future market for senior services. This group increased by 226 persons. Two age groups saw a decline during this period. Age group 5-14 saw a decrease of 450 persons, and age group 25-44 decreased by 193 persons. This could be caused by a number of factors, including children moving away to attend college or to find work.



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TABLE IV
Age Characteristics
Cumberland County
2000 – 2010

<u>Age</u>	<u>2000 Total</u>	<u>Percent of Population</u>	<u>2010 Total</u>	<u>Percent of Population</u>	<u>Change from 2000 to 2010</u>
0-4	564	6.3%	625	6.2%	+61 (10.8%)
5-14	1,667	18.5%	1,217	12.1%	-450 (-27.0%)
15-24	660	7.3%	1,327	13.2%	+667 (101.1%)
25-44	2,521	28.0%	2,328	23.1%	-193 (-7.7%)
45-54	1,279	14.2%	1,505	15.0%	+226 (17.7%)
55-59	527	5.8%	689	6.9%	+162 (30.7%)
60-64	460	5.1%	744	7.4%	+284 (61.7%)
65-74	779	8.6%	955	9.5%	+176 (22.6%)
75-84	419	4.6%	496	4.9%	+77 (18.4%)
85+	141	1.6%	166	1.7%	+25 (17.7%)
TOTAL	9,017	100%	10,052	100%	+1,035 (11.5%)
Under 19 years	2,231	24.7%	2,557	25.4%	+10.2
65 years and over	1,339	14.8%	1,617	16.1%	+20.8

Source: 2000 and 2010 U.S. Census

TABLE V
Population Gender Characteristics
Cumberland County

<u>Year</u>	<u>Total</u>	<u>Male</u>	<u>Percent of Population</u>	<u>Female</u>	<u>Percent of Population</u>
1970	6,179	2,987	48.3%	3,192	51.7%
1980	7,881	3,828	48.6%	4,053	51.4%
1990	7,825	3,788	48.4%	4,037	51.6%
2000	9,017	4,295	47.6%	4,722	52.4%
2010	10,052	4,870	48.4%	5,182	51.6%

Source: 1970, 1980, 1990, 2000 and 2010 U.S. Census

CUMBERLAND COUNTY COMPREHENSIVE PLAN 2013-2018

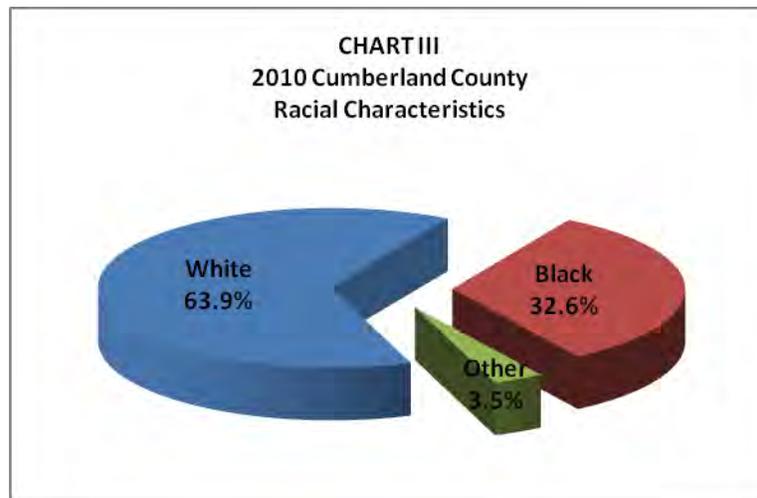
Racial Characteristics

Table VI presents racial characteristics of Cumberland County for 1980, 1990, 2000 and 2010.

TABLE VI							
Racial Characteristics							
Cumberland County							
<u>Year</u>	<u>Total</u>	<u>White</u>	<u>Percent of Population</u>	<u>Black</u>	<u>Percent of Population</u>	<u>Other*</u>	<u>% of Population</u>
1980	7,881	4,475	56.8%	3,393	43.1%	13	0.1%
1990	7,825	4,765	60.9%	3,027	38.7%	33	0.4%
2000	9,017	5,444	60.4%	3,376	37.4%	197	2.2%
2010	10,052	6,423	63.9%	3,277	32.6%	352	3.5%

Source: 1980, 1990, 2000 and 2010 U.S. Census

***Note: In 1980 and 1990, the classification of "other" includes American Indian, Eskimo, Aleut, Asian, Pacific Islander and other races not included in the specific categories. In 2000 and 2010, the classification of "other" includes Indians, Alaska Native, Asian, Pacific Islander groups, other groups not included in the specific categories listed, and those persons claiming 2 or more races. Therefore, comparisons are unrealistic due to the inclusion of persons claiming 2 or more races in 2000 and 2010.**



Population Estimates

Population estimates for Virginia have been developed by the University of Virginia Weldon Cooper Center. Population estimates look to the present or the recent past. They are usually more accurate than population projections because they can make use of current indicators – data series like births or licensed drivers that are direct measurements, usually derived from government agency records. The range of statistical methods that can be used to do estimates is consequently greater than the methods available to produce projections. See Table VII.

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Locality	2000 Population	2010 Population	2012 Population Estimate	Numeric Change Since 2010 Census	Percentage Change Since 2010 Census
Cumberland Co.	9,017	10,052	10,145	93	0.9%
Amelia Co.	11,400	12,690	12,720	30	0.2%
Buckingham Co.	15,623	17,146	17,296	150	0.9%
Charlotte Co.	12,471	12,586	12,560	-26	-0.2%
Lunenburg Co.	13,146	12,914	12,919	5	0.0%
Nottoway Co.	15,725	15,853	15,855	2	0.0%
Pr. Edward Co.	19,720	23,368	23,380	12	0.1%
Planning Dist. 14	97,103	104,609	104,874	265	0.3%
State	7,079,030	8,001,024	8,185,867	184,843	2.3%

Source: www.coopercenter.org/demographics, 25 January 2013

Starting with a base population using the most recent Census figures (in this case, the 2010 Census), deaths are subtracted from the population and births are added to the population. Estimates of net international migration and net internal migration are added to or subtracted from the population.

Population Projections

Population projections look to the future. They aim to produce a quantity that represents the size of a population one, two, five or ten years from now. As a result, projection quantities like births, deaths and net migration are an integral part of doing a population projection.

Also, most population projections are based on past trends combined with knowledge of prospective activities that may modify those trends. Projections based on past trends tend to be less accurate for areas with smaller numbers of people than for those with larger numbers. Unexpected events can drastically alter a small area's population, while only mildly affecting a larger area's population. For example, if a manufacturing firm locating in Cumberland County created 100 new jobs, it would have a greater impact on the County's rate of population growth than on a larger community (such as the City of Richmond). Such an event, if unanticipated, could affect the accuracy of the County's projections. Another consideration is that the further into the future projections are made, the greater the chance of error. Therefore, periodic reviews of the projections are needed to adjust for changing conditions. The projection of population is essential for determining the land needs for future residential, commercial, industrial and public uses. Also, population projections can provide an indication of needs for community services, such as schools, parks and police protection to serve the future population.

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Population projections in Table VIII were prepared by the Virginia Employment Commission (VEC).

TABLE VIII					
Population Projections					
Cumberland County					
Age	<u>2000</u> Population	<u>2010</u> Population	<u>2020</u> Projection	<u>2030</u> Projection	<u>2040</u> Projection
Under 5	564	581	605	633	623
5-9	654	605	623	663	665
10-14	664	688	694	674	718
15-19	549	664	590	632	686
20-24	460	569	515	567	562
25-29	516	498	656	543	593
30-34	610	569	689	582	652
35-39	723	688	664	754	636
40-44	672	736	546	744	641
45-49	627	771	613	730	844
50-54	652	676	743	598	830
55-59	527	641	809	640	776
60-64	460	688	752	774	634
65-69	414	510	700	826	664
70-74	365	415	672	681	714
75-79	258	316	356	456	548
80-84	161	238	217	360	372
85+	141	244	177	201	278
TOTAL	9,017	10,100	10,621	11,058	11,436

Note: Subparts may not add to total due to rounding.

Education

As with other localities within the State of Virginia, education continues to be a concern for Cumberland County. However, the County has shown an improvement in the level of education among its adult population.

According to the 2000 Census, 63.8 percent of Cumberland County's population 25 years of age and over had at least a high school diploma or GED. By 2010, that figure improved to 72.5 percent. Additionally, the County also saw an improvement in the amount of residents 25 years of age and over that have at least some college education – including a substantial increase in the number of residents with an Associate or Bachelor's degree. A more detailed breakdown of the educational attainment of the population 25 years and over for Cumberland County can be seen in Table IX:

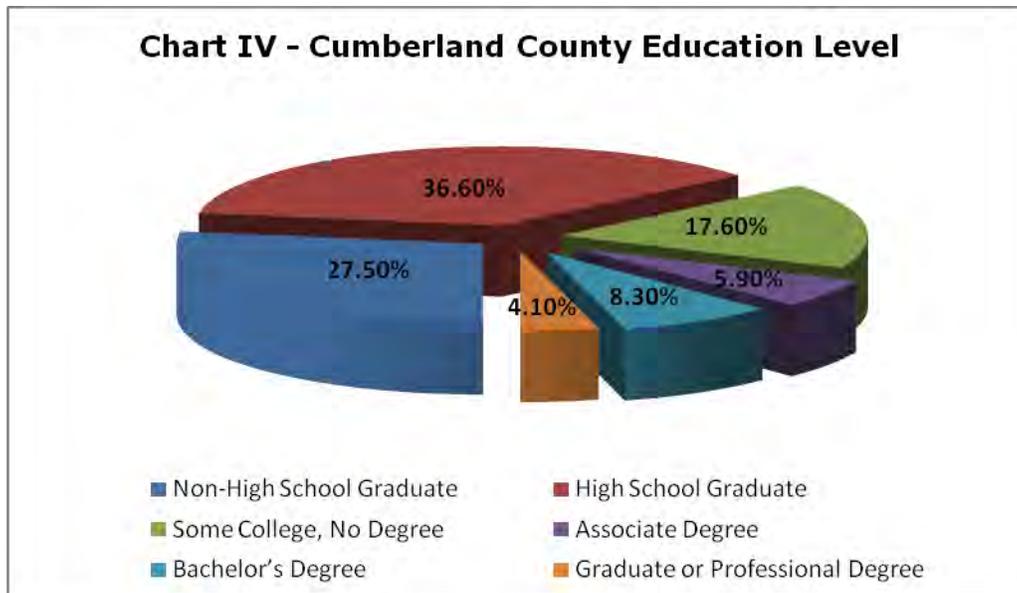


TABLE IX
Educational Attainment
Population 25 Years and Over
Cumberland County
2000 – 2010

	<u>2000</u>	<u>% of Population</u>	<u>2010</u>	<u>% of Population</u>	<u>Change from 2000 to 2010</u>
Less than 9 th grade	883	14.3%	913	13.6%	+30 (5.6%)
9 th to 12 th grade, no diploma	1,354	21.9%	933	13.9%	-421 (79.2%)
High School Graduate (Includes Equivalency)	2,079	33.6%	2,458	36.6%	+379 (71.3%)
Some College, No Degree	969	15.7%	1,182	17.6%	+213 (40.1%)
Associate Degree	166	2.7%	396	5.9%	+230 (43.3%)
Bachelor's Degree	540	8.7%	557	8.3%	+17 (3.2%)
Graduate or Professional Degree	192	3.1%	275	4.1%	+83 (15.6%)
TOTAL	6,183	100%	6,714	100%	+513

Source: 2000 and 2010 U.S. Census

In 1995, the Commonwealth of Virginia adopted the “Virginia Standards of Learning” (SOLs) for the Virginia Public School System. These guidelines outline the basic knowledge and skills that all Virginia school children should be taught as they progress from kindergarten through the twelfth grade, in the essential academic subjects of English, Math, Science, and Social Studies (history, geography and government). For 2011-2012, the public schools in Virginia have received one of the following ratings:

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Fully Accredited – A school is fully accredited if eligible students achieve pass rates or above in all four content areas. Pass rates are 70 percent in each of the four core academic areas, with the following exceptions (starting with the 2003-2004 school year):

Content Area	Pass Rate
English – 3 rd and 5 th Grade	75%
History/Social Science – 3 rd Grade	50%
Science – 3 rd Grade	50%

Schools that meet or exceed the above benchmark pass rates are counted as meeting the Commonwealth of Virginia’s achievement objectives for the year.

Accredited with Warning (in specified academic area or areas) – A school receives this rating if pass rates fail to meet Commonwealth requirements in one or more academic areas. A school may retain this rating for no more than three consecutive years.

Accreditation Denied – A school receives this rating, based on its performance during academic years ending in 2006 and beyond, if it fails to meet the requirements for full accreditation for the preceding three consecutive years or three consecutive years anytime thereafter.

Accreditation Withheld/Improving School Near Accreditation – A school that has never met the requirements to be fully accredited by the end of the 2005-2006 school year and is subject to being assigned a rating of “Accreditation Denied” may apply for this rating, subject to certain conditions. This rating was not awarded after the 2006-2007 school year.

Conditionally Accredited – This rating applies to new schools that are comprised of students from one or more existing schools. The rating is good for one year, pending an evaluation of the performance of eligible students on SOL tests or additional substitute tests permitted under Commonwealth regulations.

Cumberland County’s Accreditation Status for 2011-2012 is shown in Table X. As can be seen, the County’s three public schools meet the established benchmarks in all of the content areas. The Elementary School, Middle School and High School are fully accredited. It is important to note that the schools excel in math and history.

TABLE X						
Cumberland County Public Schools						
2011-2012 Accreditation Status						
<u>School</u>	<u>Grades</u>	<u>English</u>	<u>Math</u>	<u>History</u>	<u>Science</u>	<u>Status</u>
Cumberland Elementary	PreK-5 th	76	81	79	82	Fully Accredited
Cumberland Middle	6 th -8 th	88	85	86	95	Fully Accredited
Cumberland High	9 th -12 th	85	74	68	87	Fully Accredited
Source: Virginia Department of Education, 2012						

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Cumberland County's school accreditation for 2011-2012 is based on student achievement on SOL tests in English, mathematics, history/social science, and science administered during 2011-2012. The results of these tests administered in each subject area are combined to produce overall passing percentages in English, mathematics, history/social science, and science. Examinations are given in grades 3, 5, 8 and high school.

Accreditation ratings also reflect adjustments made for schools that successfully remediate students who initially fail reading, writing, or mathematics tests. Adjustments also may be made for students with limited English proficiency and for students who have recently transferred into the Public School System. All of these factors are taken into account in calculating adjusted pass rates in each subject area.

Another set of statistics that is important for the County of Cumberland is its dropout rate, total graduate rate and continuing education rate. It is difficult to attract higher-paying industries and businesses within the County if the graduate rate and continuing education rate for the area are not within that of the Commonwealth. All business enterprises need labor of suitable quantity, quality and type. A higher skilled and trained labor force attracts higher paying jobs to an area.

As shown in Table XI, Cumberland County has substantially higher dropout rate than the period of 2004-2005. The County does however have a lower dropout rate than those for Planning District 14 and the Commonwealth of Virginia as a whole.

TABLE XI			
Cumberland County Education Data			
2004-2005			
Place	DROPOUT RATE (*)	TOTAL GRADUATES RATE (**)	CONTINUING EDUCATION RATE (**)
Cumberland	0.64%	67.6%	81.3%
Planning District 14	1.90%	70.3%	74.0%
State	1.87%	76.7%	79.5%
Cumberland County Education Data			
2011-2012			
PLACE	DROPOUT RATE (*)	TOTAL GRADUATES RATE (**)	CONTINUING EDUCATION RATE (***)
Cumberland	3.8%	89.2%	79.65%
Planning District 14	6.3%	92.8%	69.6%
State	6.6%	91.0%	81.5%
* Based on percentage of students in grades 7 through 12 who were enrolled in school sometime during the previous school year but were not enrolled on October 1 of the following school year ** Based on percent of ninth grade membership four years earlier. *** Based on percent of high school graduates (their plans concerning continuing education) Source: Virginia Department of Education, <u>2004-05 & 2011-2012 Annual School Report For Virginia, Richmond,</u>			

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Income

Per Capita Income

The per capita income of local residents is an indicator of the living standard of a locality's citizens and the strength of its economy. The per capita income is the average annual income of each person residing in the locality. Income includes such sources as wages, dividends, pensions, social security benefits and public assistance. A measure of Cumberland County can be seen in Tables XII - XV.

As evidenced in the following tables, Cumberland County's per capita income of \$21,250 is better than those for many of the surrounding counties, including Buckingham (\$16,938) and Prince Edward (\$17,534). Median Household Income for Cumberland (\$45,184) also compares favorably with other counties including Buckingham (\$36,378) and Prince Edward (\$36,789).

TABLE XII					
Per Capita Income					
Cumberland County, Region and Commonwealth					
<u>Place</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2007-2011</u>	<u>Percent Change</u> <u>1980-2011</u>
Cumberland	\$ 4,630	\$ 10,295	\$ 15,103	\$ 21,250	+4.59
Planning District 14	\$ 4,937	\$ 9,757	\$ 15,337	\$ 18,868	+3.82
Commonwealth	\$ 7,563	\$ 15,713	\$ 23,975	\$ 33,040	+4.37
Source: U.S. Census Bureau, 1980, 1990, 2000, 2007-2011 American Community Survey Estimate					

TABLE XIII					
Mean Family Income					
Cumberland County, Region and State					
<u>Place</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2007-2011</u>	<u>Percent Change</u> <u>1980-2011</u>
Cumberland	\$ 12,720	\$ 26,566	\$ 37,965	\$ 54,179	+4.26
Planning District 14	\$ 14,200	\$ 26,264	\$ 38,550	\$ 51,143	+3.60
Commonwealth	\$ 20,018	\$ 38,213	\$ 54,169	\$ 85,323	+4.26
Source: U.S. Census Bureau, 1980, 1990, 2000, 2007-2011 American Community Survey Estimate					

TABLE XIV					
Median Household Income					
Cumberland County, Region and Commonwealth					
<u>Place</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2007-2011</u>	<u>% Change</u> <u>1980-2011</u>
Cumberland	\$ 11,398	\$ 22,115	\$ 31,816	\$ 45,184	+3.96
Planning District 14	\$ 12,219	\$ 22,071	\$ 31,564	\$ 40,434	+3.31
Commonwealth	\$ 17,475	\$ 33,328	\$ 46,677	\$ 63,302	+3.62
Source: U.S. Census Bureau, 1980, 1990, 2000, 2007-2011 American Community Survey Estimate					

TABLE XV				
Percentage of Persons Below Poverty Level				
Cumberland County, Region and State				
<u>Place</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2007-2011</u>
Cumberland	24.7%	15.8%	15.1%	9.2%
Planning District 14	20.2%	17.7%	17.2%	13.5%
Commonwealth	11.8%	10.2%	9.6%	7.5%
Source: U.S. Census Bureau, 1980, 1990, 2000, 2010				

As can be seen in Table XV, Cumberland County has a lower poverty rate than Planning District 14 as a whole. Additionally, most of the other individual counties have higher rates than Cumberland County.

Economy

Employment/Unemployment

The U.S. Census Bureau defines retail trade as a business engaged in selling merchandise to the general public for personal or household consumption. Retail trade establishments are usually fixed places of business; they are engaged in activities to attract the general public to buy; they buy and sell merchandise and they are considered to be in retail trade.

According to the Economic Profile provided for the 3rd Quarter (July, August, September) of 2012, the Virginia Employment Commission reports the top industrial and business employment sector for Cumberland County was Construction and Manufacturing. This sector accounted for 17 percent of total employment in the County. Wholesale and Retail Trade was a close second at 16 percent.

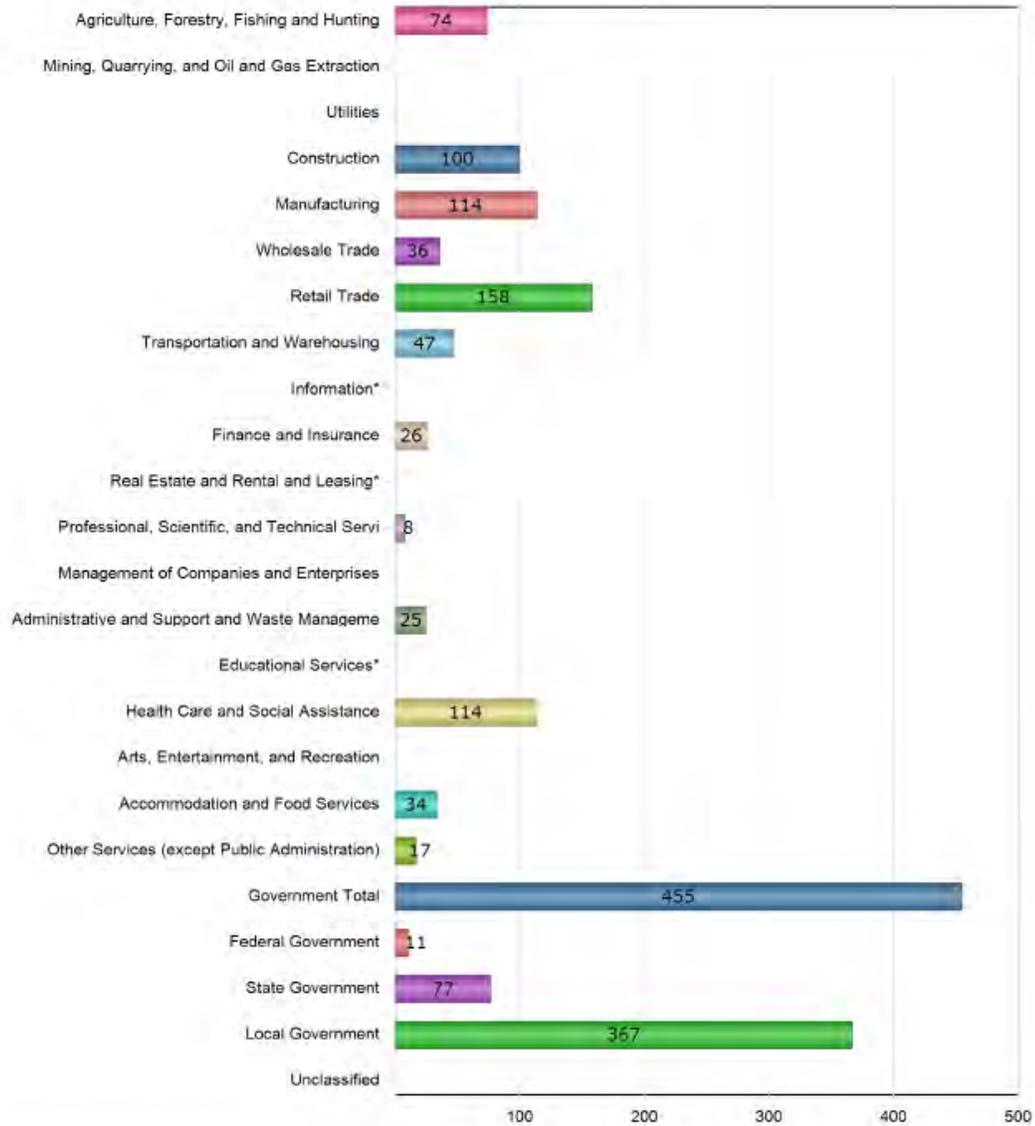
Employment in several occupations is expected to decline because of technological advances and other economic factors. Other occupations will decline because they are concentrated in declining industries.

According to the Virginia Employment Commission’s Economic Information Services Division, the following will be the fastest growing occupations within the Commonwealth of Virginia from 2010 to 2020:

- Health Related Workers—Personal Care Aides, Home Health Aides, Dental Assistants, Physical Therapists, Medical Assistants, Medical Health Counselors, Emergency Medical Technicians and Paramedics, Pharmacy Technicians, Radiologic Technologists, Rehabilitation Counselors, and related Administrative Support Personnel
- Construction Workers – Brickmasons and Blockmasons, Carpenters, Helpers, First-Line Supervisors of Helpers and Laborers
- Coaches and Scouts
- Industrial Machine Mechanics
- Receptionists and Information Clerks
- Heating, Air Conditioning, and Refrigeration Mechanics and Installers

Chart V

Employment by Industry



Total: 1,232

Note: Asterisk (*) indicates non-disclosable data.

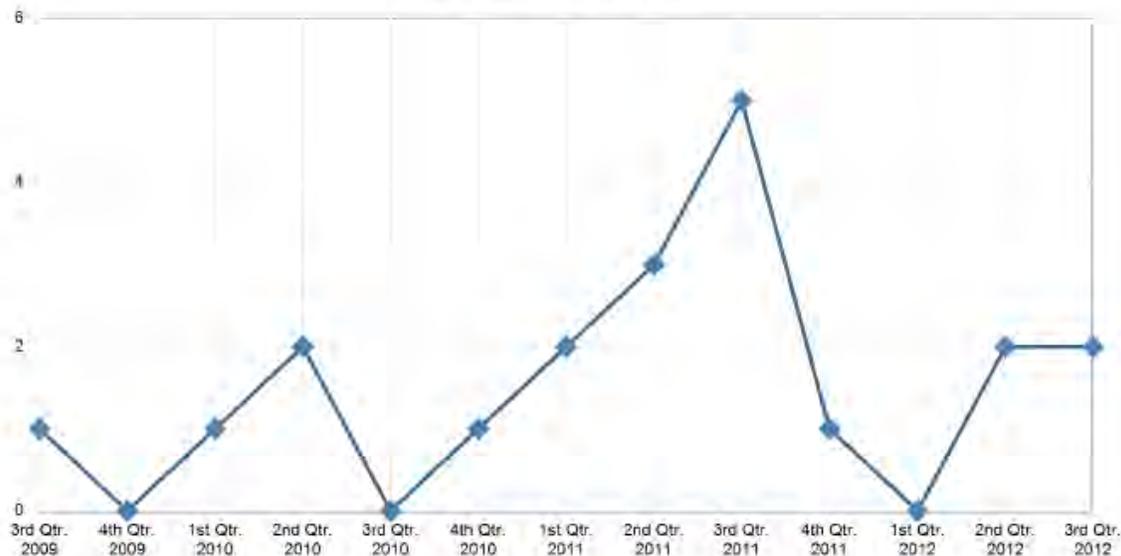
Source: Virginia Employment Commission, Quarterly Census of Employment and Wages (QCEW), 3rd Quarter (July, August, September) 2012.

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During this reporting period from 2009 to 2012, the high point for New Startup Firms in Cumberland County was during the 3rd Quarter of 2011.

Chart VI

New Startup Firms



	Cumberland County	Virginia
3rd Qtr. 2009	1	2,436
4th Qtr. 2009		2,135
1st Qtr. 2010	1	2,633
2nd Qtr. 2010	2	2,475
3rd Qtr. 2010		2,758
4th Qtr. 2010	1	2,580
1st Qtr. 2011	2	3,090
2nd Qtr. 2011	3	3,023
3rd Qtr. 2011	5	2,405
4th Qtr. 2011	1	2,518
1st Qtr. 2012		3,079
2nd Qtr. 2012	2	2,506
3rd Qtr. 2012	2	4,051

Note: The following criteria was used to define new startup firms:

- 1.) Setup and liability date both occurred during 3rd Quarter (July, August, September) 2012
- 2.) Establishment had no predecessor UI Account Number
- 3.) Private Ownership
- 4.) Average employment is less than 250
- 5.) For multi-unit establishments, the parent company must also meet the above criteria.

Source: Virginia Employment Commission, Quarterly Census of Employment and Wages (QCEW), 3rd Quarter (July, August, September) 2012.

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Major Employers

Cumberland County's top 12 employers as of the Third Quarter of 2012 are shown in Table XVI.

Table XVI Cumberland County Top 12 Employers Year: 2012, 3 rd Quarter			
Rank	Employer	Type	Employment
1	Cumberland County School Board	Local Government	250-499
2	County of Cumberland	Local Government	50-99
3	Gemini, Inc	Private	20-49
4	Covance Research Products	Private	20-49
5	Johnny R Asal Lumber Company	Private	20-49
6	Crossroads Services Board Committee	Private	20-49
7	C F Marion Trucking	Private	20-49
8	Virginia Department of Conservation	State Government	20-49
9	Human Resources, Inc	Private	20-49
10	Appomattox River Company	Private	20-49
11	Cumberland County Department of Social Services	Local Government	20-49
12	Cumberland Restaurant LLC	Private	20-49

Source: Virginia Employment Commission

Below is an historical account of those industrial and manufacturing closings, openings and expansions that have occurred within Cumberland County over the last 16 years:



Greenfront Warehouse/Distribution Center - In May 1997, Green Front Furniture of Farmville purchased the 85,000 square foot (7,905 square meter) shell building in the Riverside Industrial Park located in Cumberland County. The shell building is used as a warehouse/distribution center. The present warehouse used by Green Front Furniture was converted into retail space for the store. It is estimated that the conversion entailed an investment of approximately \$3 million by Green Front Furniture. Presently, there are 5 persons employed at the warehouse/distribution center within the Riverside Industrial Park.

Gemini, Inc. - In January 1998, Gemini, Inc. a Minnesota-based sign components manufacturer built a 20,000 square foot manufacturing facility in the Riverside Industrial Park in Cumberland County. The Riverside Industrial Park is a joint venture between the County of Cumberland and the Town of Farmville in neighboring Prince Edward County. The jobs created with the operation are craft-type, not assembly

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line. Gemini, Inc. manufactures plastic and metal letters for the sign industry. The building was completed in late 1998. The wood-molding department began operations for plastic lettering in December 1998. The cut out-metal part department began in January 1999, with the plant becoming fully operational in February 1999. Presently, a total of 30 persons are working at the Farmville plant.

Unemployment

Cumberland County’s average unemployment rate for 2010 was 8.0 percent, an increase from the 2009 rate of 7.6 percent (see Table XIX). However, the latest available figures for 2012 reflect a sizeable decrease from 2010. Cumberland County’s annual average for 2012 is 6.8 percent, the lowest in the region and less than one percentage point more than the rate for the Commonwealth.

The Virginia Employment Commission (VEC) was the source for the unemployment statistics in this Comprehensive Plan. VEC utilizes the following definitions to determine unemployment rates. The labor force, total persons available for work, is defined as including all persons 16 years of age and older who are actively seeking work or working. Employment includes all persons 16 years of age or older who are working. Unemployment includes all persons 16 years of age and older who have been actively seeking work for 4 weeks. The unemployment figures may be somewhat misleading. Not all unemployed persons are counted by the VEC. Once a person is no longer eligible to receive unemployment due to the expiration of their benefit period, he or she will not be counted as unemployed or part of the labor force. This may cause the unemployment figures to be lower than what they truly are. These persons are considered to be “discouraged workers” or the “underemployed.”

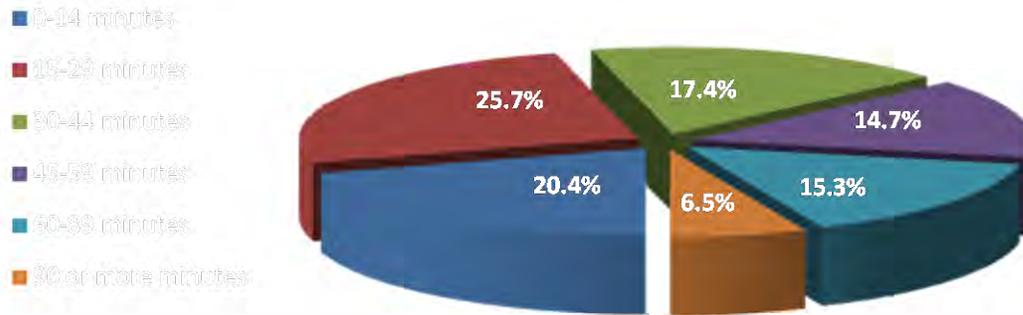
TABLE XVII								
Annual Average Unemployment Rates								
Cumberland County, Region and Commonwealth								
Place	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Cumberland	3.9%	3.4%	3.2%	4.8%	7.6%	8.0%	7.3%	6.8%
Planning District 14	3.3%	2.9%	3.7%	4.7%	4.9%	4.5%	8.6%	7.7%
Commonwealth	3.5%	3.0%	3.1%	4.0%	6.9%	7.1%	6.4%	5.9%
Source: Virginia Employment Commission, 2012								

Commutation Patterns

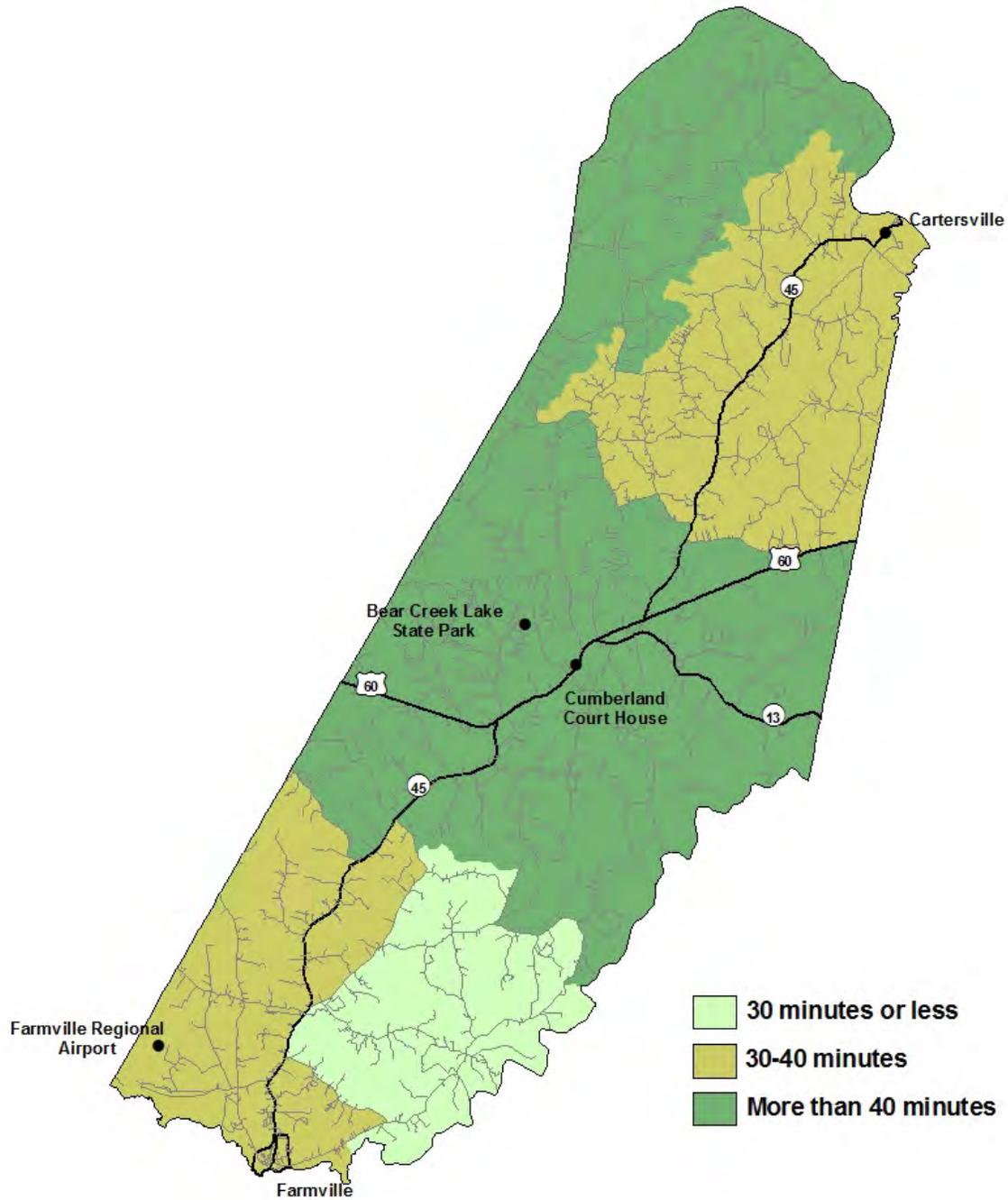
According to the 2010 U.S. Census, the mean travel time to work for residents in Cumberland County is 35.7 minutes. Residents in the southeast part of the county have an average commute of less than 25 minutes. Aside from those who work in the county, the top 10 places from which residents are commuting are: Prince Edward, Chesterfield, Henrico, Richmond, Goochland, Powhatan, Buckingham, Lynchburg, Hanover, and Albemarle.

The County’s commutation patterns are illustrated in Chart VII and on Map III. The chart gives a percentage of residents with different travel times to work, while Map III gives an average commute for residents living in different parts of the County.

CHART VII
Cumberland County Average Commute
to Work for Residents



**Map III – Average Commute to Work
(Broken down by Census Block Group)**



Map created by CRC – 04/05 (Source: 2000 U.S. Census)

Housing

Adequate, safe and affordable housing is a basic need for a community. Sufficient housing in good condition provides more desirable living conditions and has a higher value.

In addition, adequate housing can be a determining factor in attracting new industry. When industry relocates, it often brings new workers into a community. If sufficient and appealing housing exists, it facilitates the relocation of new personnel.

This section will examine housing in Cumberland County by type, quality, vacancy rate and household characteristics, such as household size and race. Public policies (local, state and federal) that affect the cost and location of housing will also be reviewed. While the provision of housing units is largely the responsibility of the private sector, which includes builders, developers, realtors, bankers and others, there has always been a close interdependence between the public and private sector in meeting the housing needs of a community. An analysis of the above factors should provide a broad base for future decisions. Data from this section was obtained from the 2010 U.S. Census of Population.

Housing Units

The U.S. Census Bureau defines a housing unit as “a single-family house, townhouse, mobile home or trailer, apartment, group of rooms, or single room that is occupied as a separate living quarters or, if vacant, is intended for occupancy as a separate living quarter.” Separate living quarters are those in which the occupants do not live and eat with other persons in the structure and which have (1) direct access from outside of the building or through a common hall or (2) complete kitchen facilities for the exclusive use of the occupants. Group quarters such as boarding houses, jails, dormitories and hospitals are not counted as living units.



Homes in Cartersville Historic District

Table XX shows that housing units in Cumberland County increased from 4,085 units in 2000 to 4,626 units in 2010. Homeownership is high in the County, with an average of 75 percent of the homes owner-occupied. Owner-occupied homes have remained stable during the past decades, increasing 9 percent between 2000 and 2010. However, the overall vacancy rate has increased from 13.6 percent in 2000 to 13.9 percent in 2010.

TABLE XVIII				
Housing Unit Characteristics				
Cumberland County				
	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>Change from 2000 to 2010</u>
Total Housing Units	3,170	4,085	4,626	+ 541 (13.2%)
Population in Group Quarters	46	36	37	+ 1 (2.8%)
Occupied Housing Units	2,813	3,528	3,980	+ 452 (12.9%)
Owner Occupied	2,231	2,722	2,992	+ 270 (9.9%)
Renter Occupied	582	806	988	+182 (22.6%)

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Vacant	357	557	337	- 220 (60.5%)
For seasonal, recreational or occasional use	131	141	186	- 45 (31.9%)
Homeowner Vacancy Rate	1.2%	1.6%	.9%*	-.7%*
Rental Vacancy Rate	6.9%	5.1%	N/A*	N/A*

Source: 1990, 2000 and 2010 U.S. Census of Housing

*5 year estimate (2006-2010)

Structural Types

The predominant housing type in the County, and throughout Southside Virginia, is single-family homes. However, with the rapidly rising housing costs and the trend toward a smaller household size, it is predicted that there will be an increased demand for multi-family units and manufactured homes.

Manufactured homes reflect an effort to provide housing that is more affordable than the average single-family dwelling. Manufactured homes do represent a potential solution for at least part of the affordable housing demand. However, as a housing strategy they present a variety of fiscal and aesthetic trade-offs, including the potential long term value depreciation of the structures and the potential cumulative visual impact that scattered, unplanned units can have on the County's scenic, rural landscape.

Housing Quality

Indicators of housing conditions selected for this analysis include overcrowding, low value, age and units lacking adequate water and sewer facilities. The existence of one or more of these conditions does not mean that a home is unsuitable for occupancy, but may indicate serious inadequacies such as structural obsolescence, deterioration, and the potential for health and safety problems. Table XXI contains statistics on various indicators of housing quality listed in the U.S. Census in 2000 and 2010.

TABLE XIX		
Selected Measures of Deficient Housing Conditions		
Cumberland County		
	2000	2010
Total Year Round Housing Units	4,085	4,626
Units Lacking Complete Plumbing	59	45*
Units Lacking Complete Kitchen Facilities	41	10*
Occupied Housing Units	3,528	3,980
Occupied		
Below \$50,000	152	317*
Value Between \$50,000 - \$99,000	859	606*
Average Contract Rent	\$358	N/A*

Source: 2000 and 2010 U.S. Census of Housing

*5 year estimate (2006-2010)

As can be seen from the table, Cumberland County has seen a dramatic drop in the number of housing units that lack simple amenities – complete plumbing (a drop of over 23.8 percent), and complete kitchen facilities (a decrease of more than 75.7 percent).

A limited stock of subsidized housing is available nearby in Farmville.

Cumberland County Governmental Policies

Residential development in the County is regulated by its Zoning Ordinance, first adopted in 1969 and amended on a regular basis since then.

The County has also adopted the Virginia Uniform Statewide Building Code, which sets standards for the construction, alteration, adoption, repair, removal, use, location, occupancy and maintenance of all buildings. This code is administered by the County's building inspector.

Residential real estate taxes, a major source of local revenues, are set at \$0.68 per \$100 for 2012.

Transportation

Introduction

As Cumberland County is a rural area, transportation needs concerning safety and efficiency are of paramount importance as distances are necessary to travel for daily trips to work, shopping and recreation. People want to transport themselves and their goods in the shortest period of time with the knowledge that they will arrive at their destination safely. This chapter addresses these and other transportation concerns in the County. Roads, bridges and services that make up Cumberland County's transportation system are documented. In analyzing transportation facilities there are several factors that should be considered for Cumberland County. Safety and efficiency are of paramount concern for any transportation system. Another concern is the relationship between the transportation system and land use. Certain land uses, such as industrial, require greater transportation facilities than others. Also, the location of transportation facilities can determine the use of land. Three growth areas have been identified in the county and discussed in detail in the Land Use section of the Plan. Finally, it is important that the perceived transportation needs and desires of County residents be met.

Purpose

The transportation chapter is an important tool for County officials and is intended to serve as a resource to local citizens. This chapter was developed to meet Virginia State Code requirements but also to:

- Assist with identifying important transportation projects and provide guidance for their implementation;
- Help County staff and officials assess the new developments and policy proposals from a transportation prospective;
- Aid with proffers that involve transportation improvements;
- Aid the development of Cumberland County's Capital Improvements Program;
- Protect the public's health, safety and welfare;
- Ensure the safe and efficient movement of people, goods and services throughout the County;
- Meet the existing demand for transportation and meet future needs;
- Serve as a resource for citizens, to inform them of the community's transportation system and empower them in the public process;
- Serve as a resource for community development as development proposals are prepared;
- Provide guidance for decisions on the location and intensity of land development in the County; and
- Help to ensure that the transportation system will not become obsolete or overburdened.

Background

After the 1990's the Virginia General Assembly has devoted more attention to transportation issues across the Commonwealth. This focus led to several amendments to the State Code, including the requirement for a locality to develop a detailed transportation plan, which may be included as a chapter in its Comprehensive Plan.

Existing Plans and Studies

There are several existing plans and studies that directly address or indirectly influence transportation in Cumberland County. These include planning documents from the Commonwealth, bordering counties, and within Cumberland County. Considering these existing plans and studies is critical because they:

- Set conditions on what the County can do,
- Lead to potential impacts on Cumberland's transportation system, or
- Identify existing roadway data and project recommendations.

VTRANS2035

The Code of Virginia directs the Commonwealth Transportation Board to create an inventory of all construction needs for all transportation systems to be used in the development of Virginia's Statewide Multimodal Transportation Plan, also known as VTRANS. There are no Goals and Objectives listed in VTRANS for Cumberland County. This chapter is consistent with the recommendations in that plan.

Rural Long Range Plan – RLRP (2011)

VDOT and their consultants prepared the Rural Long Range Plan (RLRP) in consultation with the Commonwealth Regional Council (CRC). Rural transportation planning in this region is guided by the CRC's Transportation Committee, which was formed in 2007. The planning process included partnerships with the Planning District 14 localities. The plan includes established goals for the region.

Bordering Counties

Cumberland has six bordering counties, Amelia, Buckingham, Fluvanna, Goochland, Powhatan, and Prince Edward, as well as the Town of Farmville. Each of these counties has its own comprehensive plan, influencing transportation in Cumberland County.

Summary of Major Changes

Village Development Area

The size of the Village Development Area must adhere to the definitions and requirements of Section 15.2-2233.1 of the Code of Virginia. Such a development area should be located based on proximity to existing transportation facilities; availability of public water and sewer systems; and, proximity to towns or other areas of existing development. Thus, the County has identified the Courthouse growth area as the most beneficial to existing County plans for growth. Population projection estimates, employment and infrastructure are being considered. Possible future water/sewer extensions may include Anderson Highway east beyond Old Buckingham Road (Route 13) and north along Poorhouse Road (Route 728) to the Industrial Park which could potentially increase the development area. Within this development area, the principles and features of Traditional Neighborhood Design (TND) will be incorporated. Further details of this future development can be found in the Land Use section of the Comprehensive Plan.

Roadways

An inventory of existing roads and services is a first step in the development of a transportation plan. The inventory describes current conditions, assets and challenges. Roadways represent the bulk of the County's transportation system, with most residents relying on their vehicles for daily travel to work, school and other destinations. The following inventory provides a detailed listing and review of the major roadways in the County, in order to:

- Provide a comprehensive analysis of traffic counts and conditions in the existing roadway network.
- Assist County officials in considering the transportation impacts of development proposals.
- Help identify the need for future road projects and improvements, providing the foundation and rationale behind the goals, objectives and recommendations in this chapter.



US Route 60 (Anderson Highway)

No Interstate highway passes through Cumberland County. In the hierarchy of highways, the next category is the state primary system. These are roads that have regional or statewide significance and serve to connect cities, towns and other communities. Some of these routes may have national importance, functioning as major thoroughfares and corridors for several states. In Cumberland County, US Route 60 accounts for fifteen miles of roadway.

In more rural areas of Cumberland County, there are significant changes in terrain for many road sections with poor vertical and horizontal alignments. These roads usually have only two lanes. Several of these lanes are relatively narrow, 10 feet wide or less. Under these conditions there are frequent "no passing" zones. County Ordinances lack coordinated access management, leading to additional turning movements, as motorists try to access roadside properties. These conditions can severely limit capacity and safety.

The following inventory of primary routes in Cumberland County includes a general narrative on each road, along with detailed figures on traffic counts, level of service and other conditions. *Please note that all traffic counts are VDOT 2012 Forecast Data.*

- US Route 60, a two-lane undivided high volume arterial passing through Cumberland County from west to east. For approximately three (3) miles west of Cumberland Court House, it is a five-lane road with a center turning lane. The County's Future Land Use Map identifies US Route 60 from the center of the County traveling east as a moderate intensity growth area. Areas in the Courthouse Village are high intensity-mixed use/commercial, and areas traveling west are low intensity-residential.
- Virginia Primary Route 45, a two-lane undivided roadway that runs north-south through the County. This highway starts in the Town of Farmville and runs north, through Cumberland Court House and Cartersville, and into Goochland County. The County's Future Land Use Map identifies Virginia Primary Route 45 from Farmville north as a mixture of moderate intensity and high intensity-mixed use/commercial.

- Virginia Primary Route 13, a two-lane undivided highway that starts just east of Cumberland Court House and runs east into Powhatan County. The County's Future Land Use Map identifies Virginia Primary Route 13 as high intensity-mixed use/commercial where it intersects with US Route 60.

Additionally, major and minor collector roads have been identified in the Statewide Planning System-Current Federal Functional Classification Inventory. Examples of this category are:

- Route 600, River Road, from Route 677 to Route 702, considered a Minor Collector for 3.49 miles; from Route 702 to Route 637, considered a Major Collector for 2.63 miles.
- Route 622, Bear Creek Lake Road, from US Route 60 to Route 672, considered a Major Collector for 5.51 miles.
- Route 636, Raines Tavern Road, from Route 600 to Virginia Primary Route 45, considered a Major Collector for 1.80 miles.
- Route 637, South Airport Road, from Route 600 to Virginia Primary Route 45, considered a Major Collector for .90 miles.
- Route 650, Bolden Road, from the Buckingham County Line to Route 622, considered a Minor Collector for 2.13 miles.
- Route 684, Cartersville Ext, from Virginia Primary Route 45 to the Powhatan County Line, considered a Major Collector for 1.03 miles.
- Route 690, Columbia Road, from Virginia Primary Route 45 to the Fluvanna County Line, considered a Major Collector for 11.36 miles.

In June 2003, the County was awarded \$40,000 in Rural Transportation Planning Grant funds for a study of the US Route 60 Corridor through Cumberland Court House. The project was a planning and conceptual design study to address traffic, access management and safety issues for a three-mile stretch of US Route 60 from Route 45 to Route 622. There has been no further action to complete this project. Funding is required for this project to become a reality. It may be revisited in the future if funding becomes available.

Maintenance

The Virginia Department of Transportation (VDOT) maintains and provides maintenance funds for the Cumberland County's road system. The criterion for the amount of funding depends on whether a road is classified as primary or secondary. Primary roads are a statewide network connecting cities, towns and other points of interest. They include all roads with state and federal route numbers below 600 and numbered roads that serve as extensions to primary roads. All other public roads in the area are secondary roads.

There are nine (9) construction districts in the State. The County of Cumberland is included in the Lynchburg District. This District covers a total of ten (10) counties, which include: Amherst, Appomattox, Buckingham, Campbell, Charlotte, Cumberland, Halifax, Nelson, Pittsylvania and Prince Edward.

Highway Functional Classification Plan

According to the Statewide Highway Plan for 2010, highway functional classification is a grouping of highways into systems according to the character of service that they are intended to provide. Virginia Department of Transportation definitions for the rural road classifications are as follows:

Principal Arterial – These highways provide an integrated network of roads that connect principal metropolitan areas and serve virtually all urban areas demands such as statewide and interstate travel.

Minor Arterial – These highways link cities and large towns and provide an integrated network for intrastate and intercounty service. They supplement the principal arterial system so that geographic areas are within a reasonable distance of an arterial highway. They are intended as routes that have minimum interference to through movement.

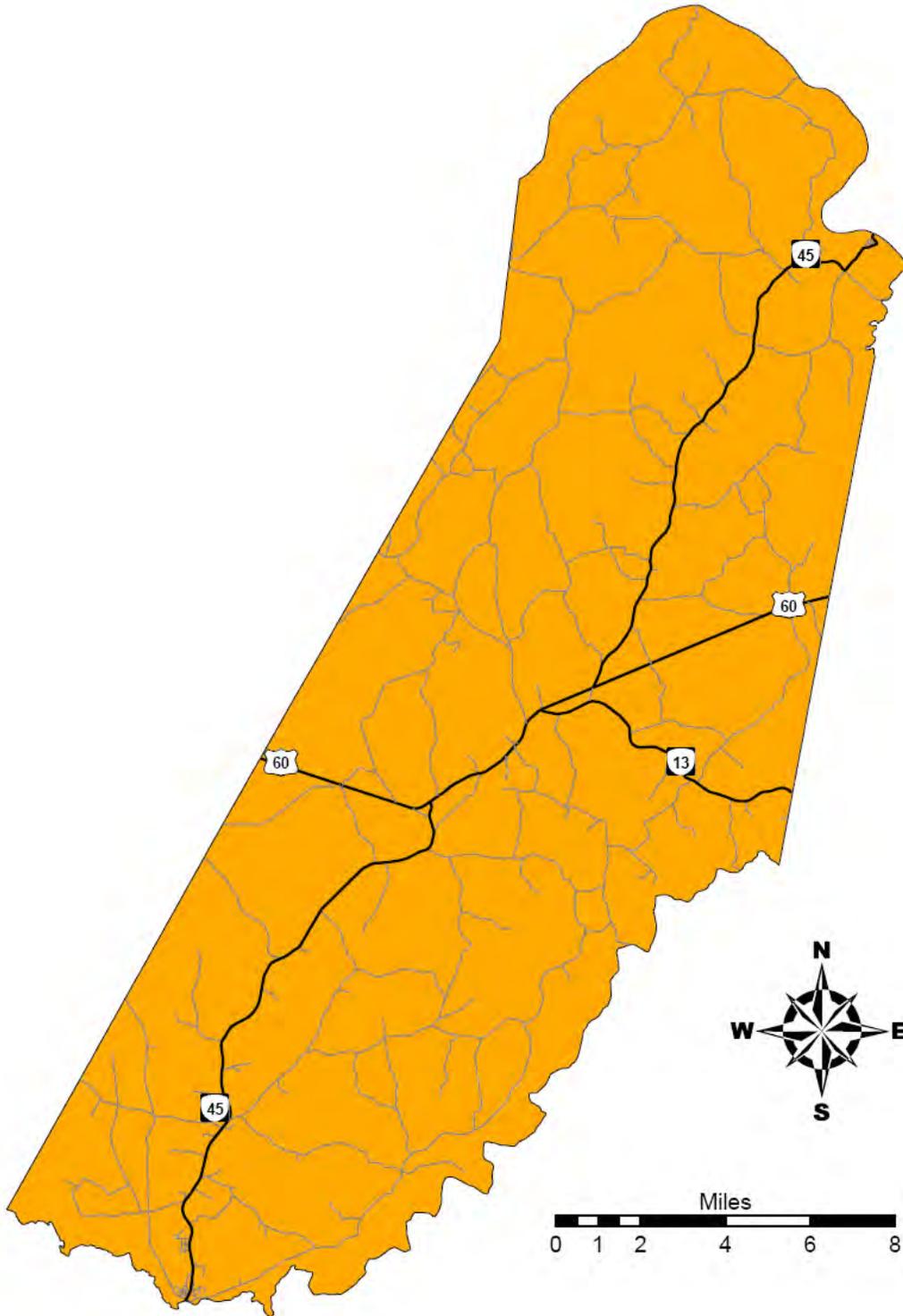
Major Collector – These highways provide service to any county seat, large towns or other major traffic generators not served by the arterial system. They provide links to the higher classified routes and serve as important intracounty travel corridors.

Minor Collector – These highways collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. They provide service to small communities and link important local traffic generators with the rural areas.

Local – These roads provide access to adjacent land and serve travel of short distances as compared to the higher systems.

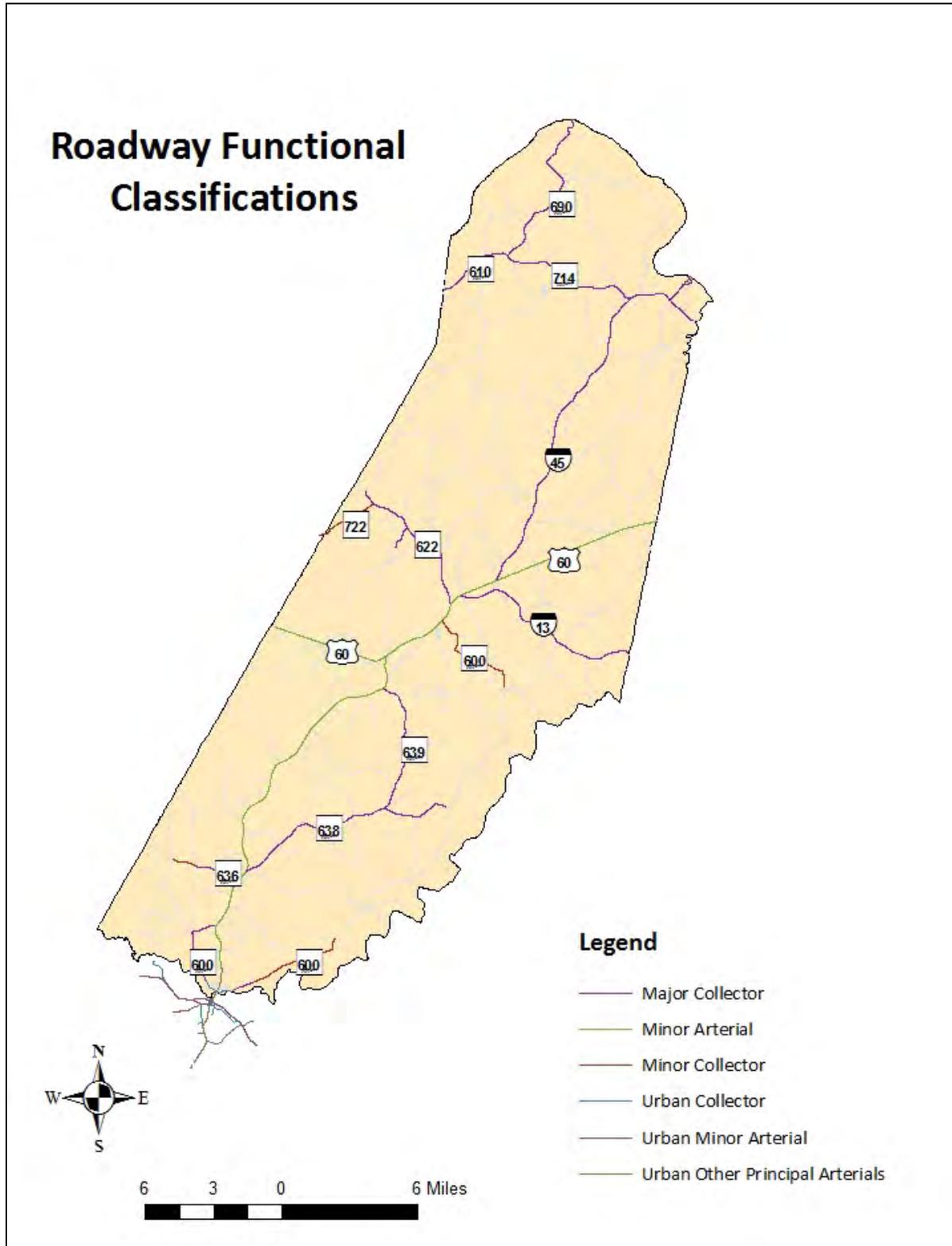
Map IV and Map V indicate the basic highway network in Cumberland County classified by VDOT by function in consideration of future travel demand patterns within the County and to and from the north, south, east and west directions of the County Line. Following Map V is a listing of functional classifications for this map.

**Map IV
Highway Network**



Map created by CRC – May 2013

MAP V

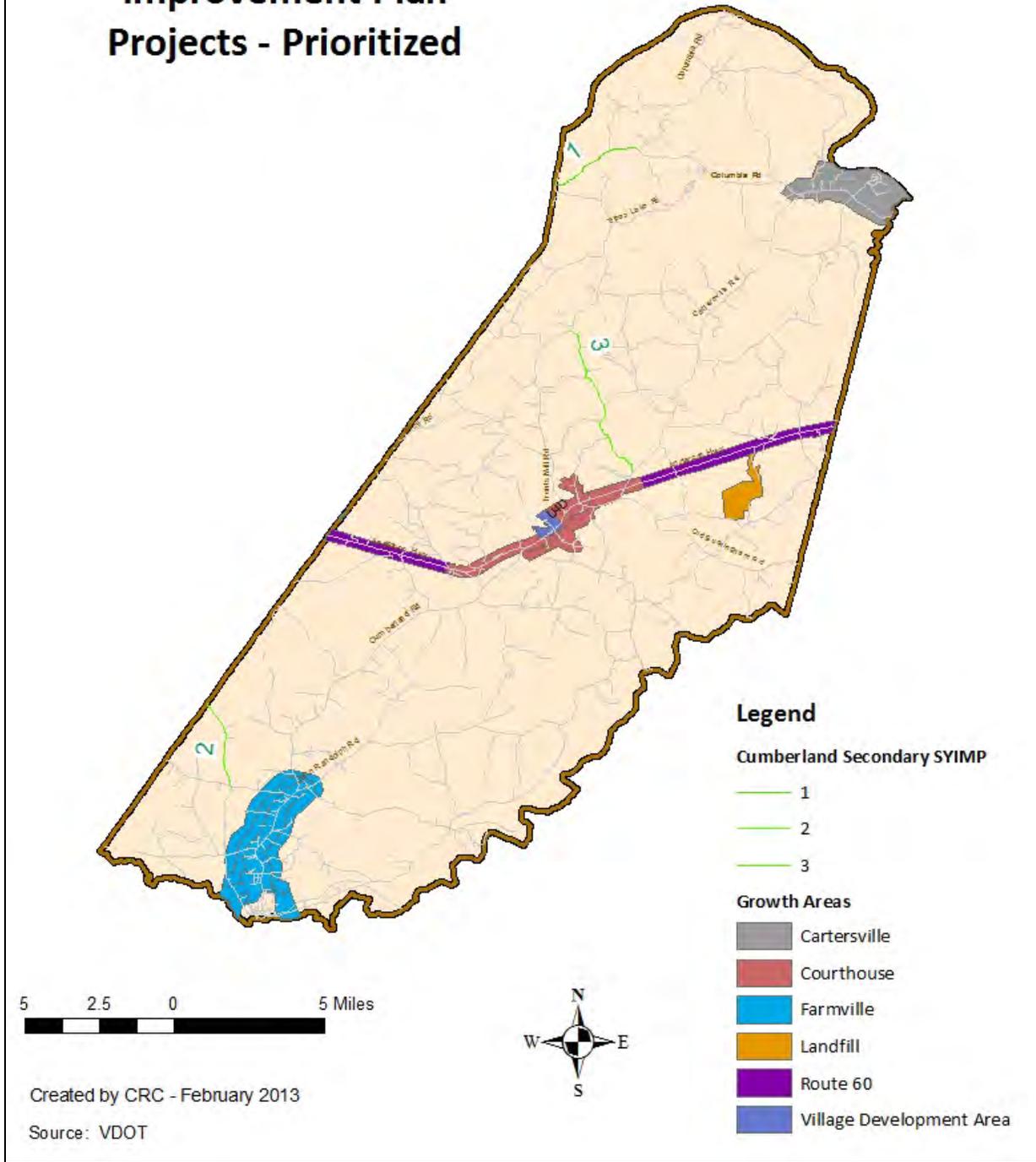


CUMBERLAND COUNTY COMPREHENSIVE PLAN 2013-2018

Urban Study Area	Type	Route	Facility Name	From	To	Miles	Functional Class
None	N	00013	OLD BUCKINGHAM RD	RTE 60	POWHATAN CL	7.19	Major Collector
None	N	00045	MAIN STREET	NCL FARMVILLE	RTE 637	1.52	Minor Arterial
None	N	00045	CUMBERLAND RD	RTE 637	RTE 60	12.50	Minor Arterial
None	N	00045	CARTERSVILLE RD	RTE 60	GOOCHLAND CL	14.40	Major Collector
None	N	00060	ANDERSON HWY	BUCKINGHAM CL	POWHATAN CL	14.96	Minor Arterial
None	N	00600	STONE POINT RD	RTE 60 WEST	RTE 654	3.81	Minor Collector
None	N	00600	RIVER RD	RTE 677	RTE 702	3.49	Minor Collector
None	N	00600	RIVER RD	RTE 702	RTE 637	2.63	Major Collector
None	N	00610	DUNCAN STORE RD	BUCKINGHAM CL	RTE 690	2.90	Major Collector
None	N	00622	BEAR CREEK LAKE RD	RTE 60	RTE 672	5.51	Major Collector
None	N	00629	OAK HILL RD	RTE 666	RTE 622	0.75	Major Collector
None	N	00631	DAVENPORT RD	RTE 45	RTE 639	0.50	Major Collector
None	N	00636	CEDAR LA	RTE 635	RTE 600	1.00	Minor Collector
None	N	00636	RAINES TAVERN RD	RTE 600	RTE 45	1.80	Major Collector
None	N	00637	S AIRPORT RD	RTE 600	RTE 45	0.90	Major Collector
None	N	00638	JOHN RANDOLPH RD	RTE 45	RTE 639	5.70	Major Collector
None	N	00638	GUINEA RD	RTE 639	RTE 600	2.49	Major Collector
None	N	00639	PUTNEY RD	RTE 638	RTE 631	4.64	Major Collector
None	N	00649	HIGH ST	RTE 45 SOUTH	RTE 45 NORTH	0.35	Minor Collector
None	N	00650	BOLDEN RD	BUCKINGHAM CL	RTE 622	2.13	Minor Collector
None	N	00684	CARTERSVILLE EXT.	RTE 45	POWHATAN CL	1.03	Major Collector
None	N	00690	COLUMBIA RD	RTE 45	FULVANA CL	11.36	Major Collector

MAP VI

Secondary Six Year Improvement Plan Projects - Prioritized



CUMBERLAND COUNTY COMPREHENSIVE PLAN 2013-2018

Secondary System
Cumberland County
Construction Program
Estimated Allocations

Fund	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	Total
CTB Formula - Unpaved State	\$4,083	\$33,359	\$50,269	\$56,871	\$56,871	\$56,871	\$258,324
Formula Secondary State	\$0	\$0	\$0	\$72,755	\$89,786	\$107,676	\$270,217
Secondary Unpaved Roads	\$0	\$0	\$0	\$68,657	\$84,729	\$101,611	\$254,997
TeleFee	\$28,052	\$29,267	\$29,267	\$29,267	\$29,267	\$29,267	\$174,387
Residue Parcel	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$32,135	\$62,626	\$79,536	\$227,550	\$260,653	\$295,425	\$957,925

Board Approval Date:

Director of Program Management

Date

County Administrator

Date

DRAFT

CUMBERLAND COUNTY COMPREHENSIVE PLAN 2013-2018

District: Lynchburg
County: Cumberland County
Board Approval Date:

2014-15 through 2018-19

Route	Road Name	Estimated Cost		Traffic Count
PPMS ID	Project #			Scope of Work
Accomplishment	Description			FHWA #
Type of Funds	FROM			Comments
Type of Project	TO			
Priority #	Length	Ad Date		
0610	DUNCAN STORE RD	PE	\$252,836	490
5240	0610024167	RW	\$128,935	Reconstruction w/o Added Capacity
RAAP CONTRACT	RTE 610 - PAVEMENT RECLAMATION / SPOT IMPROVEMENTS	CN	\$1,189,320	14004
STP	BUCKINGHAM COUNTY LINE	Total	\$1,571,091	REGULAR CONSTRUCTION
No Plan	RTE 686			
0001.01	1.9			
0624	JENKINS CHURCH ROAD	PE	\$51,849	80
87923	0624024P63	RW	\$5,582	Resurfacing
STATE FORCES/HIRED EQUIPMENT	RTE 624 - RURAL RUSTIC (SURFACE TREAT NON-HARDSURFACE)	CN	\$517,343	16005
S	RTE 45	Total	\$574,774	UNPAVED CONSTRUCTION CONSTRUCTION COMPLETE
No Plan	3.24 MIILES NORTH OF RTE 45		3/20/2012	
0002.01	3.2			
0669	CRISS ROAD	PE	\$5,000	206
-13786	0669024P01	RW	\$0	Resurfacing
STATE FORCES/HIRED EQUIPMENT	RTE 669 - PAVE IN PLACE (SURFACE TREAT NON-HARDSURFACE)	CN	\$115,182	16005
	RTE 60	Total	\$120,182	UNPAVED CONSTRUCTION
No Plan	DEAD END			
0002.02	0.6			
4005		PE	\$0	0
100007	1204005	RW	\$0	Preliminary Engineering
	COUNTYWIDE ENGINEERING & SURVEY	CN	\$0	16015
S	VARIOUS LOCATIONS IN COUNTY	Total	\$0	MINOR SURVEY & PRELIMINARY ENGINEERING FOR BUDGET ITEMS AND INCIDENTAL TYPE WORK.
	VARIOUS LOCATIONS IN COUNTY			
0006.01				
4008		PE	\$0	0
100317	1204008	RW	\$0	Right of Way
	COUNTYWIDE RIGHT OF WAY ENGR.	CN	\$0	16016
S	VARIOUS LOCATIONS IN COUNTY	Total	\$0	USE WHEN IMPRACTICAL TO OPEN A PROJECT. ATTORNEY FEES and ACQUISITION COST.
	VARIOUS LOCATIONS IN COUNTY			
0006.02				
4007		PE	\$0	0
99800	1204007	RW	\$0	Safety
	COUNTYWIDE TRAFFIC SERVICES	CN	\$0	16021
S	VARIOUS LOCATIONS IN COUNTY	Total	\$0	TRAFFIC SERVICES INCLUDE SECONDARY SPEED ZONES, SPEED STUDIES, OTHER NEW SECONDARY SIGNS
	VARIOUS LOCATIONS IN COUNTY			
0006.03				

Virginia Department Highways and Transportation Plans for Road Improvements

The Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation, through the Commonwealth's Transportation Board, promulgates the Virginia Transportation Development Plan, formerly known as the Six Year Improvements Program. This plan is updated annually and is divided into two (2) sections for developing highway projects. In the first section, the Feasibility phase, various studies are required by federal and state laws and regulations.

During this phase, the scope, schedule and budget of a project are at their most tentative and significant delays often occur. In the second section, the Capital Improvement Program phase, projects are refined and going forward to construction. The plan also includes information on all roadway systems, except secondary roads. There are no projects currently listed for primary roads in Cumberland County under 2013-2018 plan. The 2014-2019 Plan is currently being updated and will be available at VDOT's website <http://www.virginiadot.org/projects/syp-default.asp>. There are no projects reflected in the Six Year Improvement Plan for Cumberland County. Map VI reflects the County's prioritized Secondary Six Year Improvement Plan Projects. These are detailed in the Secondary System Cumberland County Construction Program Estimated Allocations following the map.

Traffic Volumes

Daily traffic volume estimates on major roadway segments in Cumberland County for 2008-2011 can be seen in MAP VII. The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along roads and highways. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. Data for all other secondary roadways within the County for these periods and others can be seen at <http://www.virginiadot.org/info/ct-TrafficCounts.asp>

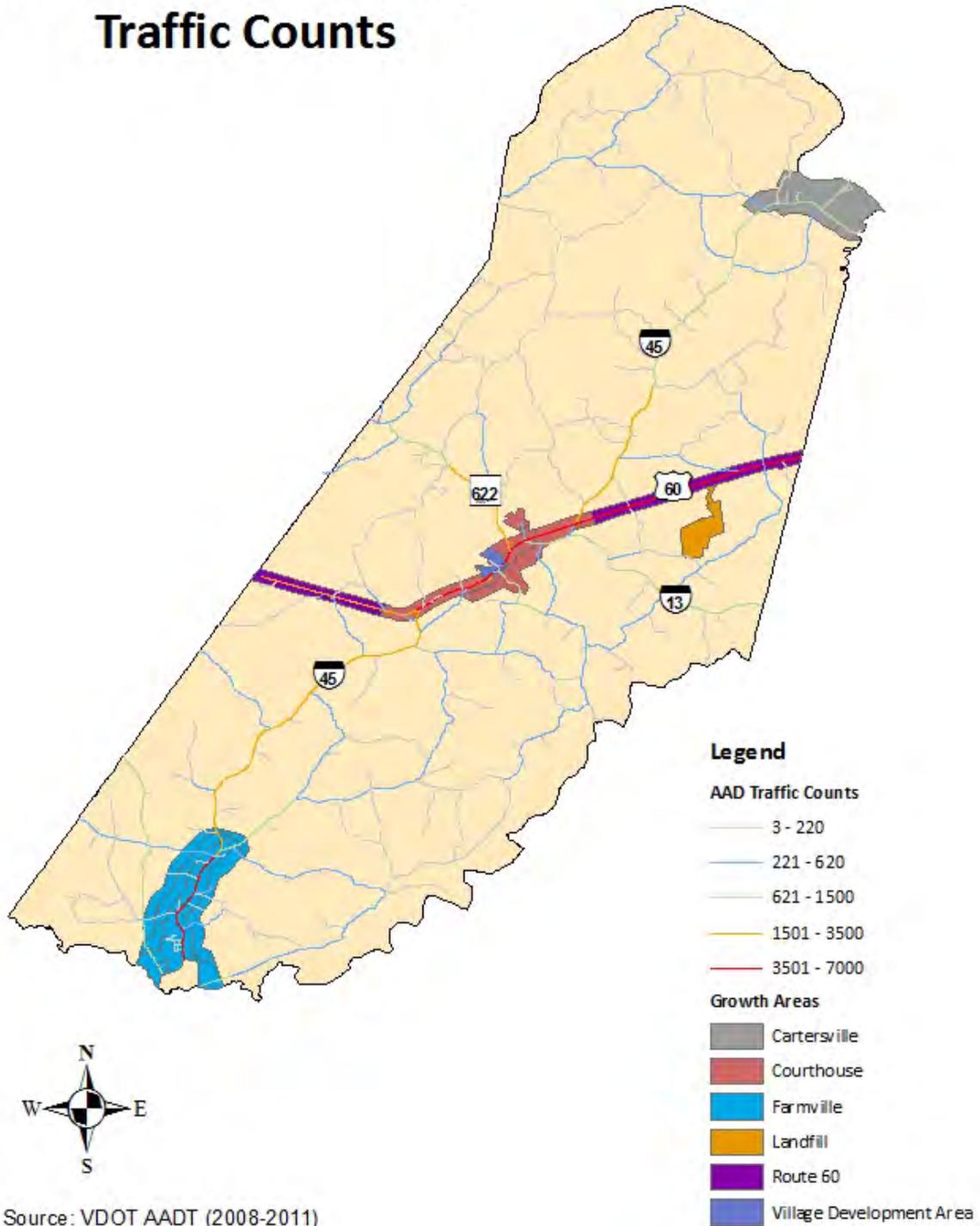
Future Traffic Projections

Linear traffic projections (based on traffic history) for roadways in Cumberland County for 2020 to 2040 can be seen in Appendix V. The Virginia Department of Transportation determined these projections on a linear regression analysis. The percentage growth was based on a percentage growth/declines based on historical traffic data.

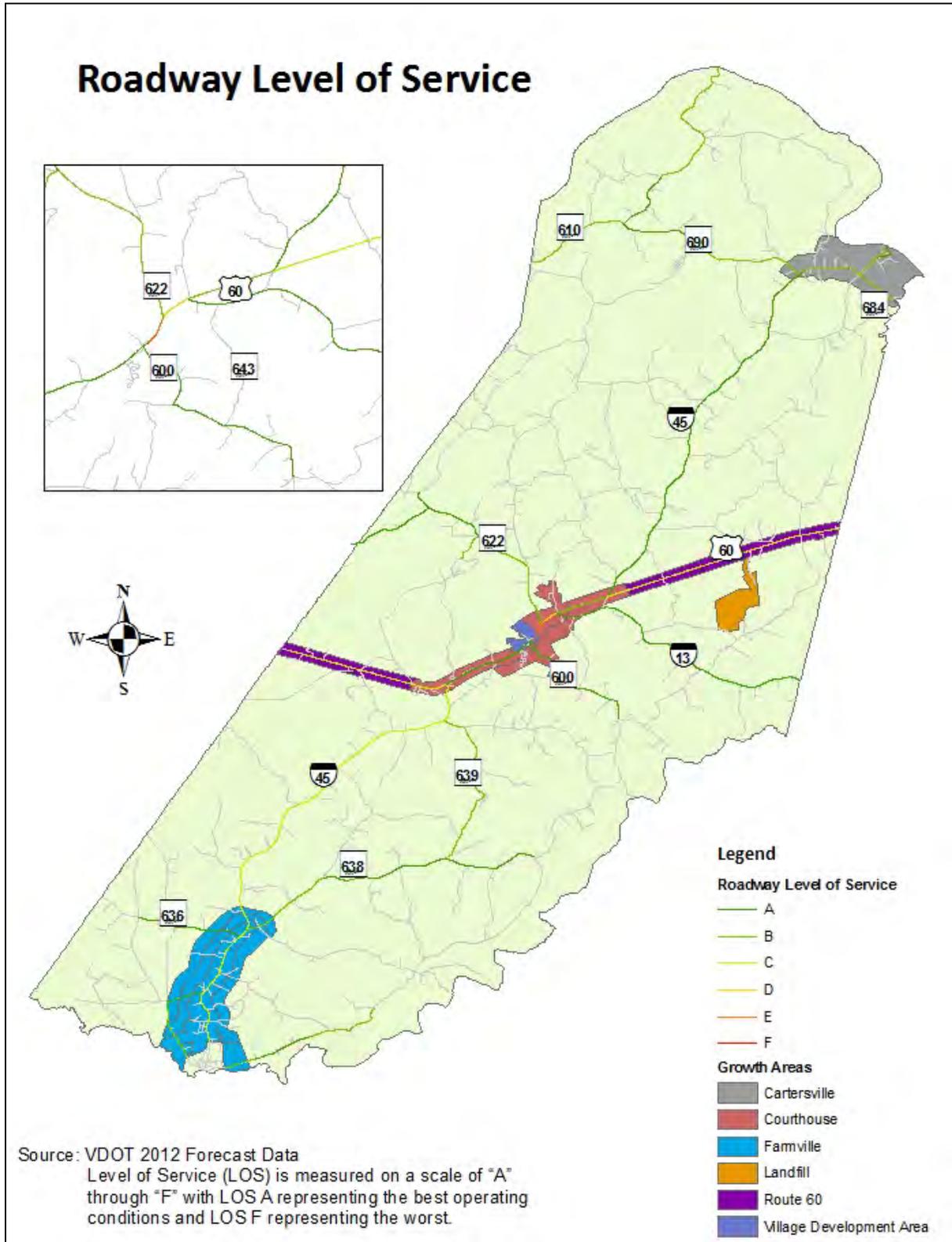
Those road sections with an annual growth of 0 assume a negative or level trend, with no growth. Road segments from 0 to 0.1 are considered standard, with only a marginal projected growth. Road segments with 0.1 to 0.2 growth rate are considered stagnate (mid-range), with some growth anticipated. Road segments with a greater than 0.3 growth rate are areas where significant growth is anticipated. The County will want to keep an eye on these areas for future study. This is further discussed in the Land Use section of the Comprehensive Plan.

MAP VII

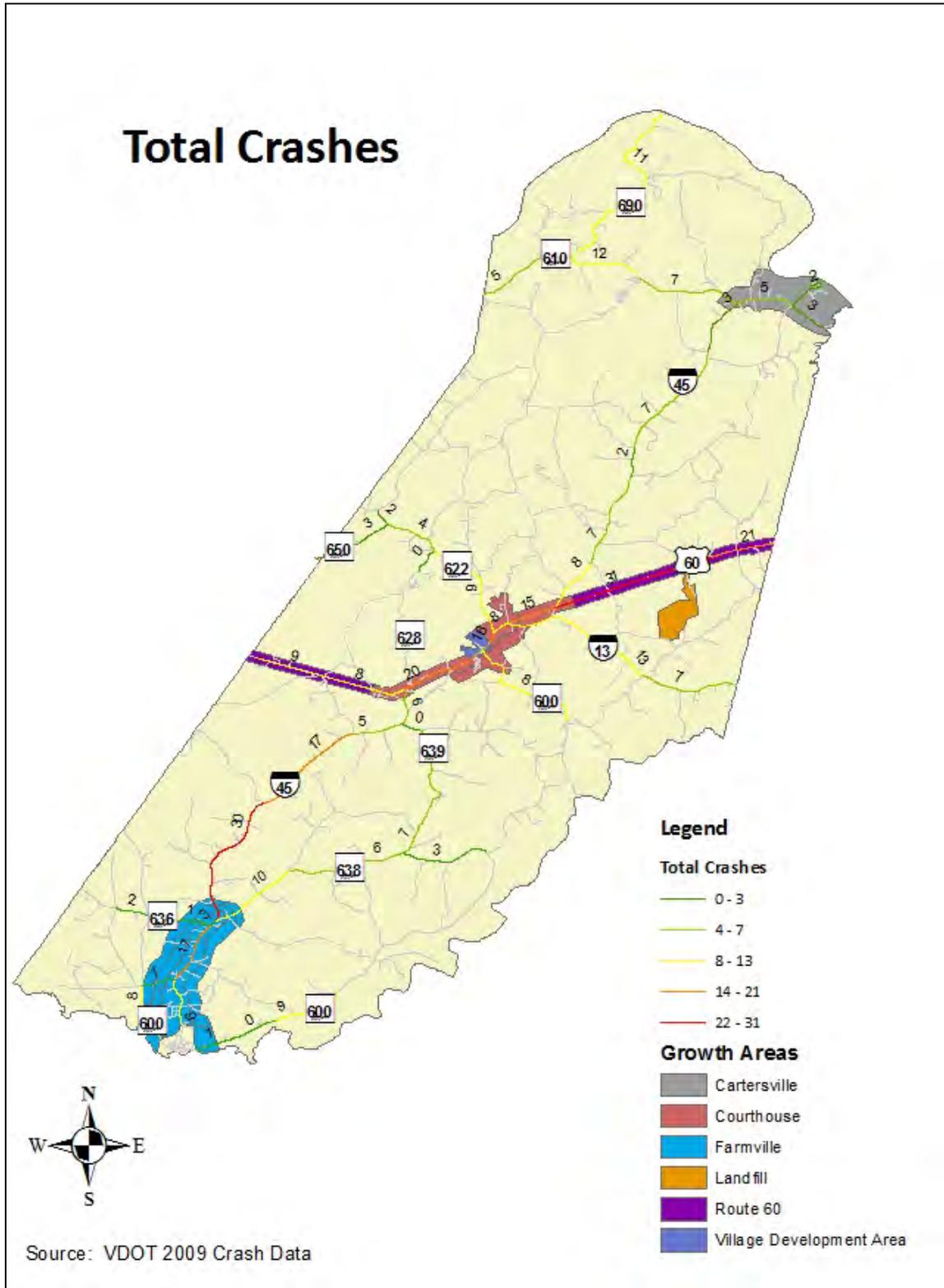
Annual Average Daily Traffic Counts



MAP VIII



MAP IX



Capacity Analysis (Levels of Service)

Levels of service are often used as measures of system performance in transportation planning analysis and to define public policy concerning highway performance. They are also used in traffic impact analyses to determine local traffic impacts of proposed development. Definitions of level of service differ for intersections and roadway segments. Where intersections are closely placed, traffic signals usually govern arterial and roadway capacity.

To evaluate the ability of a roadway or intersection to accommodate traffic, capacity analysis is conducted using a.m. and p.m. peak hour volumes. On roadways, capacity is graded by Level of Service. With A as the highest and F as the lowest, service levels decline as traffic volumes and vehicle delays increase. VDOT defines levels of C or better as indicating adequate service. A current VDOT Level of Service Map Forecast Data for 2012 for roads in Cumberland County can be seen in MAP VIII.

Safety

Annually, the Traffic Engineering Division of the Virginia Department of Transportation monitors and summarizes motor vehicle accidents that occur along identified road sections. Road interests, for the purpose of this analysis, will include major road intersections in the County for 2009 – See MAP IX.

Transportation Issues

Highways and roads are critical links in people’s lives, as well as the communities they inhabit.

As part of the Commonwealth Regional Council’s Rural Transportation Program, a Rural Long-Range Transportation Plan for the region has been developed. During the data-gathering phase, CRC staff met individually with each participating County (which included Cumberland County) to acquire this data. Data is available on Pages 48 & 49, and the Map depicting the specific recommendations for Cumberland County can be viewed on MAP X.

Bridges & Culvert Conditions

Within the State of Virginia, there are 20,000+ bridges and culverts that are designed, constructed and maintained with the best in professional care. Of those 20,000+ bridges and culverts, approximately 72 of them are located in Cumberland County. Bridges require long-term investment to ensure that they remain safe.

Since the I-35W bridge collapse in Minneapolis over the Mississippi River in August 2007, the term “structurally deficient bridge” has entered into the minds of many people. “Structurally deficient” does not mean “unsafe”. The term comes from the National Bridge Inspection Standards (NBIS) which was established during the 1960s as a result of a major bridge collapse. NBIS is a standard system of rating bridges for constancy in all state and municipalities and on federal facilities.

The term structural deficiency is applied when the condition of one or more of three components—bridge deck, superstructure, or substructure—receives a rating of 4 or less on a scale of 0-9, with 9 being the best rating. These ratings result from biennial (and in some cases more frequent) bridge inspections in Virginia.

MAP X

Rural Long Range Transportation Plan (RLRP) Recommendations

Legend

— Cumberland RLRP Prioritized

— CRC RLRP Recommendations

Growth Areas

■ Cartersville

■ Courthouse

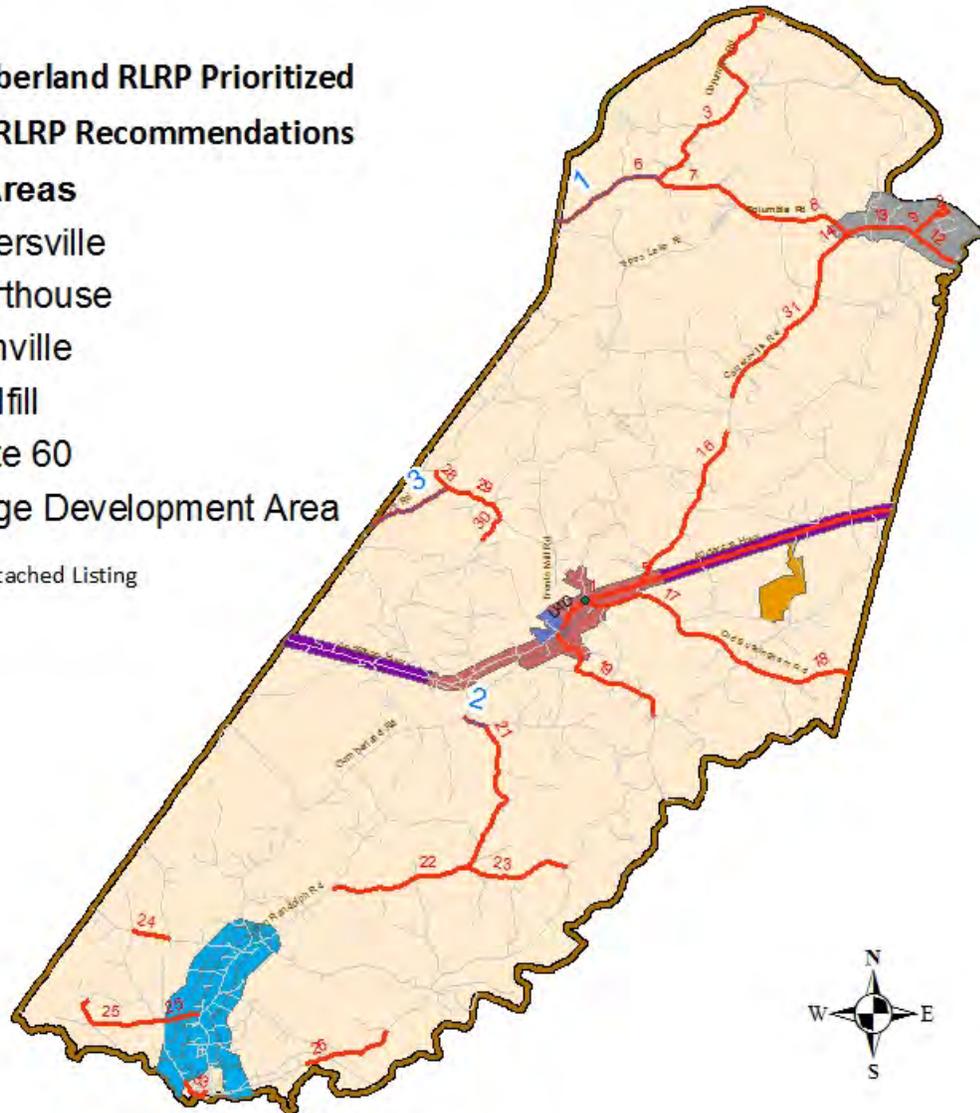
■ Farmville

■ Landfill

■ Route 60

■ Village Development Area

See Attached Listing



5 2.5 0 5 Miles

Created by CRC - February 2013

Source: CRC 2035 RLRP - 2011 & Cumberland County

CUMBERLAND COUNTY COMPREHENSIVE PLAN 2013-2018

RLRP_ID	MAP KEY	JURISDICTION	LOCATION INFORMATION	DEFICIENCIES	RECOMMENDATIONS – RLRP DRAFT	JRSTAG_ID	RECOMMENDATIONS FROM SMS DATABASE	RECOMMENDATIONS FROM SMS DATABASE	NOTES
140490001		Cumberland	VA 60 (Anderson Highway) at VA 13 (Old Buckingham Road)	Safety: Proximate to VA 728 (Poothouse Road) intersection. Westbound left-turning truck movement on the northbound approach due to limited turn radius, and use vest for northbound to eastbound movement. Congestion: Vehicles from the northbound approach (US 13) have difficulty finding gaps in mainline traffic flow. (Source: 1)	Short-Term: Safety: Install signage. Mid-Term: Safety: Add turn lanes or reconstruct to four-lag intersection with VA 728 (Poothouse Road). Congestion: Realign SR 13 with SR 728 and form a four-lag intersection. Add a left turn lane for the northbound approach (US 13). Consider signalization to provide gaps for SR 13 traffic. Signal does not need peak-hour signal warrant, but a more detailed signal warrant study may show other warrants as satisfied).	N/A	N/A	Safety-Congestion Priority List (Manually added to shapelle)	
140490101	2	Cumberland	VA 45 (Carrersville Rd) from VA 649 South (High Street) to Goodland County Line	Safety: Vertical and horizontal curve alignment issues on VA 45, with 18 ft pavement width and variable shoulder width. No passing zones and no turn lanes. Locality reports high speeds along the corridor. (Source: 1)	Short-Term: Safety: Install signage to notify drivers of approaching intersections/driveways and curves along roadway. Long-Term: Safety: Reconstruct to eliminate horizontal and vertical curves; add turn lanes as needed.	0240045140; 0240045150	N/A	Safety-Congestion Priority List (Manually added to shapelle)	
140490102	3	Cumberland	VA 690 (Columbia Rd) from VA 610 (Duncan Store Road) to Fluvanna County Line	Safety: Vertical and horizontal curve alignment issues on VA 690, with variable pavement (9 to 10 ft) and shoulder (10 to 5 ft) width. Limited passing zones and no turn lanes. Geometric Deficiency (2009). (Source: 1, 3)	Long-Term: Safety: Reconstruct roadway to current design standards; provide turn lanes for boat landing access at James River (County Line). (Source: 1, 3)	0240060020; 0240060030	N/A	Safety-Congestion Priority List (Manually added to shapelle) GEO Selection June2010_SPS_Data	
140490301	4	Cumberland	US 60 (Anderson Highway) from VA 600 East (Stoney Point Road) to VA 13 (Old Buckingham Road)	Congestion: Segment will operate at LOS E in 2035. (Source: 2, 3)	Long-Term: Congestion: Urban - 4 Lane With Median. (Source: 2, 3)	0240060060; 0240060070	Urban - 4 Lane With Median	SMS 2035 Recommendation; June2010_SPS_Data	
140490302	5	Cumberland	US 60 (Anderson Highway) from VA 13 (Old Buckingham Road) to Powhatan County Line	Congestion: Need for improvement was identified by SMS database. (Source: 2)	Long-Term: Congestion: Rural - 2 Lane 24 Feet. (Source: 2)	0240060080; 0240060090; 0240060100	Rural - 2 Lane 24 Feet	SMS 2035 Recommendation; June2010_SPS_Data	
140490601	6	Cumberland	VA 610 (Duncan Store Road) from Buckingham County Line to VA 690	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0240060010	N/A	GEO Selection June2010_SPS_Data	
140490602	7	Cumberland	VA 690 (Columbia Rd) from VA 714 to VA 610	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0240060020	N/A	GEO Selection June2010_SPS_Data	
140490603	8	Cumberland	VA 690 (Columbia Rd) from VA 45 (Carrersville Road) to VA 714	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0240060010	N/A	GEO Selection June2010_SPS_Data	
140490604	9	Cumberland	VA 45 (Carrersville Road) from VA 684 to VA 649 South	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0240045130	Rural - 2 Lane 24 Feet	GEO Selection June2010_SPS_Data	
140490605	10	Cumberland	VA 649 (High Street) from VA 45 South (Carrersville Road) to VA 655	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet. (Source: 3)	02400649010	Rural - 2 Lane 20 Feet	GEO Selection June2010_SPS_Data	
140490606	11	Cumberland	VA 649 (High Street) from VA 655 to VA 45 North (Carrersville Road)	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet. (Source: 3)	02400649020	Rural - 2 Lane 20 Feet	GEO Selection June2010_SPS_Data	
140490607	12	Cumberland	VA 684 (Carrersville Extension) from VA 45 (Carrersville Road) to Powhatan County Line	Safety: Geometric Deficiency (2025). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	02400664010	Rural - 2 Lane 24 Feet	GEO Selection June2010_SPS_Data	
140490608	13	Cumberland	VA 45 (Carrersville Road) from VA 690 to VA 684	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0240045110	Rural - 2 Lane 24 Feet	GEO Selection June2010_SPS_Data	
140490609	14	Cumberland	VA 45 (Carrersville Road) from 0.117 km North VA 610 to VA 690	Safety: Geometric Deficiency (2025). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0240045110	N/A	GEO Selection June2010_SPS_Data	
140490610	15	Cumberland	VA 45 (Carrersville Road) from VA 663 to 0.718 km south VA 684	Safety: Geometric Deficiency (2025). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0240045101	Rural - 2 Lane 24 Feet	GEO Selection June2010_SPS_Data	
140490611	16	Cumberland	VA 45 (Carrersville Road) from US 60 (Anderson Highway) to VA 616	Safety: Geometric Deficiency (2025). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0240045080; 0240045090	N/A	GEO Selection June2010_SPS_Data	
140490613	17	Cumberland	VA 13 (Old Buckingham Road) from US 60 (Anderson Highway) to VA 654 West	Safety: Geometric Deficiency (2030). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0240013010	Rural - 2 Lane 24 Feet	GEO Selection June2010_SPS_Data	
140490614	18	Cumberland	VA 13 (Old Buckingham Road) from VA 654 West to Powhatan County Line	Safety: Geometric Deficiency (2030). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0240013020	N/A	GEO Selection June2010_SPS_Data	
140490615	19	Cumberland	VA 600 (Stoney Point Road) from VA 710 to VA 654	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0240060020	N/A	GEO Selection June2010_SPS_Data	

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Item ID	Location	Description	Source	Long-Term Safety	Source	Project Details	Item ID	Location	Description	Source	Long-Term Safety	Source
140490616	Cumberland	VA 631 (Davenport Road) from VA 45 (Cumberland Road) to VA 639 (Putney Road)	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)	0240631010	Rural - 2 Lane 22 Feet	N/A				GEO Selection June2010_SPS_Data	
140490617	Cumberland	VA 639 (Putney Road) from VA 631 (Davenport Road) to VA 638 (John Randolph Road)	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0240639010	N/A	N/A				GEO Selection June2010_SPS_Data	
140490618	Cumberland	VA 638 (John Randolph Road) from VA 640 to VA 639 (Putney Road)	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 3)	0240638020	Rural - 2 Lane 22 Feet	N/A				GEO Selection June2010_SPS_Data	
140490619	Cumberland	VA 638 (John Randolph Road) from VA 639 (Putney Road) to VA 600	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 22 Feet. (Source: 1)	0240638030	N/A	N/A				GEO Selection June2010_SPS_Data	
140490620	Cumberland	VA 636 (Cedar Lane) from VA 638 to VA 600	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 20 Feet. (Source: 3)	0240638010	Rural - 2 Lane 20 Feet	N/A				GEO Selection June2010_SPS_Data	
140490621	Cumberland	VA 637 (S. Airport Road) from VA 45 to VA 716 (Main Street / Cumberland Road)	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0240637010	N/A	N/A				GEO Selection June2010_SPS_Data	
140490623	Cumberland	VA 600 (River Road) from VA 677 to 0.51 mile East of VA 657	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0240600030	N/A	N/A				GEO Selection June2010_SPS_Data	
140490624	Cumberland	VA 650 (Balden Road) from Buckingham County Line to VA 622 (Bear Creek Lake Road)	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0240650010	N/A	N/A				GEO Selection June2010_SPS_Data	
140490625	Cumberland	VA 622 (Bear Creek Lake Road) from VA 672 to VA 650 (Balden Road)	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0240622030	Rural - 2 Lane 24 Feet	N/A				GEO Selection June2010_SPS_Data	
140490626	Cumberland	VA 622 (Bear Creek Lake Road) from VA 650 (Balden Road) to VA 629 (Oak Hill Road)	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 3)	0240622020	N/A	N/A				GEO Selection June2010_SPS_Data	
140490627	Cumberland	VA 629 (Oak Hill Road) from VA 666 to VA 622 (Bear Creek Lake Road)	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Rural - 2 Lane 24 Feet. (Source: 1)	0240629010	N/A	N/A				GEO Selection June2010_SPS_Data	
140490601	Cumberland	VA 45 (Cartersville Road) from 0.718 km south VA 683 to VA 611	Safety: Identified in VDOT's 6-year plan. (UPC.17723). Geometric Deficiency (2025). (Source: 5, 3)	Short-Term: Safety: Reconstruct roadway to current Rural 2 lane standards. (Source: 4, 3)	0240045101	Rural - 2 Lane 24 Feet	N/A				Identified in VDOT's 6-year plan. UPC 17723 GEO Selection June2010_SPS_Data	
140491501	Cumberland (Farmville)	VA 45 (Main Street) from Appomattox River Bridge (North) to Osborn Road South	Congestion: Segment will operate at LOS E in 2035. (Source: 3)	Long-Term: Congestion: Segment operations are expected to improve based on construction of the new roadway running parallel to and east of Main Street (check 141470804 - Town of Farmville 2035 Transportation Plan concurs with improvement). (Source: 1)	1400045050; 1400045060	N/A	N/A				LOS Selection June2010_SPS_Data	
140491622	Cumberland (Farmville)	VA 600 (Plank Road) from VA 45 (Main Street) to North City Limits of Farmville	Safety: Geometric Deficiency (2009). (Source: 3)	Long-Term: Safety: Urban - 2 Lane. (Source: 1)	1404911010	N/A	N/A				GEO Selection June2010_SPS_Data	

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

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

If any of the bridge's three components receives a rating of 4 or less, it triggers priority status for maintenance and repair of that component. Funds then are allocated to fix the problem, and weight restrictions are also imposed. If the problem requires immediate attention, traffic restrictions also are imposed.

Shown in TABLE XX are the bridges and large culverts located in Cumberland County and their conditions per the Virginia Department of Transportation (VDOT) Bridge Inspection. An explanation of the table is as follows:

Bridge Inspection Definitions

What are "general condition ratings?" According to the National Bridge Inspection Standards (NBIS), condition ratings are used to describe an existing bridge or culvert compared with its condition if it were new. The ratings are based on the materials, physical condition of the deck (riding surface), the superstructure (supports immediately beneath the driving surface) and the substructures (foundation and supporting posts and piers). General condition ratings range from 0 (failed condition) to 9 (excellent).

Which bridges are included in the NBI system? NBI structures are bridges or culverts that carry vehicular traffic and have an opening longer than 20 feet measured along the center of the roadway.

What bridges are not considered part of the NBI system? Non-NBI structures include bridges or culverts that carry vehicular traffic and are equal to or less than 20 feet measured along the center of the roadway.

VDOT exceeds the NBI standards by inspecting and documenting in our inventory all bridges regardless of their length and all culverts having an opening greater than 36 square feet.

What is a "structurally deficient" bridge? Bridges are considered structurally deficient if they have been restricted to light vehicles, closed to traffic or require rehabilitation. Structurally deficient means there are elements of the bridge that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and maintained.

How is "structural deficiency" determined? The condition of different parts of a bridge is rated on a scale of 0 to 9 (with 9 being "excellent" and zero being "failed"). A structurally deficient bridge is one for which the deck (riding surface), the superstructure (supports immediately beneath the driving surface) or the substructure (foundation and supporting posts and piers) are rated in condition 4 or less.

What makes a bridge structurally deficient, and are structural deficient bridges unsafe? The fact that a bridge is “structurally deficient” *does not* imply that it is likely to collapse or that it is unsafe. A “deficient” bridge is one with some maintenance concerns that do not pose safety risk. A “deficient” bridge typically requires maintenance and repair and eventual rehabilitation or replacement to address deficiencies. To remain open to traffic, structurally deficient bridges are often posted with reduced weight limits that restrict the gross weight of vehicles using the bridges. If unsafe conditions are identified during a physical inspection, the structure must be closed.

What is a “functionally obsolete” bridge? A functionally obsolete bridge is one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand, or those that may be occasionally flooded.

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

What is a “fracture-critical” bridge? A fracture-critical bridge is one that does not contain redundant supporting elements. This means that if those key supports fail, the bridge would be in danger of collapse. This *does not* mean the bridge is inherently unsafe, only that there is a lack of redundancy in its design.

What is a bridge’s “sufficiency rating”? Sufficiency ratings were developed by the Federal Highway Administration to serve as a prioritization tool to allocate funds. The rating varies from 0 percent (poor) to 100 percent (very good). The formula considers structural adequacy, whether the bridge is functionally obsolete and level of service provided to the public.

History of Federal Bridge Inspection Program The Federal Bridge Inspection Program regulations were developed as a result of the Federal-Aid Highway Act of 1968 following the collapse of the Silver Bridge in Point Pleasant, West Virginia. The United States Secretary of Transportation established the National Bridge Inspection Standards (NBIS) to locate and evaluate existing bridge deficiencies to ensure the safety of the traveling public.

The 1968 Federal-Aid Highway Act directed the states to maintain an inventory of federal-aid highway system bridges. This was amended over time to establish criteria for NBIS bridges including:

- Defining the NBIS to bridges to those on the federal-aid highway system
- Requiring inspections of bridges longer than 20 feet on all public roads
- Expanding bridge inspection programs to include special inspection procedures for fracture-critical members and underwater inspection

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Bridge Condition Code Key

Per TABLE XX shown on Page 53, the following is the bridge condition code key:

<u>Code</u>	<u>Description</u>
N	NOT APPLICABLE
9	EXCELLENT CONDITION
8	VERY GOOD CONDITION No problems noted.
7	GOOD CONDITION Some minor problems.
6	SATISFACTORY CONDITION Structural elements show some minor deterioration.
5	FAIR CONDITION All primary structural elements are sound but may have some minor section loss (due to corrosion), cracking, spalling (deterioration of concrete surface) or scour (erosion of soil)
4	POOR CONDITION Advanced section loss, deterioration, spalling or scour.
3	SERIOUS CONDITION Loss of section, deterioration, spalling or scour has seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	CRITICAL CONDITION Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
1	“IMMINENT” FAILURE CONDITION Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put it back in light service.
0	FAILED CONDITION Out of service – beyond corrective action.

TABLE XX - Bridges and Culverts

Route	Route Name	Crossing	Type	Year Built	Year Reconst (State)	Year Reconst (Fed)	Deck Cond	Super Cond	Sub Cond	Culvert Cond	Suffic Rating	Func Clsit	Struc Defic	Last Inspected	Responsibility	Structure Length (FT)	Structure Width (FT)	Avg Daily Traffic	Health Index
45	Cartersville Road	Jamies River	Bridge	1974	0	-1	7	6	6	N	87.6			7/3/2012	VDOT	946.9	36.7	887	87.62
60	Anderson Highway	Tribs. Muddy Creek	Culvert	1932	0	-1	N	N	N	6	98.8			2/29/2012	VDOT	12.1	70	4244	99
60	Anderson Highway	Small Branch	Culvert	1932	0	-1	N	N	N	7	97.8			2/29/2012	VDOT	7.9	86	4244	100
60	Anderson Highway	Willis River	Bridge	1988	0	-1	7	7	7	N	95.7			4/6/2012	VDOT	142.1	45.9	2359	100
60	Anderson Highway	Trouble Creek	Culvert	1932	0	-1	N	N	N	6	98.7			6/22/2012	VDOT	1.9	74	4200	100
60	Anderson Highway	Small Branch	Culvert	1935	0	-1	N	N	N	6	97			2/29/2012	VDOT	7.9	120	4244	66.67
60	Anderson Highway	Tribs. Maxey Mill Creek	Culvert	1935	0	-1	N	N	N	6	99.4			2/29/2012	VDOT	1.9	123	4244	99
60	Anderson Highway	Rock Creek	Bridge	1930	0	-1	6	6	6	N	95.8			1/30/2012	VDOT	1.8	39.7	2359	80.25
60	Anderson Highway	Tribs. Willis River	Culvert	1932	0	-1	N	N	N	5	87.4			2/22/2012	VDOT	16.1	120	2359	83.33
60	Anderson Highway	Payne Creek	Bridge	1930	0	-1	6	5	5	N	67.7			1/30/2013	VDOT	14.1	25.6	2359	82.58
600	River Road	Angola Creek	Culvert	1968	0	-1	N	N	N	7	98			11/27/2012	VDOT	26.9	38	160	100
600	Stoney Point Road	Big Guineas Creek	Bridge	1952	0	-1	7	6	7	N	76.6			7/20/2011	VDOT	98.1	21.7	513	89.44
600	River Road	Tribs. Appomattox River	Culvert	1985	0	-1	N	N	N	7	99.7			1/4/2011	VDOT	9.8	48	1069	100
600	Stoney Point Road	Tribs. Little Guineas Crk.	Culvert	1932	2011	2011	N	N	N	8	95.9			11/8/2011	VDOT	12.3	53.8	1000	100
600	River Road	Tribs. Appomattox River	Culvert	1990	0	-1	N	N	N	7	96.8			1/29/2013	VDOT	2.2	76	812	100
600	River Road	Bad Luck Branch	Culvert	1990	0	-1	N	N	N	7	96.9		SD	8/14/2012	VDOT	28.9	46	660	87.32
600	Blank Road	Little Willis Creek	Bridge	1932	0	-1	5	5	7	N	25.4			4/17/2013	VDOT	4.2	20	960	61.62
600	Plank Road	Dry Creek	Culvert	1932	0	-1	7	5	5	N	84.8			3/26/2012	VDOT	14.1	36	1100	66.67
600	River Road	Green Creek	Bridge	1965	0	-1	7	5	7	N	50.7			6/19/2012	VDOT	32.2	20	386	93.82
600	River Road	Branch Angola Crk.	Culvert	1932	0	-1	N	N	N	5	85			3/20/2013	VDOT	16.1	46	161	33.33
602	Amphill Road	Willis River	Culvert	1966	0	-1	8	7	7	N	91.4			12/11/2012	VDOT	144	28.5	180	99.98
605	Route 605	Willis River	Bridge	1985	0	-1	8	7	8	N	85.8			3/26/2013	VDOT	8.9	70	195	0
605	ROUTE 605	Boston Branch	Bridge	2011	0	-1	8	7	8	N	98			7/11/2011	VDOT	77.1	27.9	58	99.2
608	Sugar Fork Road	Willis River	Bridge	1974	0	-1	8	8	8	N	97			12/14/2011	VDOT	20.8	30	58	100
612	Trices Lake Road	Big Cattail Creek	Bridge	2010	0	-1	8	8	7	N	84.8			1/21/2012	VDOT	137.1	24	60	62.85
613	Sports Lake Road	Randolph Creek	Bridge	1963	0	-1	6	5	5	N	96.9			5/15/2012	VDOT	23.6	30	99	100
615	Game Farm Road	Bigger Creek	Bridge	1964	1998	-1	8	7	6	N	63.4			6/19/2012	VDOT	28.9	22	37	71.78
615	Game Farm Road	Reynolds Creek	Bridge	1962	0	-1	6	6	5	N	79.4			3/26/2013	VDOT	21	20	48	96.11
616	Deep Run Road	Deep Run Creek	Culvert	1974	2011	2011	N	N	9	N	76.6			8/20/2012	VDOT	27.9	20	48	70.32
616	Deep Run Road	Deep Run Creek	Bridge	1975	0	-1	6	6	6	N	97			3/23/2011	VDOT	11.7	60	79	100
616	Deep Run Road	Deep Run Creek	Culvert	1965	0	-1	6	6	6	N	94		SD	1/29/2013	VDOT	20	19.7	79	87.23
621	Brook Hill Road	Tribs. Appomattox River	Culvert	1932	0	-1	N	N	N	4	70			2/6/2013	VDOT	16.1	94	79	0
621	Brook Hill Road	Appomattox River	Bridge	1900	0	-1	5	4	5	N	81.9		SD	3/26/2012	VDOT	11.2	24	50	66.67
622	Trants Mill Road	Buck and Game Creek	Culvert	1973	0	-1	N	N	N	7	0			3/22/2013	VDOT	163.1	12.5	54	94.46
622	Trants Mill Road	Willis River Overlow	Culvert	1971	1980	-1	N	N	N	7	95.8			2/22/2012	VDOT	14.1	66	401	100
622	Trants Mill Road	Willis River	Bridge	1981	0	-1	5	7	7	N	96.6			1/29/2013	VDOT	26.9	74	1022	100
623	Quarry Road	Horn Quarter Creek	Bridge	1930	0	-1	6	6	7	N	88.9			10/4/2012	VDOT	182.1	31.8	90	92.04
624	Sugar Fork Road	Bonbrook Creek	Culvert	1991	0	-1	N	N	7	N	99			1/29/2013	VDOT	16.1	21	90	87.19
626	Bonbrook Creek Rd	Bonbrook Creek	Bridge	2006	0	-1	7	7	7	N	99			8/25/2011	VDOT	24.9	42	195	100
626	Wesador Road	Reynolds Creek	Bridge	1994	0	-1	N	N	6	N	99			8/14/2012	VDOT	25.9	36.1	210	100
629	Oak Hill Rd.	Bear Creek	Bridge	1933	0	-1	6	6	6	N	69			6/23/2011	VDOT	28.9	57	66	95.65
629	Oak Hill Rd.	Rock Point Creek	Bridge	1932	0	-1	7	7	6	N	95			9/26/2011	VDOT	42	21	185	82.29
629	Oak Hill Road	Winston Creek	Bridge	1945	0	-1	7	7	6	N	95			7/21/2011	VDOT	25.9	21.3	45	83.26
631	Davenport Road	Tearwaller Creek	Bridge	1954	2000	-1	8	8	7	N	98			10/24/2011	VDOT	16.1	21.3	45	92.98
633	Rock Creek Road	Rock Creek	Bridge	1961	0	2011	8	8	7	N	98			6/19/2012	VDOT	25.9	23.6	54	99.93
634	Salem Church Road	Willis River	Bridge	1963	0	-1	7	6	7	N	98			7/12/2011	VDOT	35.8	22.8	28	100
635	Pleasant Valley Rd	Dry Creek	Culvert	1994	0	-1	7	6	7	N	80.5			12/11/2012	VDOT	196.9	26.9	36.3	96.44
636	Raines Tavern Road	Tribs. Little Willis Rive	Culvert	1932	0	-1	N	N	N	4	69.9		SD	1/29/2013	VDOT	27.9	36	189	94.03
637	S. Airport Road	Dry Creek	Bridge	1965	0	-1	5	5	5	N	64.1			3/20/2013	VDOT	8.9	50	380	62.59
639	Purvey Road	Little Guineas Creek	Bridge	1999	0	-1	7	7	7	N	87.3			10/19/2012	VDOT	38.1	20	210	59.65
640	Holman Mill Road	Big Guineas Creek	Bridge	1968	2008	2008	8	8	7	N	80.4			5/27/2011	VDOT	99.1	26.9	257	99.23
641	Simms Road	Tear Wallat Creek	Culvert	1996	0	-1	8	8	7	N	78.9			4/2/2012	VDOT	42	24	488	99.44
644	Forest Hill Road	Tribs. Little Guineas Creek	Bridge	1974	0	-1	7	5	5	N	97			9/6/2012	VDOT	25.9	39	480	100
644	Moitley Mill Road	Big Guineas Creek	Culvert	1974	0	-1	N	N	N	6	97			3/20/2013	VDOT	23	52	236	98.72
650	Belle Road	Hatcher Creek	Culvert	1975	0	-1	N	N	N	6	96.9			6/19/2012	VDOT	2.3	20	25	84.82
654	Pinchgrove Road	Muddy Creek	Culvert	1996	0	-1	N	N	7	N	98.9			1/29/2013	VDOT	75.1	80	278	66.67
654	Pinchgrove Road	Maxey Mill Creek	Bridge	2010	0	-1	8	7	8	N	91.9			9/6/2012	VDOT	29.9	70	232	100
654	Sunnyside Road	Little Guineas Creek	Bridge	1997	0	-1	7	7	7	N	94.3			7/21/2011	VDOT	41	26.9	242	100
654	French's Store Rd.	Deep Creek	Culvert	1973	0	-1	N	N	N	5	85.9			3/20/2013	VDOT	1.9	61	268	32.5
664	Angola Road	Angola Creek	Bridge	1962	0	-1	7	5	5	N	74.2			9/6/2012	VDOT	1.9	20	70	57.18
668	ROUTE 668	Tribs. Dry Creek	Culvert	2012	0	-1	N	N	N	8	97			6/19/2012	VDOT	15.8	60	110	100
671	Summerset Road	Cat Branch	Culvert	1965	2009	-1	N	N	N	7	96			6/16/2009	VDOT	1.9	30	62	100
672	Sports Lake Rd.	Buck and Game Creek	Culvert	1932	0	-1	N	N	N	7	96.9			2/22/2012	VDOT	1.9	28	286	99.4
672	Sports Lake Rd.	Cat Branch	Culvert	1970	0	-1	N	N	N	5	86			8/25/2011	VDOT	1.9	80	258	48.33
672	Sports Lake Road	Tribs. Willis River	Culvert	1964	0	-1	N	N	N	5	86			3/26/2013	VDOT	7.9	40	108	33.33
673	Ligertown Road	Angola Creek	Bridge	1960	2003	-1	7	6	5	N	57.3			1/9/2013	VDOT	32.2	20	70	85.41
687	Shenwood Road	Davis Creek	Bridge	1961	0	2003	8	7	7	N	80.5			6/23/2011	VDOT	27.9	23.6	141	96.86
690	Columbia Road	Willis River	Bridge	1934	0	-1	6	6	6	N	62.3			5/19/2012	VDOT	167	24.9	543	96.45
690	Columbia Road	Branch Willis River	Culvert	1932	0	-1	N	N	N	7	96.9			2/22/2012	VDOT	7.9	44	543	99.22
690	Columbia Road	Boston Branch	Bridge	1932	0	-1	6	6	7	N	63			6/19/2012	VDOT	2.3	28.9	543	84.43
696	Bonbrook Road	Willis River	Bridge	1971	0	-1	7	7	7	N	98			11/12/2012	VDOT	90.9	30.8	60	99.99

Public Transportation

Residents in most of Cumberland County do not have access to public transportation, a common characteristic of the region as a whole. The Farmville Area Bus serves the portion of Farmville that extends into Cumberland County, but the rest of the County is unserved. There is also a Greyhound bus station in Farmville.

Services are extremely limited in Planning District 14, with vast areas and many communities not served by the limited transportation systems that do exist. Public transportation within the County would assist workers with transportation to and from work places. There are no Park and Ride lots in the County.

Rail Service

Rail service has been a vital part of the region's economy in the past. However, the section that runs between Farmville and Burkeville (through Cumberland County) has been abandoned by its owner – the Norfolk Southern Corporation. This line has since been converted into a recreational trail and is operated by the Department of Conservation and Recreation as High Bridge Trail State Park.

CSX Corporation owns a rail line that runs from Richmond to Lynchburg and points beyond. That line runs along the northern border of Cumberland County, in close proximity to Columbia and Cartersville.

Airports

The Farmville Regional Airport is a general aviation airport located in southern Cumberland County and owned and operated by the Town of Farmville. The airport lies 5 miles northwest of the Town of Farmville. The airport currently has 35-based aircraft with 26 hangars. The airport does not offer commercial flights. General aviation airports make important contributions to economic development in the state and in the local communities they serve. In 2010, Virginia's public-use general aviation airports contributed \$728 million in economic activity to the state economy. They were directly or indirectly responsible for 5,200 jobs with an annual income of \$213 million. According to the Virginia Department of Aviation Statewide Economic Impact Study, the Farmville Regional Airport contributes to 44 jobs, \$1.16 million in payroll and \$3.60 million in economic activity in the area.

- The airport has a runway length of 4,400 feet. The runway was expanded from its previous length of 3,200 feet in 1996. The Town of Farmville has been successful in obtaining funds from the Federal and State Aviation Association for upgrades of the airport's facilities. Upgrade activities included the runway extension, installation of a new lighting system, terminal building, relocation of the Automated Weather Observing System (AWOS) and a 24 hour fuel servicing area.

The Town of Farmville's 2012 Capital Improvement Plan and the Airport Layout Plan consist of the following five phases, contingent on the availability of funding:

- AWOS relocation and obstruction removal – completed
- Land Acquisition – 2013
- Relocation and Access Road and Construction of Apron – 2016
- Remove Obstructions off airport, new Apron and Taxiway – 2017
- Design and Construction of Extended Runway 03/61 600' and widen 25' to 5,000' X 100' - 2019

The new Farmville Capital Improvements Plan for the airport includes an extension of the runway to 5,000 feet long (from 4,400 feet) and 100 feet wide (from 75 feet), and the construction of a T-hangar and associated taxiway. The extension is necessary to accommodate increased traffic and aircraft that cannot currently use the airport. Other projects in the new plan include a parallel taxiway and the addition of more hangars.

The proposed plan is divided into three phases, with a total cost of approximately \$10.5 million. It is estimated that state and federal funding will pay 98 percent of the total project cost, using aviation-related tax revenues.

The nearest commercial airline terminals are the Richmond International Airport, located east of the city of Richmond; the Lynchburg Regional Airport, located south of the city of Lynchburg; and the Charlottesville Regional Airport, located north of the city of Charlottesville.

Piedmont Regional Bicycle Plan

In June 2000, the Piedmont Planning District Commission prepared the Piedmont Regional Bicycle Plan in cooperation with the U.S. Department of Transportation, Federal Highway Administration and Virginia Department of Transportation. The project was funded by the FY 2002 Rural Transportation Planning Grant under the Rural Transportation Program. In order for any locality or region to be eligible for VDOT funding for highway projects, it needed to adopt appropriate sections of the Bicycle Plan as part of its comprehensive plan. In 2010, the Commonwealth Regional Council updated the Bicycle Plan. Thus, the Bicycle Plan is now incorporated in this Cumberland County Comprehensive Plan Update. See Map XI.

CUMBERLAND COUNTY COMPREHENSIVE PLAN 2013-2018

Bicycle Routes (Existing and Proposed)		
Counties	Code	Description
Amelia, Nottoway and Lunenburg	A	Route 1 (existing)
Amelia, Cumberland, Prince Edward and Buckingham	B	Lee's Retreat
Nottoway	B1	Lee's Retreat
Lunenburg	C	Rt. 40 linking Lunenburg Court House to Victoria and Kenbridge
Buckingham	D	Route 604 and 606 linking Yogaville and the James River State Park
Prince Edward	E	Farmville/Hampden Sydney to Darlington Heights/Five Forks - Rt. 643 in Farmville to Rt. 658 to 639 to 660 to 665 to 692 to 643 back to Farmville
Prince Edward	F	Longwood University to Hampden Sydney College - Route 643 - Back Hampden Sydney Road (travel W on High Street from Longwood University) to Hampden Sydney College, Rt. 665 to Rt. 630 to Rt. 628 back to Longwood University
Cumberland	G	River Road (Rt. 600) to Stoddard and Angola to 638 to Rt. 45 to Rt. 636 to Plank Road (Rt. 600) back to Farmville
Farmville	H	Historic Farmville (Third Street, Milnwood Road, Main Street, High Street)
Charlotte	M	Route 40 from Campbell County to the West to Lunenburg County to the East.
Prince Edward/Amelia	N	Rice/Sailor's Creek - Rt. 619 at Rice to Rt. 618 to Rt. 617 to Rt. 600 back to Rice.
Prince Edward	P	Prospect Loop - Rt. 626 from Prospect to Rt. 625 to Rt. 609 to 651 to 608 to 460 to 608 to 626 back to Prospect
Prince Edward	Q	Prospect to Elam - Rt. 626 at Prospect to Rt. 657 to Elam to Rt. 627 to 609 to 626 to 708 to 652 to 460 back to Prospect
Prince Edward	S	Briery Creek and Wildlife Management Area Mountain Bike Trail
Charlotte	T	Rt. 15 North from Keysville to Prince Edward County line, Rt. 747 to connect to Rt. 604.
Prince Edward	U	From Farmville travel 460 East to Rt. 696 to 636 to 637 to 630 to 665 to 692 (Hampden Sydney College) to 658 to 643 back to Farmville
Cumberland	V	Brown's Store on Rt. 45 north to Rt. 640, 660, 639, 631, 641, 642, 600, 643 to 13. Cross Rt. 60 to Rt. 728, 624, 623, 622, 650, 629, 633, 632 to 634 to Rt. 45. Middle Connector: Rt. 629, Rt. 60, 670, 669, 631 to Rt. 639 intersection.
Cumberland	V-Alt.	Connector
Cumberland	V-Alt.	Connector to Cumberland Court House
Cumberland	W	From Ashby on Rt. 45 follow Rt. 616 to 45 to Rt. 690 to Rt. 612 to Rt. 608 to Rt. 624 to Rt. 625 to Rt. 45.
Buckingham	X	Travel Rt. 15 South from Fluvanna/Buckingham County line to Rt. 640 to Rt. 638 to connect to Lee's Retreat at Rt. 636.
Charlotte	Y	Travel Rt. 727 from Appomattox/Charlotte County line South to the Town of Phenix to connect to Rt. 40.
Charlotte/Lunenburg	Z	Tobacco Heritage Trail (existing and proposed)

Physical Characteristics

The Land Surface

Cumberland County is located in the Piedmont, characterized by rolling topography. The topographic relief of the area ranges from 200 to 500 feet above sea level. In general, the land surface slopes gently toward the southeast. A large part of the planning area falls within developable limits as far as topography is concerned; however, some hilly areas and strips along streambeds may present land slopes greater than fifteen percent (15 feet for each 100 feet horizontal), which may exclude development.

Climate

The County experiences a generally moderate climate (See Table XXI). The winters are fairly mild with an average high in January of 48°F and an average low of 26°F. Summers are typically warm with temperatures in July averaging a high of 91°F and a low of 66°F. The chart below indicates the temperature and weather trends at Cumberland Court House. This information was obtained from the Weather Channel, 2013.

Precipitation averages 3.59 inches a month, with a majority of rainfall occurring during spring and summer. Prevailing winds for the most of the year are from the south and southwest, while winter winds are from the north and northeast.

TABLE XXI												
Monthly Averages and Records												
Cumberland Court House												
	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>
Avg. High	48°F	52°F	61°F	72°F	80°F	88°F	91°F	90°F	83°F	72°F	62°F	51°F
Avg. Low	26°F	27°F	34°F	43°F	53°F	62°F	66°F	65°F	57°F	44°F	35°F	28°F
Mean	37°F	40°F	48°F	58°F	67°F	75°F	79°F	78°F	70°F	58°F	49°F	40°F
Avg. Precip.	3.08 in	2.88 in	3.97 in	3.16 in	3.97 in	3.50 in	4.23 in	3.85 in	3.71 in	3.70 in	3.76 in	3.26 in
Record High	85°F 2002	83°F 2000	90°F 1998	98°F 2002	98°F 2006	101°F 2002	105°F 1999	107°F 2007	100°F 1998	96°F 2007	85°F 2003	81°F 1998
Record Low	-14°F 1987	-18°F 1996	3°F 1993	19°F 2002	29°F 2005	38°F 1997	45°F 2002	42°F 1986	34°F 1991	22°F 2001	12°F 2000	-6°F 1989

Source: The Weather Channel, 2013.

Drainage

Cumberland County is divided into two watersheds by U.S. Route 60, which runs east-west through the County. Most of the area north of U.S. Route 60 drains into the James River Watershed. The James River flows past Richmond and Williamsburg, and into the Chesapeake Bay. Most of the area south of the highway drains into the Appomattox River Watershed. The Appomattox runs through Farmville and along the border between Cumberland, Buckingham, Prince Edward and Amelia Counties, and flows into the James River south of Richmond.

Mineral Resources

Cumberland County is underlain primarily by igneous and metamorphic rock. Granite and related rocks occur in some parts of the County. Monazite, a phosphate of the rare earth, is found in saprolite derived from gneiss near Farmville.

In the past, sandstone was quarried near Farmville for use as foundation stone, and conglomerate near Trents Mill was quarried and crushed for roadstone. Sand and gravel have been produced for highway construction and maintenance. Also in the past, prospecting was done for mica and feldspar southwest of Cumberland Court House and for mica southwest of Duncan's Corner. Sulfide minerals and gold have been prospected near Cartersville. In addition, there is an abandoned gold mine located in the northern part of the County.

Clay materials have been produced for the manufacture of brick near Hawk. Coal of Triassic age occurs in the southwestern part of the County, and a small amount has been mined near Farmville. The abandoned Piedmont Coal Company produced coal for local use from the early 1860s until the early 1880s in the southern part of the County.

Forests

According to the local office of the Virginia Department of Forestry, Cumberland County had 119,083 acres of forestland in 2006, out of a total land area of approximately 192,000 acres (* Based on an interpretation of available digital aerial photography). This represents approximately 62 percent of the County's total land area that consists of forest. The majority of the County's forestland is privately owned. A smaller amount is commercially owned, and a small amount – less than 20,000 acres – is state-owned (Cumberland State Forest).

Farmland

Map XII shows farmland classifications for Cumberland County as determined by the USDA Natural Resources Conservation Service. According to the latest statistics in 2007, there were 285 farms in Cumberland County. The County ranks 8th in the state in Agriculture, and is the 5th largest poultry producer. Market value of crops and livestock was \$41,958,000; timber value recorded in 2011 was \$6,257,208. The total value of all agricultural products was \$48,215,208. Of the \$41,958,000 in crop and livestock agricultural products, poultry accounts for the majority of Agricultural products with 89 percent or \$35,519,000.



Soils

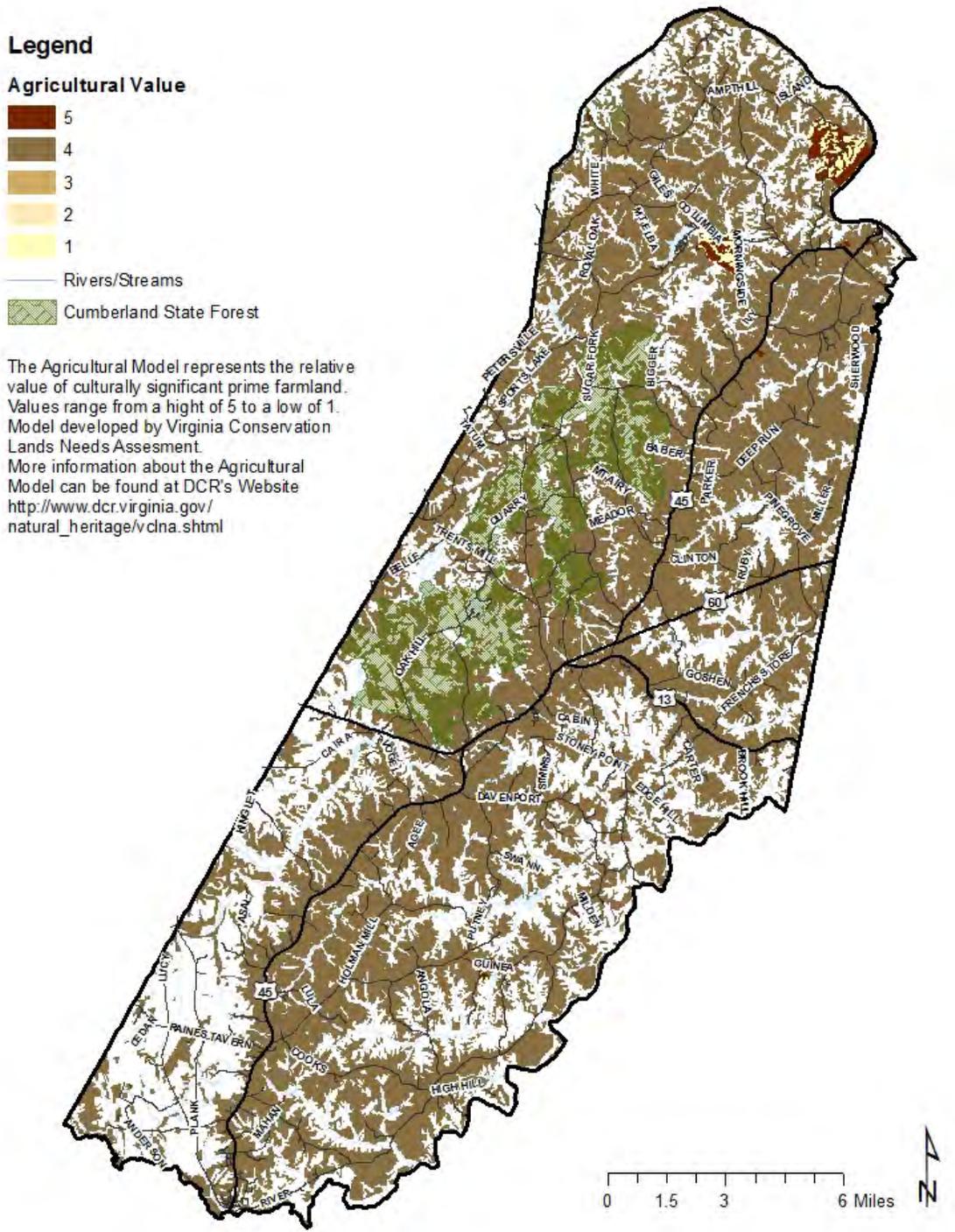
Map XIII shows the general soil associations in Cumberland County. A soil association is a landscape that has a distinguishable proportional pattern of soils. It normally consists of one or more soils of large extent, and at least one soil of lesser extent, and is named for the most extensive soils. The soils in one association can occur in another, but in a different pattern.

Some of the soil associations found in Cumberland County are discussed in terms of their suitability for ponds, lagoons, septic tank systems, and buildings.

- Sustainability for lagoons: Poindexter soils may present a problem because of rock within 40 inches of the ground surface. Chewcala is generally not suitable because it is subject to flooding. The other soils in the associations have moderate limitations because of seepage or wetness, or both. On-site investigations are necessary to determine suitability of the soil for a lagoon.
- Suitability for ponds: Generally, Appling, Dogue, Mayodan, Enon and Creedmoor soils are considered good for pond sites. Caution should be observed during construction not to dig down into the underlying rotten rock, which is usually at depths of 3 ½ to 7 feet or more. Cecil and Poindexter do not hold water well in many places, and a year-round flow from springs is best to insure a full pond. Chewcala is generally suited for ponds, but the hazard of flooding is a menace to the structure. Dogue soils usually are capable of holding water, provided the site is not dug down to a sand or gravel layer. On-site investigations are necessary to determine site suitability.
- Suitability for septic systems: Appling, Mayodan and Cecil soils are rated as having moderate limitations for septic fields on all slopes. On-site inspections are necessary, as a septic system placed below rotten rock that is soft and loose could pollute ground water. Poindexter and Enon soils have severe limitations because of the shallowness to rock. Creedmoor, Chewcala and Dogue soils also have severe limitations, because of a tight subsoil or high water table.
- Suitability for buildings: Appling and Cecil soils would have slight limitations on slopes of 7 percent or less, moderate limitations on slopes ranging from 7 to 12 percent, and severe limitations on slopes of more than 12 percent because of slope. These are deep well-drained soils, and landscaping can be accomplished fairly easily. Enon soils have plastic clay lower subsoils that may cause some swelling and shrinking upon wetting and drying. Borings need to be made to determine if the clay subsoil is plastic enough to take special precautions in building foundations. Because of this, it has severe limitations on slopes up to 7 percent, moderate limitations on slopes from 7 to 12 percent, and severe limitations on slopes over 12 percent. Special precautions to seal basements would apply to this soil.

More detailed soil information, including maps, data on soil properties and qualities, and suitability and limitation information for the different types of soils in the County, can be found on the web by going to <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx> and selecting Cumberland County, Virginia, as the area of interest. Copies of the County's soil survey are also available at the Peter Francisco Soil and Water Conservation District Office, located in Buckingham County.

Map XII – Farmland Classifications

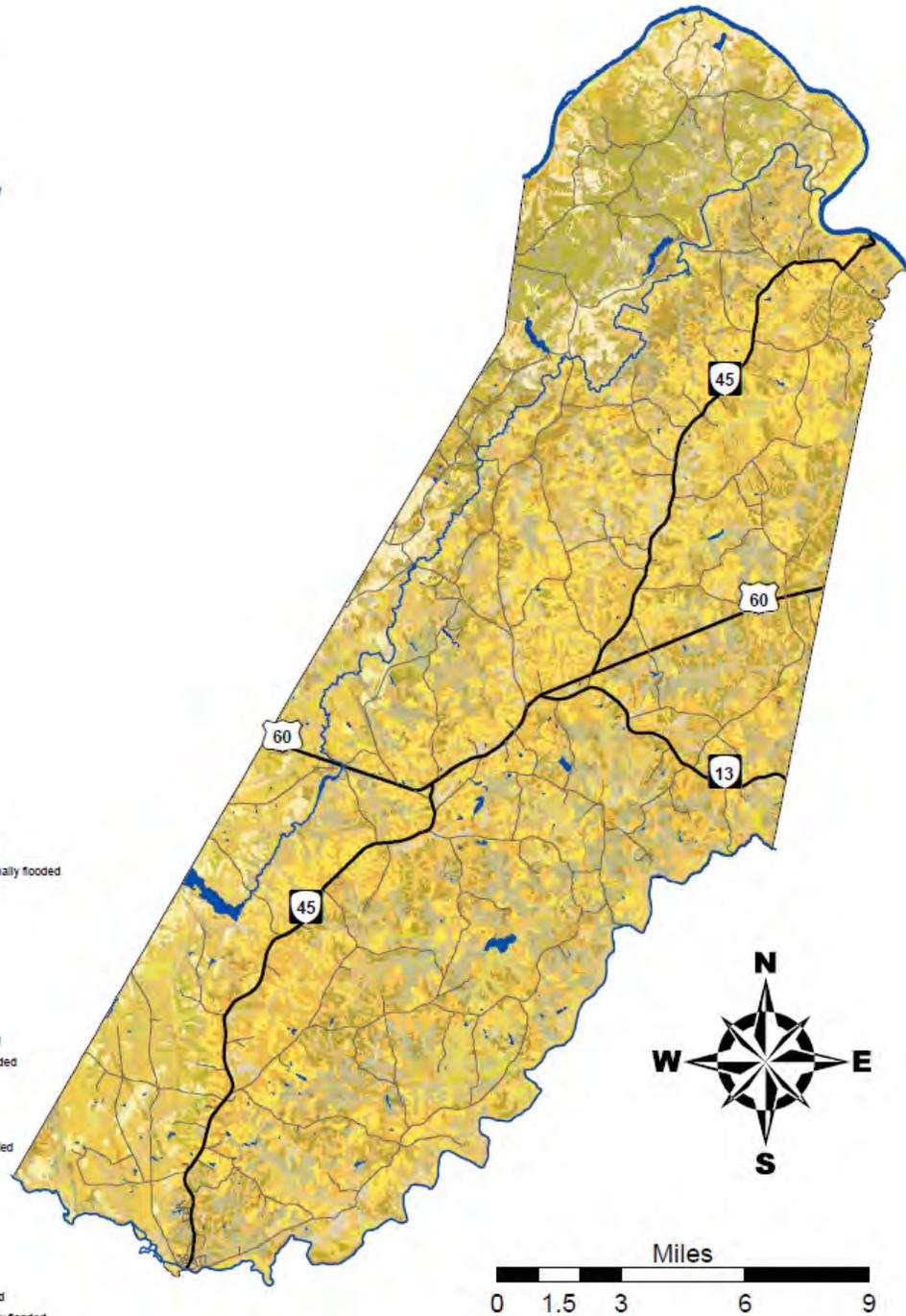


Source: USDA Natural Resources Conservation Service

Map XIII – Soil Types

Soil Type

-  Clifford sandy loam, 7 to 15 percent slopes, very stony
-  Clifford clay loam, 7 to 15 percent slopes, severely eroded
-  Codorus loam, 0 to 2 percent slopes, frequently flooded
-  Della fine sandy loam, 0 to 4 percent slopes
-  Devotion sandy loam, 7 to 15 percent slopes
-  Devotion sandy loam, 15 to 25 percent slopes
-  Dogue fine sandy loam, 0 to 2 percent slopes, rarely flooded
-  Dogue fine sandy loam, 2 to 7 percent slopes, rarely flooded
-  Enon-Helena complex, 2 to 7 percent slopes
-  Enon-Helena complex, 7 to 15 percent slopes
-  Enon-Helena complex, 15 to 25 percent slopes
-  Enon-Helena complex, 2 to 7 percent slopes, very stony
-  Enon-Helena complex, 7 to 15 percent slopes, very stony
-  Enon-Pointexter complex, 15 to 25 percent slopes, very stony
-  Fairview-Devotion complex, 15 to 25 percent slopes
-  Fairview-Devotion complex, 25 to 45 percent slopes
-  Appling sandy loam, 2 to 7 percent slopes
-  Halifax sandy loam, 2 to 7 percent slopes
-  Halifax sandy loam, 7 to 15 percent slopes
-  Helena sandy loam, 2 to 7 percent slopes
-  Helena sandy loam, 7 to 15 percent slopes
-  Jackland-Mirerock complex, 2 to 7 percent slopes
-  Mattaponi-Appling complex, 2 to 7 percent slopes
-  Mayodan-Exway complex, 2 to 7 percent slopes
-  Mayodan-Exway complex, 7 to 15 percent slopes
-  Mecklenburg loam, 2 to 7 percent slopes
-  Mecklenburg loam, 7 to 15 percent slopes
-  Nathalie sandy loam, 2 to 7 percent slopes
-  Nathalie-Halifax complex, 7 to 15 percent slopes
-  Oak Level-Diana Mills complex, 2 to 7 percent slopes
-  Oak Level-Gilom complex, 7 to 15 percent slopes
-  Oak Level-Gilom complex, 15 to 25 percent slopes
-  Appling-Helena complex, 7 to 15 percent slopes
-  Pacolet-Waterree complex, 15 to 25 percent slopes
-  Pacolet-Waterree complex, 25 to 45 percent slopes
-  Pinoka-Carbonton complex, 2 to 7 percent slopes
-  Pinoka-Carbonton complex, 7 to 15 percent slopes
-  Pinoka-Carbonton complex, 15 to 25 percent slopes
-  Pointexter-Wedowee complex, 2 to 7 percent slopes
-  Pointexter-Wedowee complex, 7 to 15 percent
-  Pointexter-Wedowee complex, 15 to 25 percent slopes
-  Pointexter-Wedowee complex, 25 to 60 percent slopes
-  Rasalo-Halifax complex, 2 to 7 percent slopes
-  Rasalo-Halifax complex, 7 to 15 percent slopes
-  Rasalo-Spriggs complex, 15 to 45 percent slopes, very stony
-  Riverview and Tuckahoe soils, 0 to 2 percent slopes, occasionally flooded
-  Sinton silt loam, 0 to 2 percent slopes, occasionally flooded
-  Speedwell loam, 0 to 2 percent slopes, occasionally flooded
-  Spriggs-Toast complex, 2 to 7 percent slopes
-  Spriggs-Toast complex, 7 to 15 percent slopes
-  Spriggs-Toast complex, 15 to 25 percent slopes
-  Spriggs-Toast complex, 25 to 60 percent slopes
-  State fine sandy loam, 2 to 7 percent slopes, rarely flooded
-  Banister fine sandy loam, 2 to 7 percent slopes, rarely flooded
-  Toccoa fine sandy loam, 0 to 2 percent slopes, frequently flooded
-  Trenholm sandy loam, 2 to 7 percent slopes
-  Waterree sandy loam, 7 to 15 percent slopes
-  Waterree sandy loam, 15 to 25 percent slopes
-  Wehadkee sandy loam, 0 to 2 percent slopes, frequently flooded
-  Wintergreen loam, 2 to 7 percent slopes
-  Worsham loam, 0 to 4 percent slopes
-  Bentley-Nathalie complex, 2 to 7 percent slopes
-  Brickhaven-Creedmoor complex, 2 to 7 percent slopes
-  Brickhaven-Creedmoor complex, 7 to 15 percent slopes
-  Ceoil sandy loam, 2 to 7 percent slopes
-  Ceoil sandy clay loam, 7 to 15 percent slopes, severely eroded
-  Chewacla and Monacan soils, 0 to 2 percent slopes, frequently flooded
-  Clifford sandy loam, 2 to 7 percent slopes
-  Water



Map created by CRC (Original – August 2006; Update – February 2013)
 (Source: USDA Natural Resources Conservation Service)

Community Facilities and Services

Introduction

Community facilities and services are made possible by individuals, families, businesses and industries working together to serve County residents through local government. The provision of such facilities and services is usually determined by the tax income that can be obtained from local population and businesses.

The following inventory analysis summarizes those public resources for which the government of Cumberland County has primary responsibility and control. However, it also considers other important resources and activities of other levels of government such as Federal and State agencies. In addition, some private or quasi-public facilities such as educational institutions and some utility systems are important resources for the local community and must be taken into account when analyzing the full range of public resources available to the citizens of the County.

Administrative Facilities

The Cumberland County Courthouse Complex, located in the village of Cumberland Court House on US 60, houses most of the county's administrative and court related offices. County Administration, The Commonwealth Attorney's Office, Circuit Court and General District Court have their offices in the Administration Building and hold court in the historic courthouse building. The Sheriff's Office and Probation Office as well as the Health Department are also located in the Courthouse Complex.

The Cumberland Community Center, located at the intersection of Forest View Road and US Route 60, houses the Social Services offices, Southside Virginia Community College, Bear Creek Academy, and provides meeting space and recreational space for county meetings and events.

The Virginia Cooperative Extension and Daily Bread offices are located on US Route 60 west of the Courthouse Complex.

Education

The Cumberland Public School System provides public education for County residents. Students from Cumberland County Cumberland Elementary School, Cumberland Middle School, and Cumberland High School, all located off US 60 west of Cumberland Court House. In addition, some students attend Fuqua School, a private school located in the Town of Farmville that also serves grades pre-K through 12.

According to the Cumberland County Public Schools Superintendent's 2011-2012 Annual Report, a total of 1,478 students are enrolled in the County's three public schools. At the beginning of the 2011-2012 school year, 100 percent of schools in Cumberland County were fully accredited as a result of the 2011 Standards of Learning assessments. Cumberland County Public Schools continues to lead the region in on-time graduation rates, the number of advanced study diploma graduates, and the percentage of students earning an Associate's Degree before graduating from high school. Each year the Southern Regional Education Board (SREB) recognizes one middle school and one high school from each participating state for excellence in student achievement and student growth. Cumberland Middle School was selected as the outstanding middle school in the State of Virginia in 2011.

The Cumberland School System features a comprehensive staff development program and tuition assistance to help staff members receive additional training. Currently, teachers are focusing on

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professional development to implement 21st Century Learning Skills into classrooms and to incorporate Project Based Learning activities. All division paraprofessionals meet or exceed the highly qualified standards established by the Virginia Department of Education and all are currently working on training for working with Autistic Spectrum Disorders.

Through the Student Laptop Initiative, each student at the high school has the opportunity to be issued a laptop computer for use both at school and at home. In addition, the high school, the middle and elementary school are equipped with computer labs. All teachers have access to Interactive



whiteboards, flip cameras, iPad and laptop carts, and webcams. The division has greatly enhanced the availability of virtual learning, providing student courses through Virtual Virginia, e2020, Rosetta Stone, and other sources.

Several types of Labs are available. Students have science lab courses, including chemistry, earth science, physical science, and biology. The Virginia Department of Education CTE pilot program also includes a lab. Additionally, computer labs are available.

Unfortunately, due to budget cuts and having a small staff, agriculture education has almost been eliminated from course offerings. However, a Life Skills class that incorporates an agriculture component continues. This course involves both high school and middle school students who use the greenhouse, learn gardening skills, and help grow the community garden located beside the high school/middle school complex. A Renewable Technology class, which started as a DOE pilot class several years ago, also touches on agriculture and uses the greenhouse and the community garden.



A Middle School Learning Through Nature class gives an introduction to agricultural principles. Once more funds become available, the possibility of expanding agriculture options will be explored.

The High School works with SVCC for dual enrollment classes. Students have an opportunity to earn both high school credits and college credits at the same time. Therefore, a number of students graduate from CHS with an Associate's Degree from



SVCC. In turn, SVCC has an articulation agreement with most public colleges in Virginia, including Longwood University, that they will accept the students who earn these Associate's Degrees. That way, upon graduation from CHS/SVCC, students can start four-year colleges as Juniors.

Currently, CHS is working with Longwood University to partner with an on-site educational training lab. Longwood student teachers are accepted, and the school is working to create a setting where these students would have an in-depth experience before graduating with teaching certificates.

Parks and Recreation

Cumberland State Forest - The [Cumberland State Forest](#) is located north of U.S. 60, west of Route 45, and bordered by the Willis River. This 16,222-acre forest offers hunting, fishing, a sporting clay range, archery course, trails, a picnic shelter, and permanent campsites. It is the second largest state forest in Virginia, surpassed only by Appomattox-Buckingham State Forest (19,808 acres), according to the Virginia Department of Forestry.



Bear Creek Lake State Park - [Bear Creek Lake State Park](#) is a 326.4 acre park that offers camping, picnicking, swimming, boating, and hiking. Bear Creek Lake State Park is located about three miles northeast of Cumberland Courthouse nestled within the heart of the Cumberland State Forest. Many of the park's facilities including the lake were constructed by the Cumberland County Civilian Conservation Corps in the late 1930's. Bear Creek Lake opened to the public in June of 1940 and reopened in 1962 as Bear Creek Lake State Park.

The park's recreational activities center on the 40-acre lake which has a boat launch, fishing pier, boat rentals and a swimming beach. The park offers camping, cabins, a meeting facility, an archery range, lakeside picnicking, playgrounds, interpretive programs, hiking and access to a 14-mile multi-use trail in the state forest.



In 2007 the park opened 13 new cabins and a linen facility on the west side of the lake, and a meeting hall on the beach side, which was part of the cooperative efforts between the Park and Cumberland County. In the same year the park also hooked up to Cumberland County's sewage and waterline and

CUMBERLAND COUNTY COMPREHENSIVE PLAN 2013-2018

introduced a Bunkhouse to the group camp area. In 2009 Bear Creek Lake State Park became a part of the Virginia Landmarks Register and in 2012 the park was listed on the National Historic Register. In 2012 park attendance totaled 78,952 visitors, with an estimated economic impact of \$3,766,720.

High Bridge Trail State Park - Located in southern Cumberland County this 31 mile trail also runs through Nottoway and Prince Edward Counties. The 1,108 acre park centers around High Bridge, a more than 2,400 foot long and 125 high bridge spanning the Appomattox River from Cumberland to Prince Edward Counties. A former rail bed of the Norfolk Southern Railroad, the trail is flat and well suited for hiking, bicycling and horseback riding. The bridge and park can be accessed from River Road in Cumberland County as well as many other access points along the route. In 2012, High Bridge Trail State Park had 188,467 visitors.



James and Appomattox Rivers - There are boat landings on the James River at Columbia, at the Cartersville Bridge, and along the Willis River. The Appomattox River is accessible at the Appomattox River Bridge at Farmville. Organized canoeing trips are offered by the [Appomattox River Company](#), located on North Main Street in Farmville.

Bicycling Trails - The county offers a number of biking trails for riders ranging from novice to experienced off-road rider.

These scenic routes include hard-surface, dirt and gravel roads. A number of convenience and country stores can be found along the way. Maps XIV, XV and XVI on the next three pages, show biking and hiking trails in the County.

Municipal Sports -The Cumberland Youth League provides a broad range of recreation opportunities for boys up to age 18 and girls up to age 19. Sports include baseball (age 4 and up), T-ball, soccer (age 5 and up), cheerleading, basketball and football. Most of the outdoor events are held at the Madison Ballfield, located on Route 13 east of Cumberland Court House. The basketball leagues hold their games at the Cumberland Community Center gymnasium.

Cumberland also offers adult programs including a softball and basketball league, a horseshoe tour, card playing groups, and annual trips.

Farmville Municipal Golf Course - The Farmville Municipal Golf Course (formerly known as Brookleigh Golf Club, Heartland Golf Club, and Landing View Golf and Country Club before that), is located on Wedgewood Drive, near the airport. It is a nine hole course open to the public seven days a week. Services include a practice facility, junior size Olympic pool and Banquet/Meeting space for up to 300 guests.

Seniors Programs - Cumberland seniors can join a seniors group to participate in various activities such as bingo and other games and to plan and participate in an annual trip. The seniors meet on the second and third Wednesday of the month from 12 Noon to 3:00 pm. The second Wednesday they meet at Madison Fire Station; on the third Wednesday they meet at Randolph Fire Station.

Map XIV - Biking/Hiking Trails

 Cumberland State Forest
(see Map XV for more details)

 Bear Creek Lake State Park
(see Map XVI for more details)

 High Bridge Trail

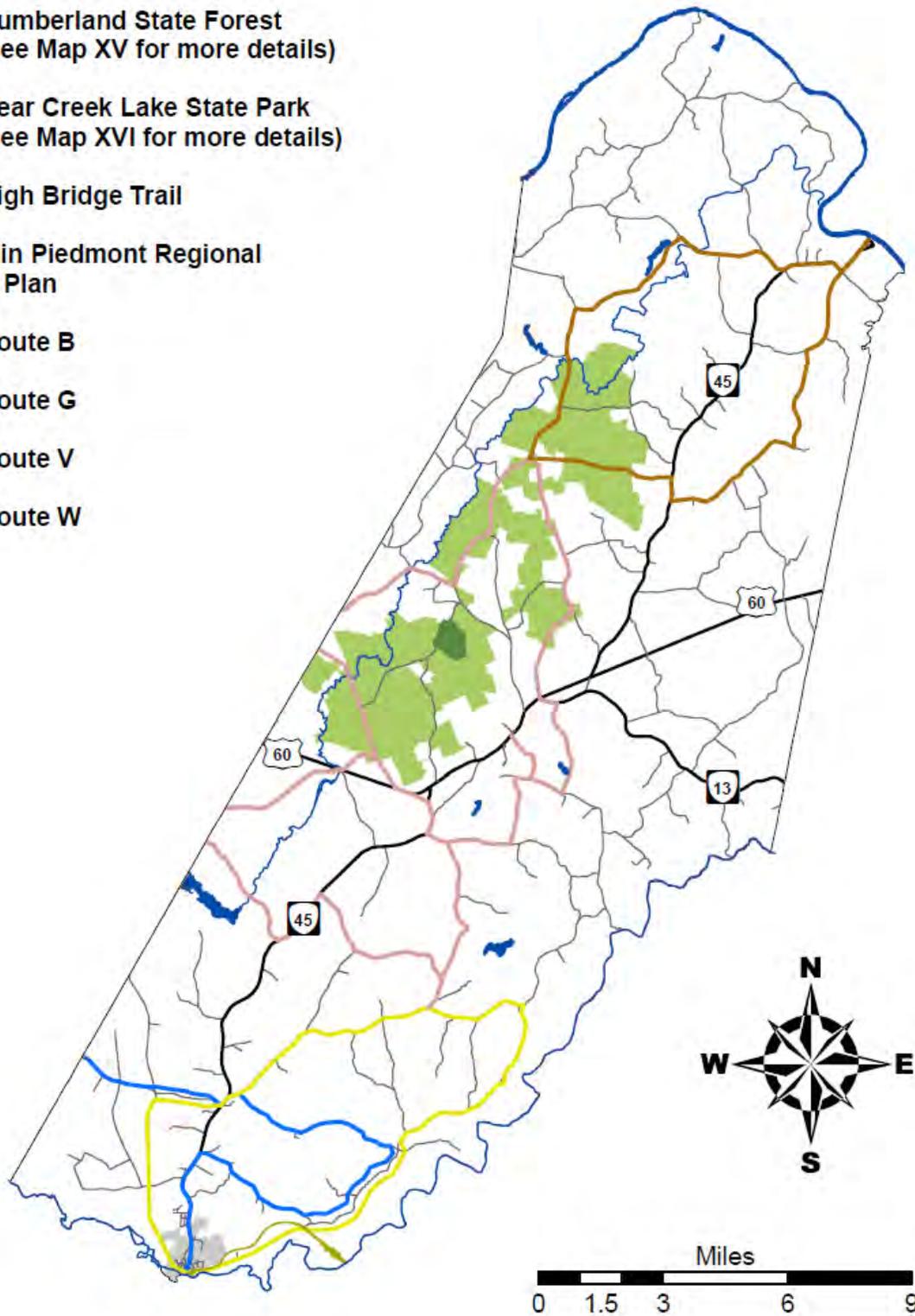
Routes in Piedmont Regional
Bicycle Plan

 Route B

 Route G

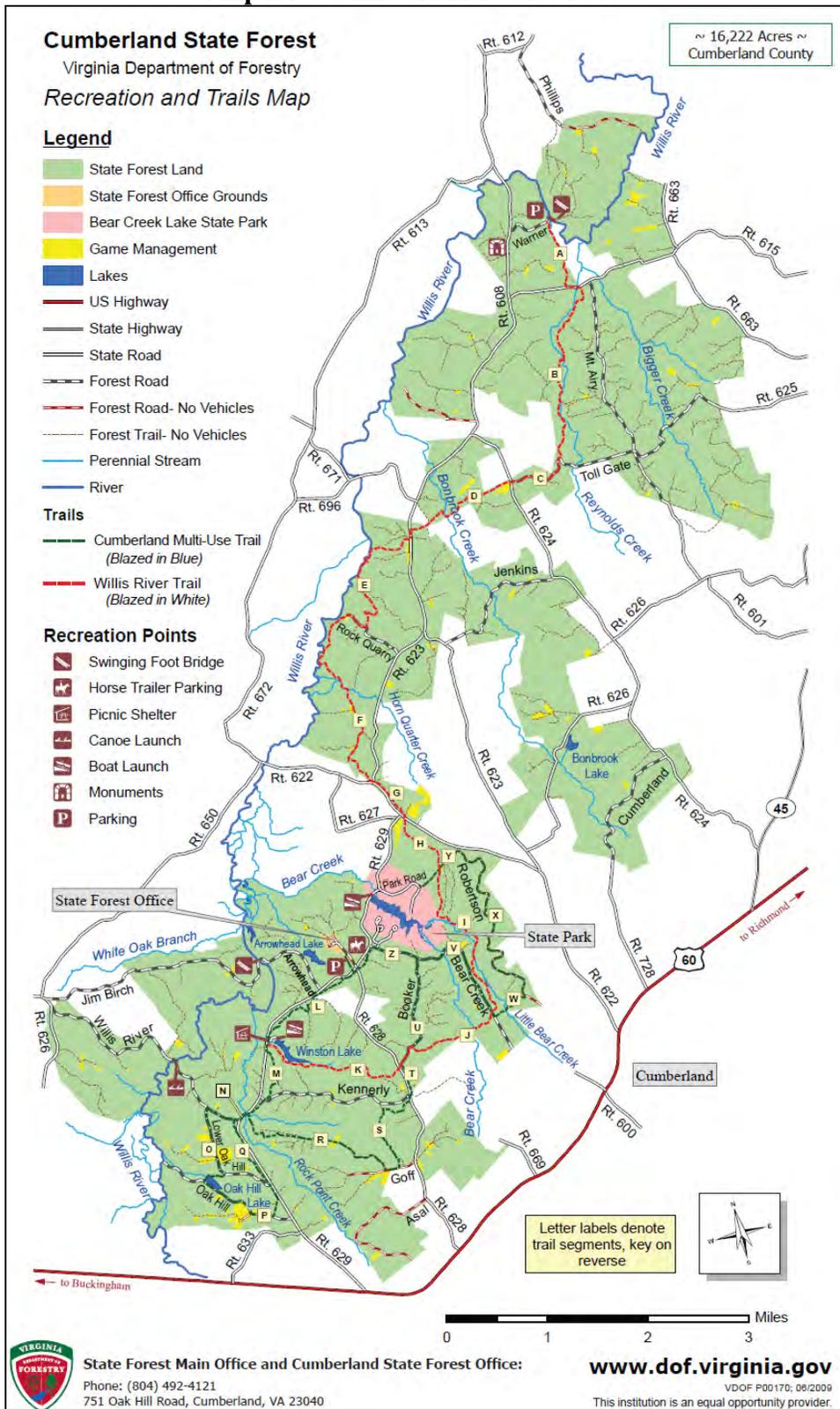
 Route V

 Route W



Map created by CRC (Original – August 2006; Update – February 2013)

Map XV – Cumberland State Forest



Source – Virginia Department of Forestry

Library

The Cumberland County Public Library is located on U.S. 60, west of Cumberland Court House. There are three staff, two of whom are full-time – in addition to a number of volunteers who help run the library's many services. Programs and services provided by the library include Internet access, a pre-school story hour on Wednesday mornings, and many different research databases. The library has a rotating schedule of operation, which is as follows: Monday – 9:00 am to 8:00 pm; Tuesday – 9:00 am to 6:00 pm; Wednesday – 9:00 am to 6:00 pm; Thursday – 9:00 am to 5:00 pm; Friday – 9:00 am to 5:00 pm; Saturday – 9:00 am to 2:00 pm.

Health Care Facilities

There are no hospitals in Cumberland County, but residents are in close proximity to Centra Southside Community Hospital, located in Farmville. The full-service hospital provides 24-hour physician emergency service, and intensive/coronary care unit, surgery, obstetrics, pediatrics, physical/occupational therapy, radiology, pathology and home health care. Other area hospitals include Bon Secours in Chesterfield County and hospital facilities in Richmond, Lynchburg and Charlottesville. Mental health facilities are located in the Town of Farmville, including Crossroads Community Services Board which has locations in Cumberland County.

Cumberland County has a Centra Southside Professional physician's office in the courthouse village area and a dental office just east of the courthouse village. Educational programs including a Bachelor of Science Degree with a major in nursing is available through the cooperative program of Centra Southside Community Hospital, Lynchburg College and Longwood University.

The small number of facilities (existing and proposed), combined with the expected increased need for services for the elderly, presents Cumberland County with a two-pronged opportunity. More facilities will be needed to provide care for the elderly. More adult care/assisted living facilities would, in turn, provide an economic boost by creating jobs for the local workforce.

Police Service

Primary responsibilities for the Cumberland County Sheriff's Office include property protection, basic complaints and handling civil papers, as well as security for 3 courts. In addition to the Sheriff, fourteen (14) deputies, six (6) dispatchers and one (1) administrative assistant staff the Office.

The State Police have primary responsibility over traffic investigations. Prisoners are transported to the Piedmont Regional Jail, located in the Town of Farmville, for detention. In addition, the State Police will respond to calls for assistance. For better service, Cumberland County has established an emergency number (911), which can be accessed by citizens 24 hours a day.

Fire Departments

Cumberland County has three volunteer fire departments. They are the Randolph Fire Department, located on Route 45 at Randolph Road (just north of Farmville); the Cumberland Fire Department, located east of Cumberland Court House on Route 13 (Old Buckingham Road); and the Cartersville Fire Department, located on Route 45 in Cartersville. In addition, the Farmville Fire Department serves southern Cumberland County in and around the Town of Farmville. The County's Fire Departments have mutual aid agreements with fire departments in Farmville, Prince Edward County, Buckingham County, Amelia County, Fluvanna County, Goochland County, and Powhatan County. The County assists with funding for general operating expenses and the purchasing of new vehicles.

Rescue Squads

Cumberland County has two (2) rescue squads: the Cartersville Rescue Squad, located on Route 45 just south of Cartersville; and the Cumberland Rescue Squad, located on Route 13 east of Cumberland Court House. The Prince Edward Rescue Squad also serves part of Cumberland County.

Rescue squad service is provided 24 hours a day and the Cumberland County Sheriff's Department receives calls for assistance. The enhanced 911 number is available Countywide for those requiring emergency services. Patients are transported to hospitals in Farmville, Charlottesville, or Richmond.

Communications/Utilities

Cumberland County has telephone services with two providers – Verizon, which serves the northern part of the County, and Century Link, which serves the rest of the County. Cellular phone service is available in many areas of the county. In 2013 and 2014 National Communications Towers, LLC plans to construct additional telecommunications towers that will provide uninterrupted coverage along the Route 45 and Route 60 corridors.

Internet is available along the Route 60 corridor through Verizon DSL service. Other areas of the county are served by dial-up and wireless internet providers. In 2013 or 2014 the county hopes to have high-speed wireless broadband service available to all residents of the county.

Dominion Virginia Power provides electric service to a majority of the county, with two independent cooperatives providing service to parts of Cumberland County. Central Virginia Electric Cooperative (based in Nelson County) provides service to the northern part of the County, while Southside Electric Cooperative (based in Nottoway County) serves the southern portion of the County.

The County has three radio stations – WFLO, WPAK, and WXJK, which are just north of the Town of Farmville. Two local newspapers, *The Farmville Herald* and *Cumberland Today*, serve Cumberland County. The *Richmond Times-Dispatch* also provides some coverage for the County.

Water /Sewer Service

Cumberland County operates on a well water system with a water treatment plant and water storage tank located in the courthouse area. Waterlines serve customers along Anderson Highway (Route 60) west to the Cumberland Community Center and east to the Old Buckingham Road (Route 13). Bear Creek Lake State Park is also served by county water. Future plans for extensions may include Anderson Highway east beyond Old Buckingham Road (Route 13) and north along Poorhouse Road (Route 728) to the Industrial Park.

The County has a public sewer system, and contracts with the Town of Farmville to treat its wastewater effluent.

Construction of Cobb's Creek Reservoir, a regional water supply reservoir, is planned to commence in the latter half of 2013. The reservoir will be wholly contained within Cumberland County and will be owned and operated by Henrico County. The reservoir site is located in the northwestern portion of the county between Cedar Plains Road (Route 604) and Columbia Road (Route 610). Reservoir components will include a main dam and saddle dam, James River withdrawal facilities, reservoir withdrawal facilities, and transmission mains. The projected safe yield of the reservoir will be approximately 47 million gallons per day (mgd) of raw water which will be divided among Henrico (up to 30 mgd),

Powhatan (up to 10 mgd), and Cumberland (up to 7 mgd). Not only will Cobb's Creek Reservoir provide essential infrastructure for the County, it will also be a regional solution to water shortages when the James River has very little flow.

Trash Collection

Cumberland County does not currently provide trash or recyclable collection services for its residents. The County provides three (3) locations for residents to deposit trash and recyclables – The Randolph Convenience Center on Cumberland Road (Route 45) across from Garrett Rd, the Madison Convenience Center on Poorhouse Road (Route 728) and the Hamilton Convenience Center on Samuels Drive. These sites used to be landfills, which have been capped and closed. Cumberland County currently has a non-exclusive agreement with Van der Linde Recycling to have its solid waste transported to their Material Recovery Facility in Fluvanna County where recyclable materials are separated from solid waste.

Special Features

Like all communities, Cumberland County has special features that make the community unique and give it a sense of place. The magnitude, quality and characteristics of special features may vary from community to community, but nearly always contribute to the economic and social viability of the community. Also, such special features often have an important bearing on the future economic and social growth potential of the community. Cumberland County offers a multitude of special features that range from historic resources to long-established communities to recreational and natural resources. From the first call for independence issued by a governmental body, made on the steps of Effingham Tavern, to the many outdoor recreational opportunities, Cumberland has a unique sense of place and role in history. By creating an inventory of the special features, the County may create plans that are sensitive to what it has and what it wants to enhance. For example, the number of historic sites throughout the county will serve as the foundation for an historic preservation plan as well as heritage tourism activities. Many of these special features are the reason why established residents remain and why new residents are drawn to the county.

Cumberland County's special features and historic resources include the following:

Transportation and Business

- 1 Farmville Regional Airport
- 2 Riverside Industrial Park
- 3 Cumberland Courthouse Village, County Courthouse/County Government Complex
- 4 Cumberland Business Park
- 5 Farmville-Cumberland Business District
- 6 Cartersville Business Area

Recreational and Natural Resources

- 7 High Bridge Trail State Park
- 8 Farmville Municipal Golf Course
- 9 Madison Ballfield
- 10 Bear Creek Lake State Park
- 11 Cumberland State Forest
- 12 James River
- 13 Appomattox River
- 14 Willis River

15 Cobbs Creek Reservoir

Government and Community Facilities

- Cumberland County Courthouse/County Government Complex (#4 on map)
- 16 Randolph Volunteer Fire Department
- 17 Cumberland Volunteer Fire Department
- 18 Cumberland Rescue Squad
- 19 Cartersville Volunteer Fire Department
- 20 Cartersville Rescue Squad
- 21 Cumberland County Schools

Historic/Residential Communities

- Cumberland Court House Village (#4 on map)
- 22 Cartersville Historic District
- 23 Lakeside Village
- 24 Kimberly Hills

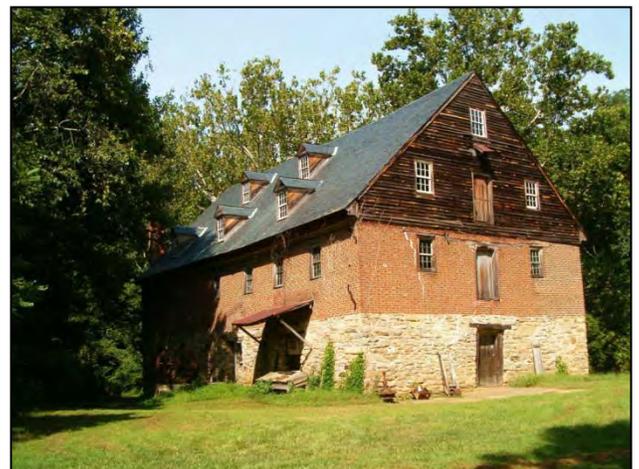
Historic Resources

- 1 Clifton Home
- 2 Amphill Plantation
- 3 Morven Home
- 4 Needham Law School
- 5 Trenton
- 6 Oak Hill/Thornton Tombstone
- 7 Tamworth (Muddy Creek) Mill
- 8 Hamilton School
- 9 Grace Church
- 10 High Bridge
- 11 Remains of Old Cartersville Bridge
- 12 Cartersville Historic District
- 13 County Courthouse
- 14 Cumberland Court House Historic District
- 15 Bear Creek Lake State Park

See Map XVII for identification of Special Features and Map XVIII, for Historic Resources listed on the State or Federal Register in Cumberland County. There are numerous additional historic sites in the County. More information on these other locations can be found through the Cumberland County Historic Society.



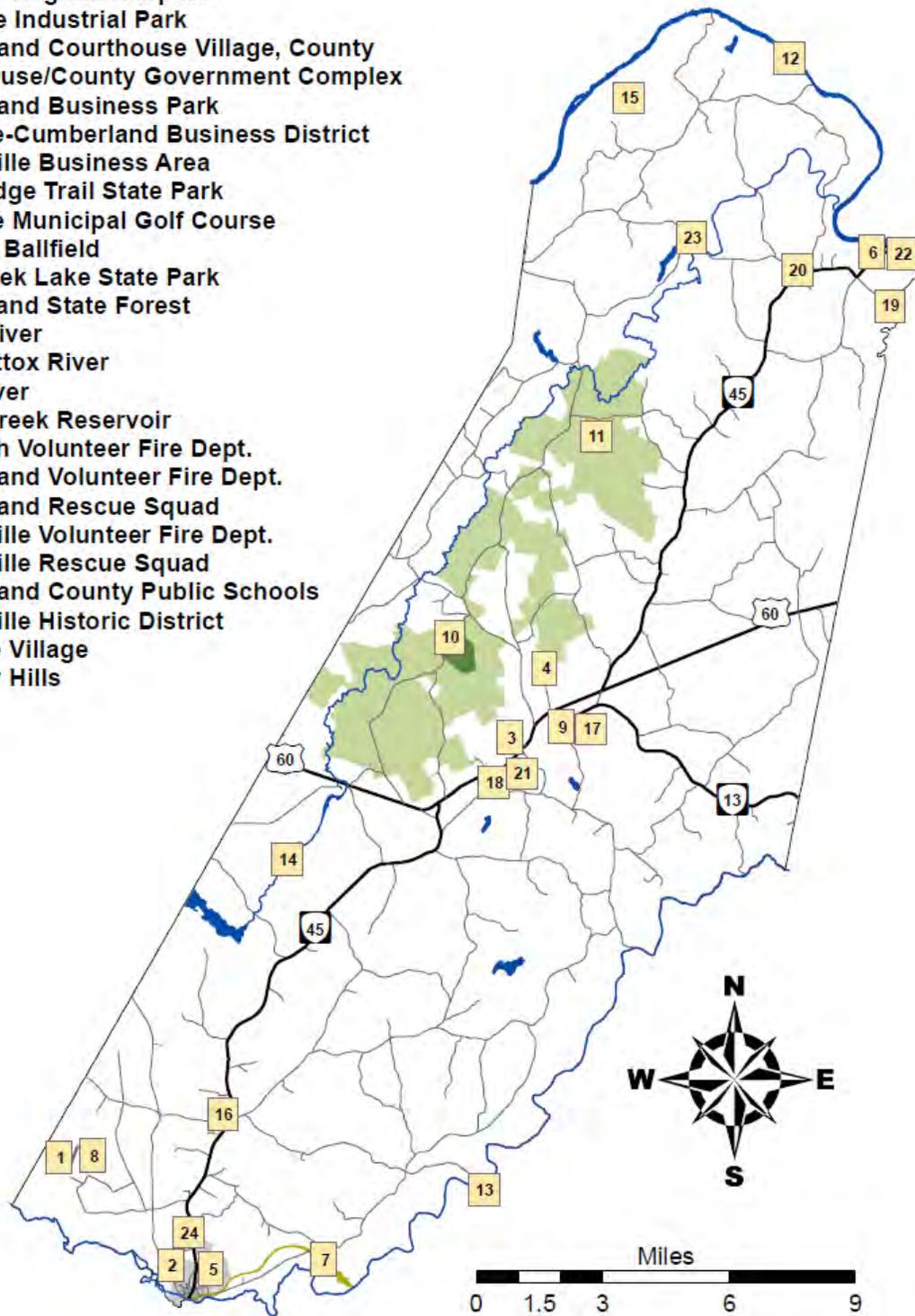
Amphill Plantation



Tamworth - Muddy Creek Mill

Map XVII – Special Features

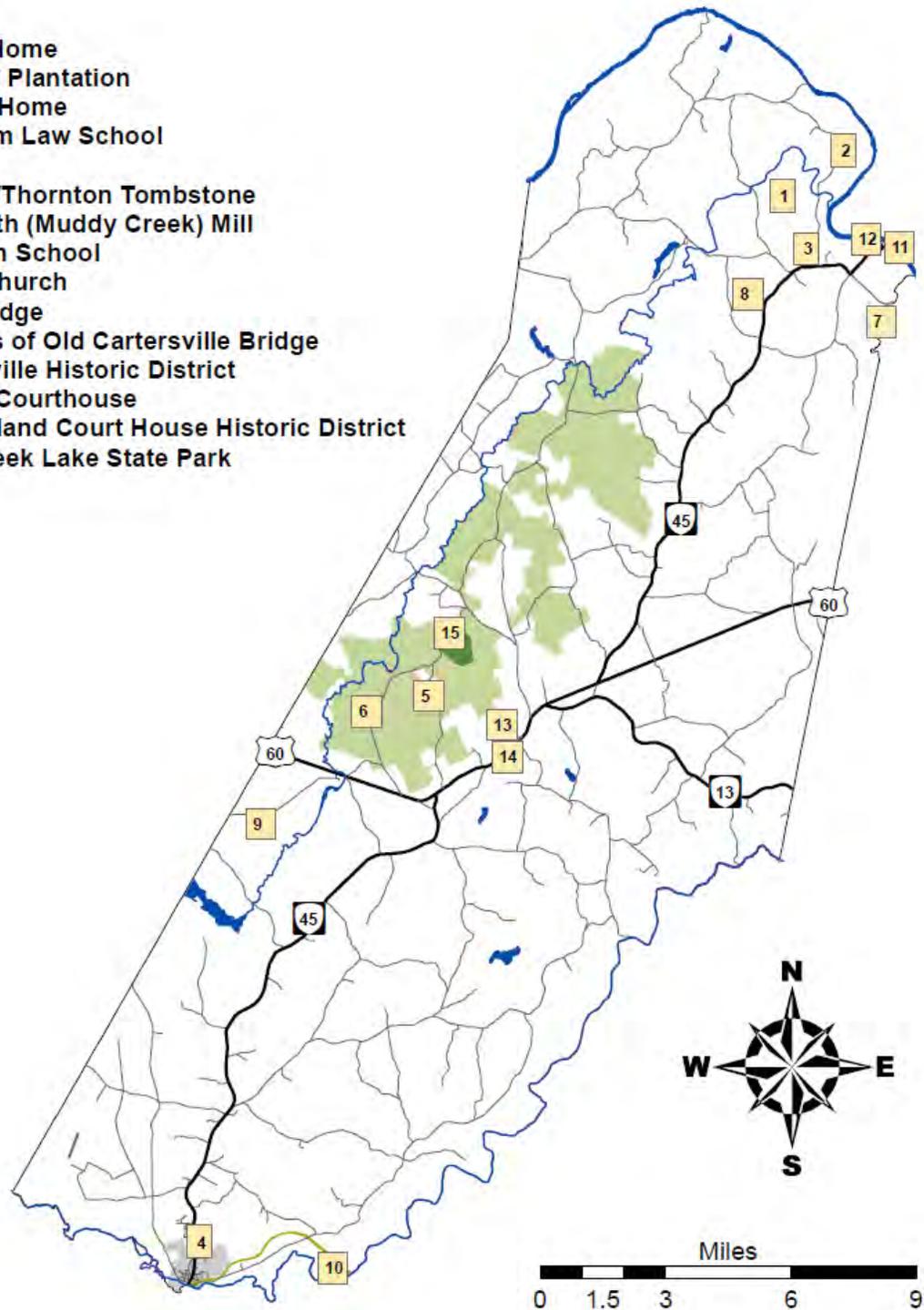
- 1) Farmville Regional Airport
- 2) Riverside Industrial Park
- 3) Cumberland Courthouse Village, County Court House/County Government Complex
- 4) Cumberland Business Park
- 5) Farmville-Cumberland Business District
- 6) Cartersville Business Area
- 7) High Bridge Trail State Park
- 8) Farmville Municipal Golf Course
- 9) Madison Ballfield
- 10) Bear Creek Lake State Park
- 11) Cumberland State Forest
- 12) James River
- 13) Appomattox River
- 14) Willis River
- 15) Cobbs Creek Reservoir
- 16) Randolph Volunteer Fire Dept.
- 17) Cumberland Volunteer Fire Dept.
- 18) Cumberland Rescue Squad
- 19) Cartersville Volunteer Fire Dept.
- 20) Cartersville Rescue Squad
- 21) Cumberland County Public Schools
- 22) Cartersville Historic District
- 23) Lakeside Village
- 24) Kimberly Hills



Map created by CRC (Original – August 2006; Update – May 2013)

**Map XVIII – Historic Resources
(State and Federally listed sites)**

- 1) Clifton Home
- 2) Amphill Plantation
- 3) Morven Home
- 4) Needham Law School
- 5) Trenton
- 6) Oak Hill/Thornton Tombstone
- 7) Tamworth (Muddy Creek) Mill
- 8) Hamilton School
- 9) Grace Church
- 10) High Bridge
- 11) Remains of Old Cartersville Bridge
- 12) Cartersville Historic District
- 13) County Courthouse
- 14) Cumberland Court House Historic District
- 15) Bear Creek Lake State Park



Map created by CRC (Original – August 2006; Update – May 2013)
Source: Virginia Department of Historic Resources

Cumberland County Land Use Plan

Introduction

The purpose of a land use plan is to guide both the development and conservation of land. Land use is much more than the division of land. Rather, land use involves every aspect of daily life and the built environment —where we live, where we work, where we relax and the transportation network we use to move between these places. Land use planning is a fundamental tool in determining where new businesses should locate, where housing should concentrate, and what infrastructure is needed to support local citizens' needs.



The land use plan reviews the existing land use patterns and trends and proposes future land use categories and development patterns for the approximately 192,000 acres of land in the county. Land use planning is essential for Cumberland County as it experiences suburban-style growth pressures from the Richmond metropolitan area yet desires to retain a rural quality of life. The land use plan will be used to guide decisions regarding land use policies, procedures and code revisions by both elected officials

and staff. The land use plan is not intended to halt growth and development but rather to manage it so that natural resources, such as farmland and forest, as well as taxpayer dollars, are not wasted. The land use plan is an opportunity to anticipate and address future challenges before problems arise.

The Planning Commission has held public forums and conducted citizen surveys to determine how the land use plan can best meet the needs and desires of local citizens. In the citizen survey, the majority of respondents did not feel that land development was happening too quickly. Citizens were eager to have new businesses, services and employment opportunities in the county. However, citizens felt that the rural nature of the county and the small town feel were one of the best qualities about Cumberland County. Thus, the majority sentiment illustrates a desire to maintain a rural quality of life while encouraging new businesses and services in specific areas. To that end, the land use plan is ultimately a balance between rural conservation, economic development and new growth.

Rural character and open space is not only important for its intrinsic value, but these rural features also are important economically to the county. According to the 2007 Census of Agriculture, Cumberland County has 56,817 acres of land in working farms. The Department of Forestry statistics show that in 2011 114,247 acres are in forestry, including 18,302 acres of state land, with the remainder in private forest land. In addition, farming and forestry are major forces in the local economy with \$41.96 million in 2007 of agricultural receipts.

The rural character and community found in Cumberland County involves both maintaining the rural economies—agriculture, forestry and local businesses—as well as a slower-paced and independent style of living. A rural area has clean air and water sources, wildlife, trees and fields, and the sights and sounds of tractors and farm animals. Narrow country roads, little artificial lighting and a sense of independence all characterize country life.

Zoning district boundaries should correspond to patterns of categories of land use shown in the future land use plan. The zoning ordinance is a primary tool for implementing the land use plan and map. Individual zoning district requirements do not exactly reflect the description of the land use categories contained herein. However, decisions relating to the creation or amendment of zoning districts must consider the future land use plan and must support the goals and objectives of the Comprehensive Plan.

Existing Land Use

Cumberland County remains a predominantly rural county with a strong agricultural and forestal base. However, development pressures from the Richmond and Farmville areas have the potential to rapidly alter the natural and built environment. Cumberland still retains a significant number of large parcels used for farming and forestry operations. The majority of the county is zoned agricultural with some areas zoned business and industrial. The US Route 60 corridor is currently zoned Rural Residential (1000 feet on either side of the road) and permits residential, civic and some commercial uses. Areas of rural residential zoning also occur around Farmville and Cartersville. The current zoning map is shown as Map XIX.

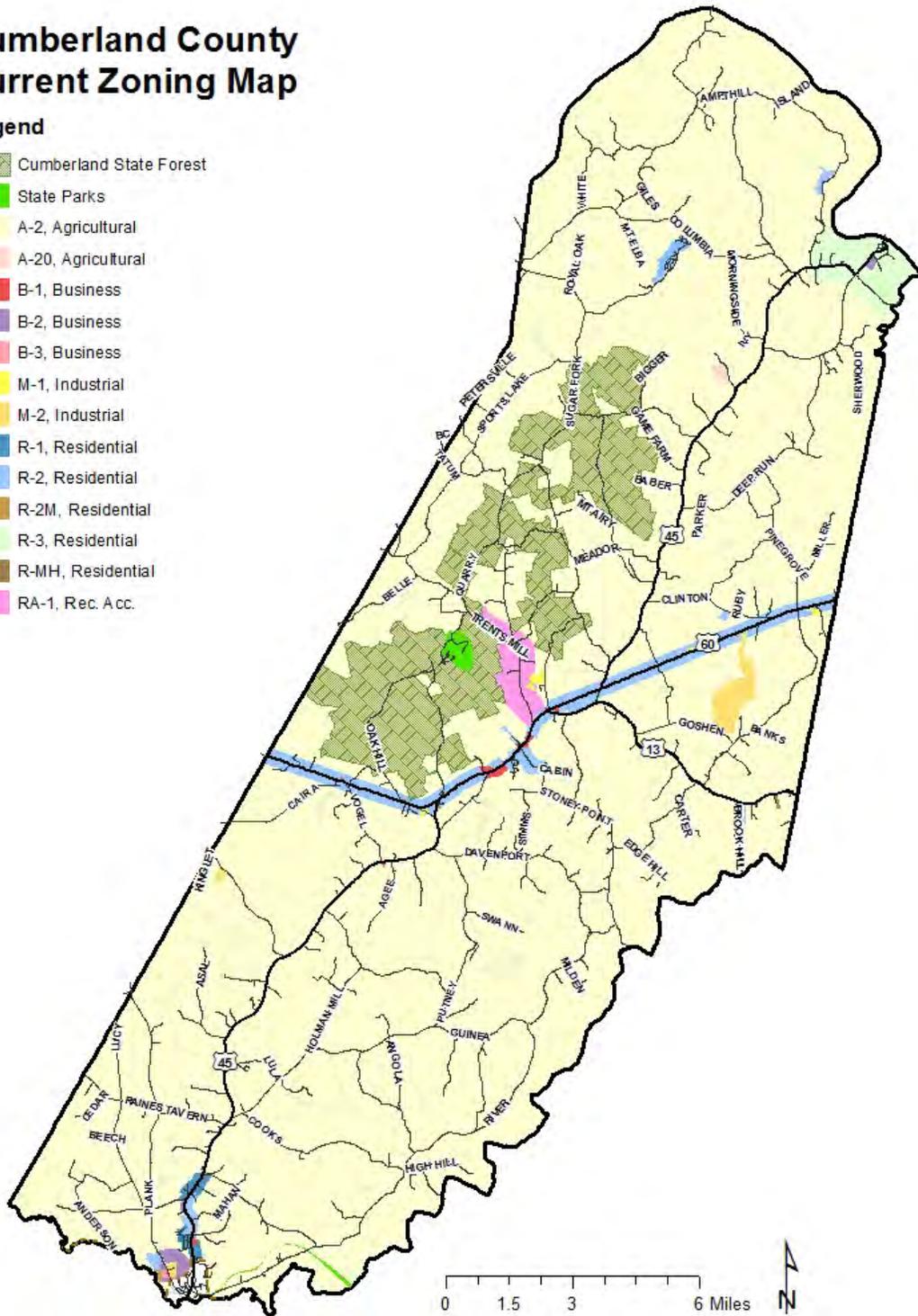
Division of land and new construction is occurring throughout the county and is not concentrated in a single specific area. Many of the land divisions are two-acre cuts that are used for residential purposes. In addition, many divisions result in parcels less than ten acres used as small farms or ranchettes. The more recent development that Cumberland has experienced is typical of many rural communities throughout the United States with suburban-style characteristics.

Map XIX – Current Zoning Map

Cumberland County Current Zoning Map

Legend

-  Cumberland State Forest
-  State Parks
-  A-2, Agricultural
-  A-20, Agricultural
-  B-1, Business
-  B-2, Business
-  B-3, Business
-  M-1, Industrial
-  M-2, Industrial
-  R-1, Residential
-  R-2, Residential
-  R-2M, Residential
-  R-3, Residential
-  R-MH, Residential
-  RA-1, Rec. Acc.



Source: Cumberland County Planning and Zoning

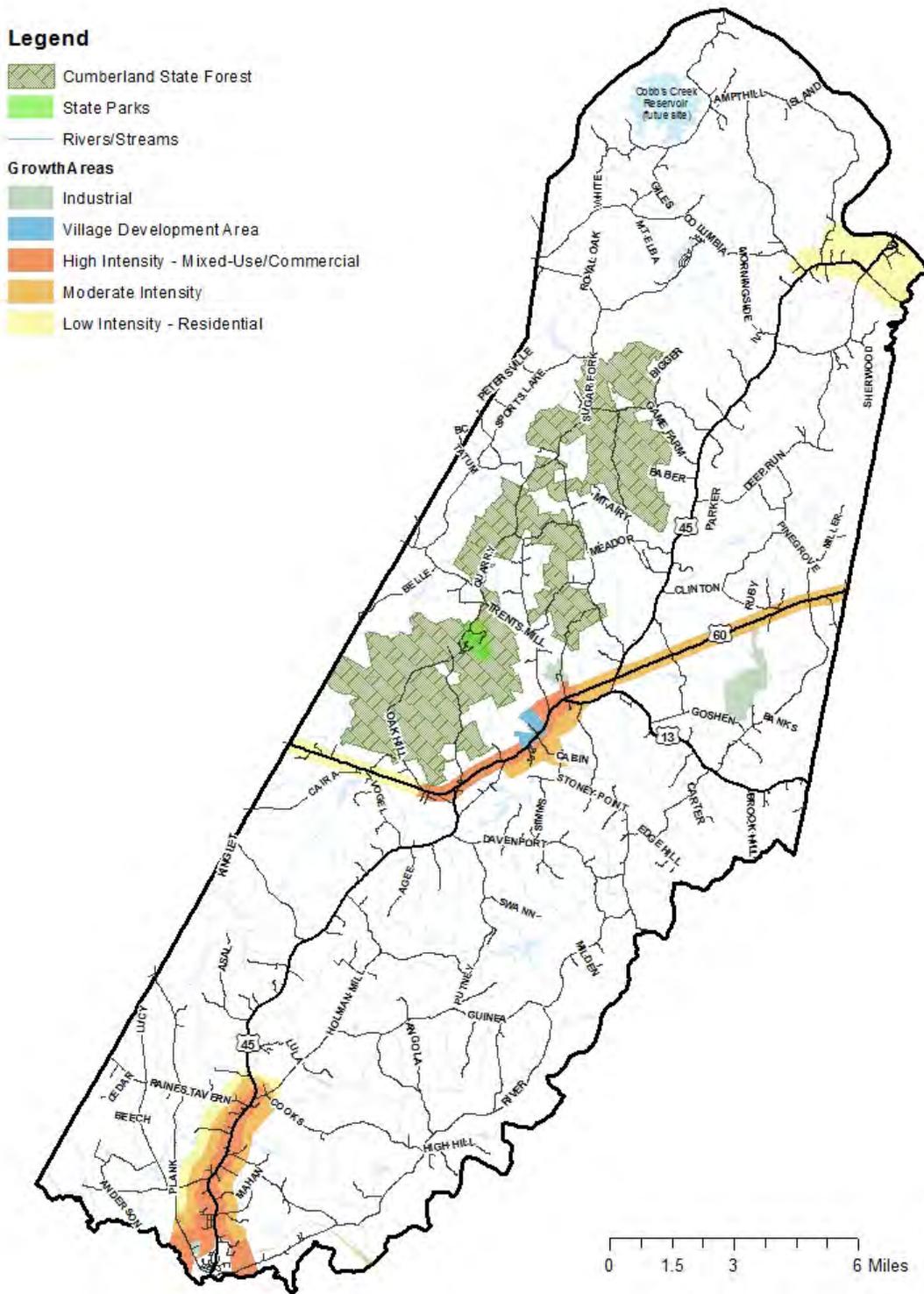
Future Land Use

The future land use plan is based upon the concerns and interests of the citizens as well as sound planning principles. The purpose of the future land use plan is to guide decision-makers in land use changes as they relate to code amendments, new zoning district classifications, applications for change of zoning, economic development and other aspects of community planning. Future land use considers past and present land use and development trends to determine how to plan for the future.

The future land use plan seeks a way to balance new growth and development while maintaining rural character and viability in the County. The guiding principle to achieve this balance is to concentrate growth in specific areas known as designated growth areas. By channeling new development into these areas, rural lands and resources are not consumed at such a rapid rate. In addition, concentrating residents into growth areas will encourage businesses to locate in the county that need an established and concentrated population base.

Map XX shows the proposed growth areas. Figures I and II represent desired growth patterns as illustrated in Randall Arendt's *Rural by Design*. The first figure represents an aerial perspective of creative development in a rural area. *Development is not discouraged*, yet it is done in a way that rural character and open space are retained while growth and services are concentrated. The second figure illustrates the range of subdivision choices that a developer has when dividing a 158 acre farm. Conventional subdivision patterns create lots between 3-5 acres and result in the loss of open space and rural character. Other options, such as clustering, emphasize a compatible and sensitive way to maintain farmland, forest and open space while permitting development in clustered, small lots. These images reflect the direction of growth and development that the County envisions in its long-term plans.

Map XX- Future Land Use



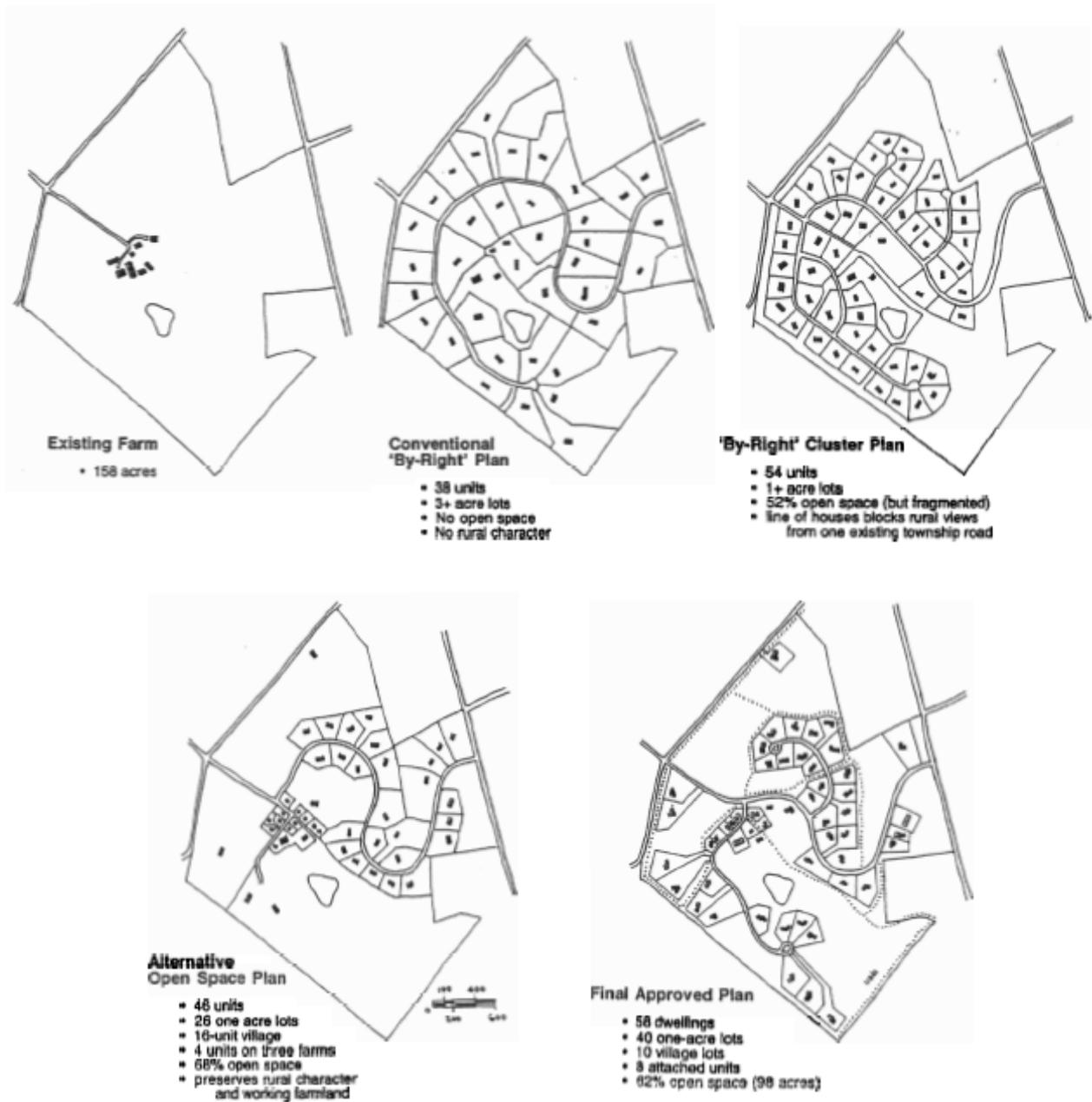
Source: Cumberland County Planning and Zoning

Figure I



Source: Arendt, Randall. Rural by Design: Maintaining Small Town Character. Chicago. Planners Press: American Planning Association. 1994

Figure II



Source: Arendt, Randall. Rural by Design: Maintaining Small Town Character. Chicago. Planners Press: American Planning Association. 1994

Land Use Categories

The land use categories are intended to frame the concept for different types of land uses found in the county. The general land use categories listed below have specific characteristics yet combined they help to protect rural character and encourage growth and development. The future land use map illustrates the general locations of each land use category in the County. Thus, these categories will be used as a framework for code amendments that future zoning ordinance changes may be able to effectively help implement the land use plan.

Rural/Agricultural Areas

Recognizing that one of its richest assets is agricultural, forestal and rural lands, Cumberland wants to protect these areas and natural resources and to ensure that a rural quality of life is maintained. By limiting subdivisions and suburban style growth in these areas, agricultural and forestal production may continue as well as the conservation of natural and historic resources. Land conservation tools such as conservation easements, PDR programs and other tax incentive programs, may be used to encourage minimal development in these areas. Currently, 76,693 acres are in land use. Conservation subdivisions require 75percent of the land area to be dedicated open space for subdivisions of over 5 lots in rural areas.

Growth Areas

An important tool for preserving rural land and character is the establishment of designated growth areas. By studying where development and population growth has occurred in the past as well as considering existing and future infrastructure and services, certain areas of the county are ideal for future community development and provide a mix of both residential and economic development opportunities. Encouraging development in such specifically designated areas will limit sprawling, suburban-type, low-density development throughout the rural areas. Careful planning in the growth areas will provide needed goods and services, employment and increased tax revenues.

The growth areas are ideal locations for planned unit developments (PUDs) and other forms of mixed use developments. A PUD is defined in the Code of Virginia as “a form of development characterized by unified site design for a variety of housing types and densities, clustering of buildings, common open space, and a mix of building types and land uses in which project planning and density calculation are performed for the entire development rather than on an individual lot basis.” The review process for a PUD is typically more flexible than for traditional zoning in that, with a PUD, density can be calculated over the entire development instead of being calculated by individual lot. One type of PUD the County is considering is a planned retirement community. Given the increasing number of residents in Cumberland County that are over 50, and an expected influx of people due to the County’s proximity to Farmville, Charlottesville and Richmond, the need for senior-oriented services will only increase. This type of PUD presents an opportunity for Cumberland County to provide essential services while also creating new jobs, boosting the local economy and practicing smart growth.

The growth areas will include a mix of uses and a variety of housing types, including affordable housing for residents of all income levels, encouraging development at higher densities. Such areas are where utilities, services, community facilities and businesses will be concentrated and where the transportation network will be expanded to create more connections. These areas will have a focus on good design that creates a sense of place and respects the existing architectural fabric. Within these

growth areas will be varying intensity levels of development, as illustrated on the detail map of each area.

Three growth areas have been identified: Cumberland Courthouse village and the US Route 60 corridor, Cartersville and Farmville. Depending on the existing infrastructure and existing land use, appropriate densities and growth patterns will be determined for each of these areas. For example, the Cumberland Courthouse village will permit a higher density than the Cartersville area, and will serve as a commercial and mixed-use zone, serving as both a central core and gateway to the county. Each growth area may have its own master plan in the coming years to ensure that growth and development occur in an orderly, planned manner.

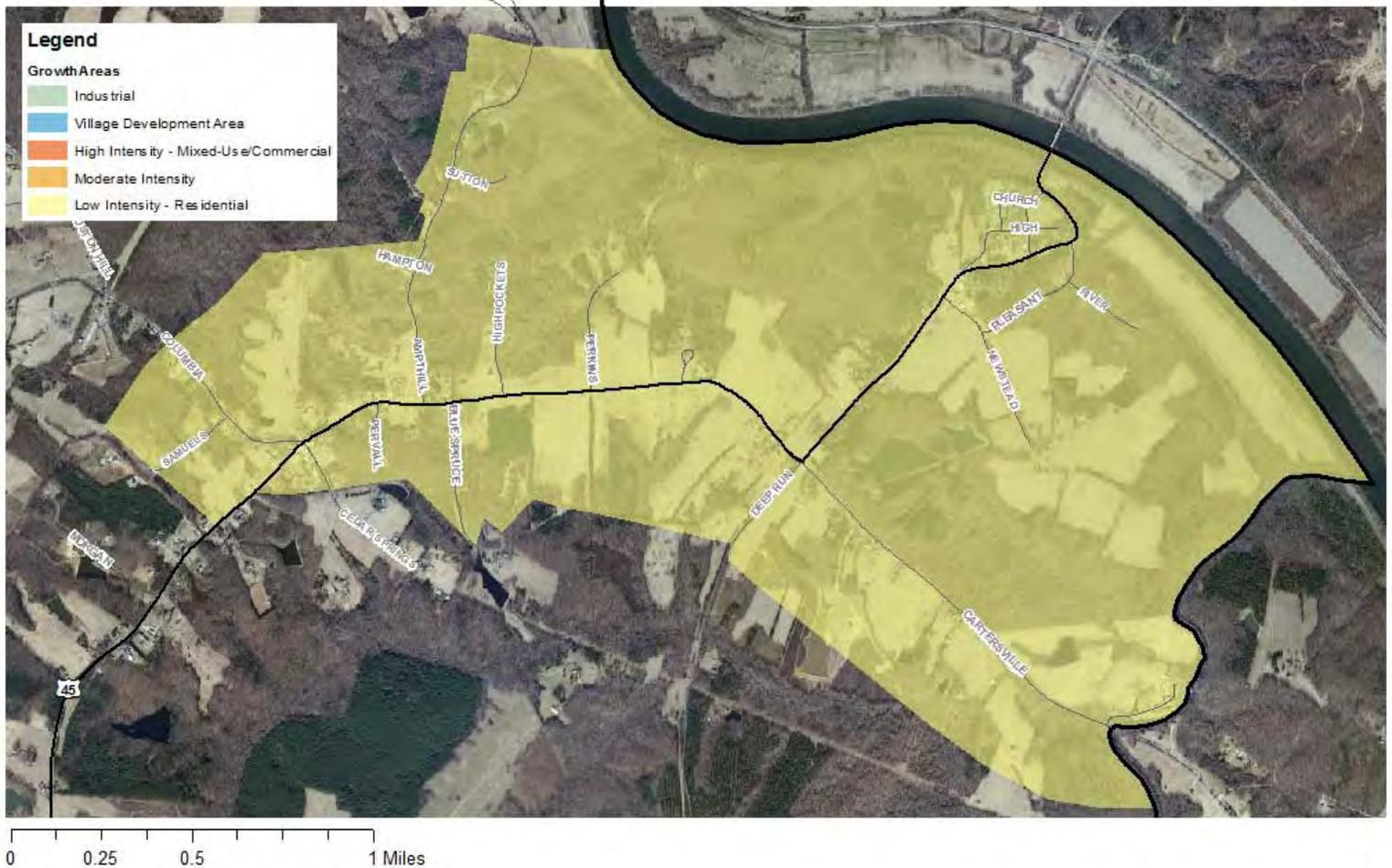
Cartersville: Located in the northern part of the county along the banks of the James River, Cartersville is a small historic village surrounded by farms and former plantations. The village of Cartersville is listed as a National Register Historic District. The area includes small businesses, churches and limited public utilities. The growth area here will be limited to low intensity residential and will enhance the existing village and services while protecting the farmland and watershed in the vicinity. Map XXI illustrates this growth area.

Cumberland Courthouse and US Route 60 Corridor: Cumberland Courthouse is a village area that is both historically and physically the heart of the county. At the crossroads of the two major roadways of the county, Route 45 and US Route 60, this area has a concentration of businesses, community services and citizens. The schools, county administration, county courthouse, private residences, Bear Creek Lake State Park, Cumberland State Forest and several businesses are all located in this area. Cumberland Courthouse is served by public sewer and public water west of the courthouse to the Community Center on Route 628 and east of the courthouse to Route 13 (Old Buckingham Road).

Due to infrastructure and traffic patterns along US Route 60 and the courthouse village this area would be well suited to multiple types of development including mixed use, residential, commercial and industrial. The Cumberland Business Park on Poor House Road offers industrial sites and the future Cumberland landfill site also has industrial land available. Both areas offer opportunities for industrial and manufacturing businesses to locate in the county along the US Route 60 corridor and in close proximity to county services and existing infrastructure. Map XXII illustrates this growth area.

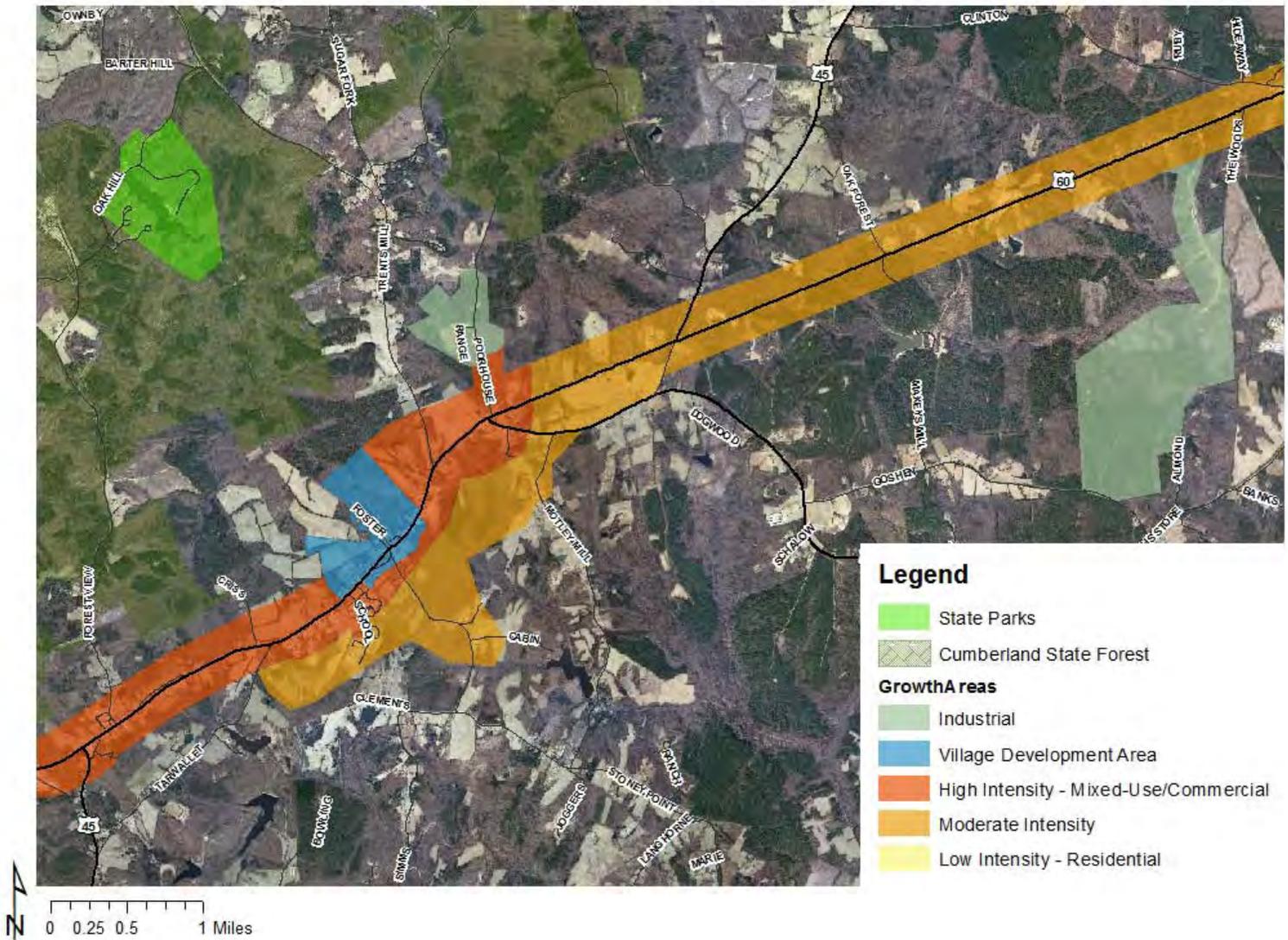
Farmville: At the southern end of the county along Route 45 is the Town of Farmville. Proximity to Farmville has encouraged growth and development beyond the town limits. The area contains existing residential and commercial growth, as well as the Riverside Industrial Park. Creating a growth area around the town limits encourages new development in this area. The growth area here encompasses land adjacent to both Route 45 and Route 600 (Plank Road). This area is served by public sewer. Map XXIII illustrates this growth area.

Map XXI – Cartersville Growth Area



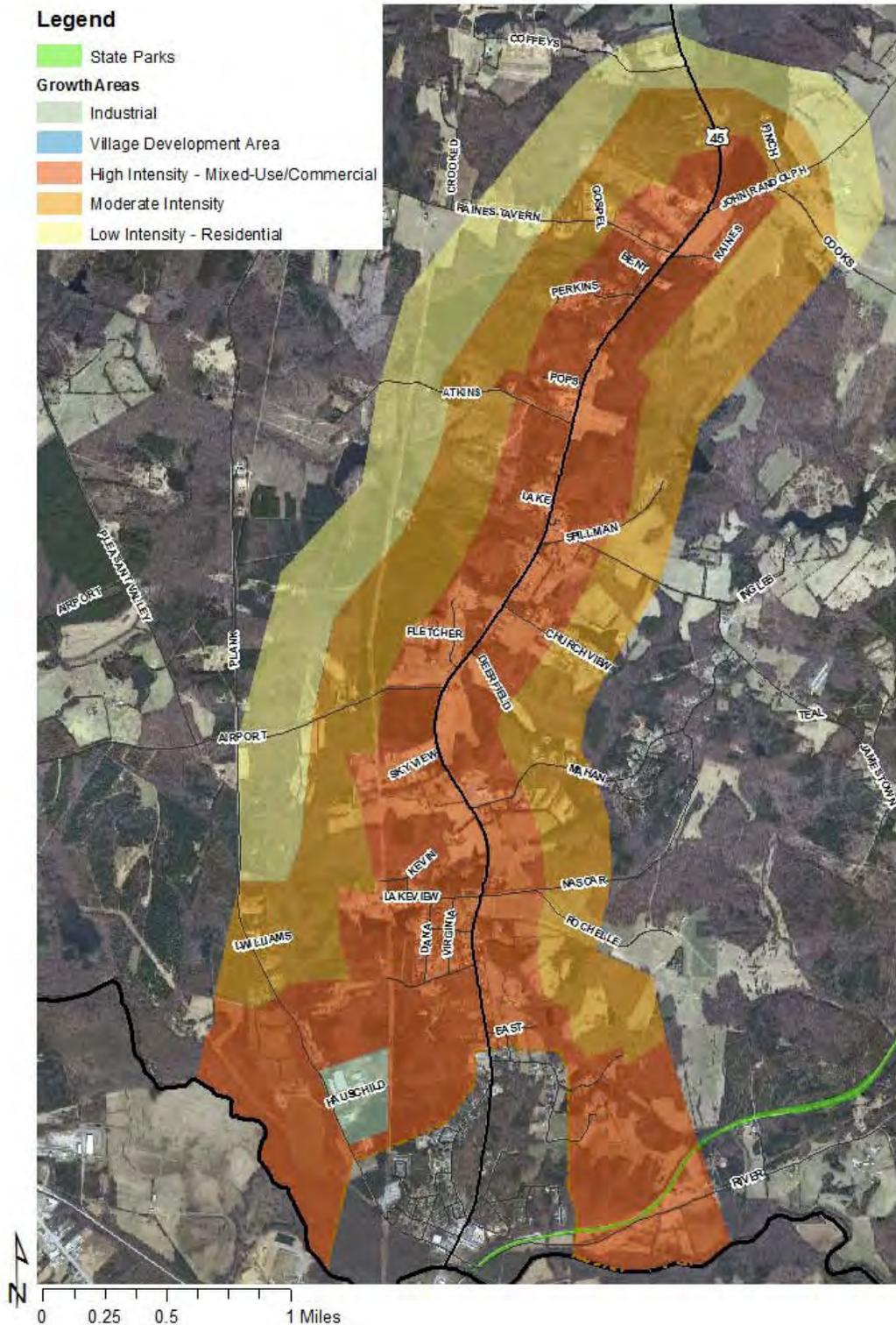
Source: Cumberland County Planning and Zoning

Map XXII Courthouse Growth Area



Source: Cumberland County Planning and Zoning

Map XXIII Farmville Growth Area



Source: Cumberland County Planning and Zoning

Industrial Areas

These areas will have a concentration of industry and heavy commercial businesses that may not be compatible with business and residential districts or mixed-use. These areas will be designated with careful consideration to transportation routes, infrastructure and impact on the natural environment and existing communities. Where possible, multiple industrial uses will be concentrated on the same or adjacent properties. The County will continue to look for areas that can serve as a hub of light industrial and commercial activities, such as near the Farmville Airport and in other areas that best meet the County's interests and goals. One possible industrial land use is a proposed landfill, adjacent to the US Route 60 corridor in the eastern end of the County.

Recreational Areas

Recreational areas are an important part of maintaining the rural quality of life and providing community gathering places. The County already has recreational areas adjacent to Bear Creek Lake State Park. Future recreational areas may include land surrounding the proposed reservoir as well as land adjacent to the James and Appomattox Rivers and the proposed High Bridge State Park along the former Norfolk Southern rail line. The objective of these areas will be to protect natural habitats while permitting sensitive use and development of the land and may include residential as well as businesses that offer related goods to the recreational areas, such as eateries and equipment rental businesses.

Village Development Area

In 2007, the Virginia General Assembly passed, and revised in 2010, legislation (*Virginia Code 15.2-2223.1*), requiring certain counties to designate development areas of sufficient size and density to accommodate future growth. Such areas should be developed in accordance with the principles of traditional neighborhood design. These areas are referred to in the legislation as Urban Development Areas, but, in order to better reflect the intent and character of Cumberland County, will be referred to in this document as Village Development Areas. This legislation presents Cumberland with an opportunity to strengthen its existing designation of Growth Areas as places to concentrate future growth and economic development, while preserving the rural heritage of other parts of the County. This section details the designation of a single Village Development Area for Cumberland, located within the Cumberland Courthouse Growth Area.

As defined by this legislation, a Village Development Area is an area, designated by a locality, that is appropriate for higher-density development due to its proximity to transportation facilities, the availability of a public or community water and sewer system, or proximity to a city, town, or other developed area. The Village Development Area must be large enough to meet the projected demand for residential and commercial growth for the next ten to twenty years.

Additionally, the Village Development Area should incorporate the principles of traditional neighborhood design, and should be appropriate for densities of at least:

- Four single family residences per acre,
- Six townhouses per acre, or
- Twelve apartments or condominium units per acre; and
- A floor area ratio of at least 0.4 for commercial development.

The Benefits of the Village Development Area

The purpose of this new Virginia legislation is to improve the future efficiency of state-funded road building and maintenance. The suburban sprawl that has resulted from large-lot development and separation of uses in typical suburban developments has brought about increased traffic and the financial burden of maintaining a rapidly expanding road network.

The benefits of compactness and traditional neighborhood design (TND) can address some of the transportation effects of suburban sprawl. By locating residences or businesses closer together, these new uses can be connected to existing roads with shorter new road segments constructed and maintained at lower cost. By combining commercial and residential uses in the same community, TND communities require much shorter trips to access daily needs. The pedestrian focus of TND communities also means that some trips can be made by walking, removing some vehicle trips from roads.

Village Development Area projects can help the County reach its comprehensive plan goals for the County and the Courthouse area. By allowing more intense development in appropriate areas, the County has the opportunity to preserve its rural and agricultural landscape by reducing development pressures on these sensitive areas. Compact development can also mean shorter infrastructure connections for public water and sewer utilities, reduced need for school busing, and improved response times for police and fire services.

Village Development Area Demographic Projections

The size of the Village Development Area must adhere to the definitions and requirements of Section 15.2-2223.1 of the Code of Virginia. The objective of the legislation is that the Village Development Area be sized based on the Virginia Employment Commission's projections of Cumberland's future population growth over the next 10 to 20 years.

The legislation defines the Village Development Area as a place for developing single family homes, attached homes like town houses and duplexes, multifamily homes like apartments or condominiums, and commercial or office uses, and specifies target densities for these uses. The Village Development Area densities are to be applied only to developable acreage, that is, an area for active development that is exclusive of existing parks, road rights-of-way, railroads, utilities, and other public facilities.

VILLAGE DEVELOPMENT AREA DENSITIES

- | | |
|----------------------------------------------------|----------------------|
| ○ <i>Single Family Detached Residential:</i> | <i>4 units/acre</i> |
| ○ <i>Attached Residential:</i> | <i>6 units/acre</i> |
| ○ <i>Multifamily Residential:</i> | <i>12 units/acre</i> |
| ○ <i>Commercial and Office Employment:</i> | <i>0.40 FAR</i> |
| ○ <i>A proportional mix of the above densities</i> | |

Using population projections and a likely mix of the above stated densities, it is possible to project the land area necessary to accommodate future growth in a Traditional Neighborhood Development pattern. By applying population projections to rural and suburban densities approximating

Cumberland's existing development, it is also possible to project the land area that would be necessary to accommodate future growth at existing densities.

As of 2010, Cumberland County had 10,052 residents. The Virginia Employment Commission has projected that Cumberland's population will increase to 10,690 by the year 2020, and to 11,793 by the year 2030. As a result, the Cumberland Courthouse Village Development Area should be planned to accommodate between 638 and 1,741 new residents over the next 10 to 20 years.

At existing rural densities 1,039 to 2,577 acres of new development would be needed to accommodate projected growth. The same growth could be accommodated by new Traditional Neighborhood Development of between 71 and 186 acres.

Village Development Area Location

The County's Village Development Area should be chosen to take advantage of existing facilities and infrastructures, and to introduce Traditional Neighborhood Development in a way that best promotes the County's vision for its future growth. The relatively small acreage range generated by the Village Development Area demographic calculations, in comparison to the total area of the County, means that a relatively small number of individual parcels will be included in the Village Development Area. Careful selection of the Village Development Area should focus on designating areas that are acceptable locations for higher density given the community's vision, as well as areas that best provide the infrastructure support necessary to make TND projects successful. In general, Village Development Areas should be located based on:

- *Proximity to existing transportation facilities,*
- *Availability of public water and sewer systems, and*
- *Proximity to towns or other areas of existing development.*

The intent and community development principle of the Village Development Area is to encourage village-like development in select areas, while preserving the natural and agricultural character of outlying areas. The three growth areas for Cumberland County total over 7500 acres, the Village Development Area is designed to focus on a much more specific area of several hundred acres. This means establishing a Village Development Area that is a small sub-set of the overall growth areas; the most preferred site in the entire County, for which the Village Development Area designation can be an asset that helps to achieve the overall goals and potential for the area.



Cumberland Courthouse

Among the three existing growth areas, the Courthouse area stands out as the most important location in Cumberland County, and the area where the designation of a Village Development Area can be most beneficial to existing County plans for growth. Cumberland Courthouse is the historical, as well as physical heart of the County. In referring to the Courthouse here, we include the actual courthouse building and grounds, as well as the commercial, civic, and residential uses that form the Courthouse village.

The Courthouse sits at the intersection of two major roads, Route 45 and Route 60, giving good transportation access. Important county administration, judicial, and school facilities are all located in the Courthouse area. The Courthouse area offers public water and sewer utilities, making it an ideal location for more compact development than is seen in other parts of the County. In addition, the Courthouse's proximity to the state forest is a recreational asset.

The selection of a specific Village Development Area measuring only a few hundred acres is a difficult, but important, task. The designated Village Development Area will enjoy the label of a primary and preferred development area for the County, but will also position itself for future grant and infrastructure funding that will impact a much larger area. In order to maximize the usefulness of the Village Development Area designation, this Village Development Area works in two different, but complimentary ways.

Redevelopment and Revitalization

By including the existing commercial and administrative components of the village in the Village Development Area, the comprehensive plan can provide the most flexibility to existing business owners to continue the village-scale development that is currently found near the Courthouse, rather than the strip shopping center development typically seen in recent commercial development elsewhere. The inclusion of design goals and standards in the comprehensive plan should make TND development a goal in this area as buildings are expanded or replaced, or when new buildings are added. TND commercial goals should include the addition and continuation of sidewalks, the placement of beneficial landscaping such as street trees, and additional density and mixed use. Within the Village Development Area structure, the Courthouse area can become a unique commercial and mixed use destination that supports existing businesses, as well as new business opportunities.

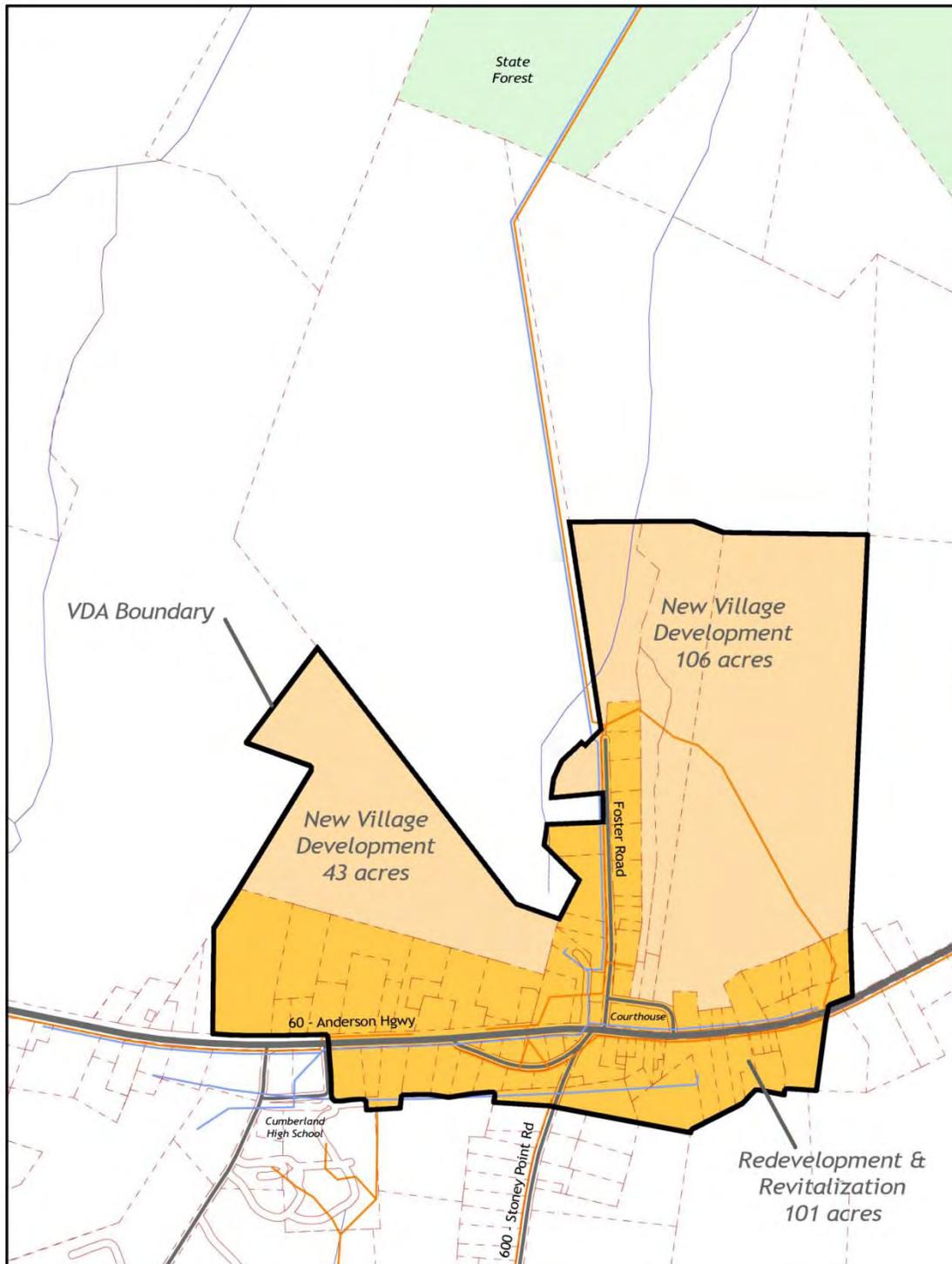
New Village Development

The proposed Village Development Area designation also encompasses undeveloped land adjacent to the existing courthouse village. This undeveloped land consists of several parcels to the north of the courthouse itself, centered on existing residential development along Foster Road. These parcels have gently rolling topography, and are already well-served with public utilities. New TND development on these parcels presents the opportunity to add new residences to the courthouse area. These new residents would add support to existing, or new, businesses in the area, strengthening the importance of the courthouse area as focus of Cumberland County activity and commerce. New village-scale development in this area would also develop the potential for residents to walk to village area businesses or schools, thereby reducing overall vehicle traffic when compared to similar numbers of homes developed in a suburban fashion in other areas of the County.

By including both revitalization and new development in the designated Village Development Area, Cumberland can both support the successes of the courthouse area as it exists today, and plan for

successful new development that will increase the appeal of this area. Both development and redevelopment in the Courthouse area should be carefully planned with respect to traffic conditions, utility capacity, and the historic and cultural image of this important crossroads.

Map XXIV New Village Development



Traditional Neighborhood Design

Development within the Village Development Area should be based on the principles and features of Traditional Neighborhood Design (TND) in order to achieve transportation and other benefits over typical suburban development. Sometimes also called new urbanism, or neo-traditional design, the features of TND include:

- pedestrian-friendly road design,
- interconnection of new local streets with existing local streets and roads,
- connectivity of road and pedestrian networks,
- preservation of natural areas,
- mixed-use neighborhoods, including a mix of housing types,
- reduction of front and side yard building setbacks, and
- reduction of street widths and turning radii at subdivision intersections.

The purpose of these TND features is to bring commercial and residential uses closer together, and to increase the transportation efficiency of new development. While typical suburban development separates the places where people live, work, and shop into separate areas, TND development mixes uses so that trips between them are shorter. By focusing on a connected pattern of streets, rather than suburban cul-de-sacs, and by providing sidewalks and other pedestrian amenities, some trips may even be accomplished by walking or biking rather than driving.

These TND features support the overall land use goals for the Cumberland Courthouse Growth Area, by encouraging a village-scaled center at the Courthouse as a place for community and economic development.

TND Implementation

The Village Development Area is a separate and distinct planning area recognized by the County on the Future Land Use Map for Traditional Neighborhood Development forms of land use. As with other areas designated on the Comprehensive Plan's Future Land Use map, the County's zoning code will determine the specifics of lot size, uses, building heights, and other parameters of any new development. Adjustments will need to be made to the Zoning Ordinance to fully authorize property owners to build TND-type development. It is recommended that zoning within the Village Development Area be handled through an overlay zone to allow the density and mix of uses desired within the Village Development Area. This arrangement would require property owners to apply for rezoning in order to build a substantial TND project, giving the County the opportunity to ensure that adequate roads, utilities, and other facilities are available or planned before allowing any project forward.

It is important to note that Traditional Neighborhood Development projects tend to be more complexly designed, as well as larger in scale, than many other types of development. Large TND developments are often built in a series of phases, primarily for market and economic reasons, but also due to infrastructure capacity and extensions related to adequate public facilities. The County should carefully consider the optimal number of new residential and commercial units that can be served by County facilities over time. If facilities are limited, the phasing of a project should be linked to the adequacy and availability of public facilities. By entering into proffer agreements with potential TND land developers, the County can, and should, restrict large TND developments to a phased development schedule that limits new building to a reasonable rate based on building permits or utility connections.

Goals and Objectives

Introduction

The goals and objectives section of the Cumberland County Comprehensive Plan is a coordinated set of guidelines for local government officials, developers, citizens and other interested parties when planning the future of Cumberland. This set of goals and objectives is intended to be comprehensive in nature covering areas of responsibility for both Cumberland County (its political and administrative leadership), and other interested parties. These other interested parties include businesses, developers, civic groups, state and federal agencies, neighborhood associations, and individual citizens.

A goal is a general statement signifying what the County intends to accomplish over a long period of time. For community planning purposes, this period of time is normally twenty years. Goals are normally based on input received from stakeholders who represent the interests of the County. Goals are normally reflective of the consensus views of many different stakeholders.

Objectives are more specific statements of measurable steps to achieve the general goal and are typically applied over a shorter period of time, one to five years. This comprehensive plan is for the period of 2013 to 2018, a five-year period of time. Therefore, the objectives that follow are those that can be realistically achieved or implemented within this period.

This section also includes a listing of specific policies that delineate more specific activities, strategies, or tasks that are supportive of the objective and the general goal. Policies may also be viewed as strategies aimed at achieving the more general goals and the associated objectives.

Goals, objectives, and policies are normally broken down into several broad categories that collectively make up every aspect of the community as a whole – thus comprehensive in nature. The basis for defining the general goals in this plan include the following categories: 1) Natural Resources, 2) Agriculture, 3) Land Use, 4) Residential, 5) Economic Development, 6) Transportation and 7) Community Facilities.

The plan's overall intention is to provide a framework for orderly growth that will preserve and maintain the County's rural character and quality of life. It is also the overall intent of the County to amend county ordinances, regulations and policies to assure they are aligned with the various objectives contained within this plan.

Natural Resources: It is the goal of this comprehensive plan to preserve and effectively manage the natural resources of Cumberland County for the benefit of current and future citizens of Cumberland County.

Objective 1: Maintain the rural character of the County through the preservation of Cumberland County's scenic, agricultural and natural resources for the optimal benefit of current and future citizens.

Policies:

- a. Develop a green infrastructure plan to inventory areas of scenic, agricultural and natural significance and identify strategies for protecting these resources.

- b. Amend county ordinances, regulations and policies to assure they are aligned with the green infrastructure plan and this objective.
- c. Identify areas for large lot zoning based on inventory of county land and green infrastructure plan, including areas adjacent to the state forest.
- d. Establish agricultural and forest districts in appropriate locations based on inventory of county land and green infrastructure plan.
- e. Preserve open space of scenic, agricultural, and natural significance through the use of federal, state and local programs.
- f. Provide incentives to encourage development within designated growth areas.
- g. Review the placement of high-rise communication towers for co-location of use.

Objective 2: Preserve, protect and develop Cumberland County's ground and surface water resources for the use and enjoyment of current and future citizens.

Policies:

- a. Enforce soil sediment and erosion control and stormwater management regulations to protect surface waters.
- b. Work with Department of Environmental Quality and Cooperative Extension to implement state standards for the use of fertilizers to protect ground and surface waters.
- c. Work with federal, state, and local agencies to implement nutrient management measures to protect ground and surface waters.
- d. Amend county ordinances, regulations and policies to permit and encourage low impact development practices.
- e. Protect rivers and streams through compliance with state forestry requirements and provide incentives for the implementation of agricultural and forestry best management practices.
- f. Provide incentives to encourage regular pumping of septic systems.

Objective 3: Preserve Cumberland County's high air quality for the use and enjoyment of current and future citizens.

Policies:

- a. Require existing and future industries to minimize or eliminate any air, water, dust, odor or noise pollution that may be detrimental to other nearby land uses and planting of native vegetation and trees.
- b. Amend county ordinances, regulations and policies to accommodate alternative forms of energy such as small scale residential wind turbines, solar panels and other technologies.
- c. Develop countywide policy to reduce energy usage in county facilities and promote the conservation of energy.
- d. Implement mixed use zoning and clustering of amenities in county growth areas to reduce the need to drive.

Agriculture: It is the goal of this comprehensive plan to protect and develop the agricultural interests within Cumberland County.

Objective 1: Preserve prime farmland within Cumberland County.

- a. Explore the feasibility and interest in establishing agricultural and forest districts, conservation easements and other tools within Cumberland County to conserve and protect prime farm and forestlands.
- b. Amend zoning map to establish large lot zoning and conservation areas in appropriate locations.
- c. Strengthen the zoning ordinance to more effectively regulate and limit development in agricultural areas that are incompatible with agricultural interests.

Objective 2: Encourage the preservation and expansion of the agricultural economy.

Policies:

- a. Amend zoning ordinance to allow working farms to diversify their income through compatible uses such as farm based sales, agritourism, farm events, and other agricultural enterprises.
- b. Explore the development of new agricultural product opportunities and industries supporting local farming including those relating to processing of agricultural produce, packaging, marketing and transportation.
- c. Protect prime agricultural lands through compliance with state and federal requirements and provide incentives for the implementation of agricultural best management practices.
- d. Strengthen agricultural education in the public schools and expand participation in school's community garden program.
- e. Promote local agricultural products through the expansion of the county farmers' market and increased opportunities for the sale of local products within the county.

Land Use: It is the goal of this comprehensive plan to promote the wise and efficient utilization of lands within Cumberland to result in the sustainability of land resources and harmonious development of lands to serve the divergent interests and needs of the citizens of Cumberland County.

Objective 1: Through effective zoning, regulate future development to protect existing land use patterns within Cumberland County.

Policies:

- a. Provide adequate transition zones between developments of higher intensity and developments of lower intensity so that developments of lower intensity are not unduly harmed.
- b. Provide appropriate buffer areas between dissimilar and incompatible land uses to minimize unwanted adverse impacts on either use.
- c. Provide adequate zoning setbacks.
- d. Enact zoning/land use regulations to restrict development in environmentally sensitive areas, including sensitive areas along the James River and Appomattox River.
- e. Provide incentives for participation in historic design guidelines in courthouse area and implement guidelines through conditional zoning.

Objective 2: Through effective zoning, define appropriate areas; in size, shape and location, to accommodate anticipated future development needs within Cumberland County.

Policies:

- a. Set aside appropriate lands in the County's zoning map for commercial and industrial development, with the balance being reserved for residential and agricultural (including forestry).

- b. Locate commercially and industrially zoned lands based on appropriate planning criteria including availability of utilities, vehicular accessibility, traffic volume counts, adjacent land uses, likely impacts on adjacent land uses and other environmental factors.
- c. Amend zoning ordinance and zoning map to allow for high density, mixed use development in county's growth areas based on appropriate planning criteria including availability of utilities.

Objective 3: Promote growth and Traditional Neighborhood Design (TND) within the Courthouse Village Development Area.

Policies:

- a. Establish appropriate locations to satisfy Village Development Area developable acreage requirements in the Courthouse Village Development Area for residential and commercial land uses with development densities that promote TND growth.
- b. Promote a mix of residential and non-residential land uses that reflect TND planning objectives.
- c. Create a variety of housing types, including affordable and workforce housing, to meet the range of anticipated family income distributions of future residential growth.
- d. Encourage better spatial organization through the reduction of building setbacks, lot widths, and front and side yards, and the incorporation of smaller lot sizes.
- e. Incorporate pedestrian-friendly road and street designs.
- f. Reduce subdivision street widths and turning radii at streets intersections, and provide standards for enhanced street landscaping, pedestrian improvements, and pavement design.
- g. Establish connectivity between internal road and pedestrian networks within TND projects, providing a grid rather than cul-de-sac street pattern.
- h. Promote the interconnection of new TND streets with existing streets and roads.
- i. Ensure the preservation of natural areas and open space in conjunction with the TND master planning process.
- j. Plan for the phasing of new TND development within the Courthouse development area consistent with anticipated population and employment growth.
- k. Explore financial and other incentives to encourage development within the Village Development Area rather than scattered throughout the outlying agricultural areas.
- l. Evaluate the potential for the Village Development Area to serve as a receiving area for any future Transfer of Development Rights (TDR) program established by the County.
- m. Prioritize funding for housing, economic development, public transportation, and infrastructure projects within the Village Development Area.

Residential: It is the goal of this plan to provide safe, decent and quality housing opportunities for all current and future citizens of Cumberland County.

Objective 1: To preserve and protect the existing housing stock.

Policies:

- a. Eliminate substandard housing through code enforcement.
- b. Identify and utilize all state and federal funding sources to help low and moderate income citizens to gain access to decent and standard housing opportunities.
- c. Establish public and private partnerships to develop programs to help preserve existing housing stock.
- d. Identify and appropriately zone areas suitable for future residential development.

Objective 2: To promote the development of future housing to include a variety of housing types to provide quality, affordable housing opportunities for citizens of all economic means.

Policies:

- a. Develop an appropriate mix of affordable owner and rental housing opportunities to accommodate economic growth and to accommodate various personal preferences including single-family detached, duplex, and multifamily housing units.
- b. Amend zoning ordinance and map to allow for high density, mixed use zoning in appropriate areas to encourage residential growth and allow for compact, centralized housing which efficiently utilizes existing infrastructure
- c. Explore the development of new zoning districts for preexisting nonconforming communities to accommodate future growth in a manner that maintains the health, safety and general welfare of the County.

Economic Development: It is the goal of this plan to encourage the creation of appropriate economic opportunity for current and future citizens of Cumberland County.

Objective 1: Encourage the overall strengthening and diversification of the economic base of Cumberland County to provide a sound tax base and to support the provision of needed public services.

Policies:

- a. Develop an asset-based economic development strategy for the county which identifies target businesses and long term economic development goals.
- b. Support the county's economic development strategy with appropriate ordinances, regulations and policies.
- c. Support the county's economic development strategy with an incentive program to attract desired business such as tax incentives, reduced hook-up fees, expedited permitting, etc.
- d. Support the county's economic development strategy with marketing efforts and county branding to target desired businesses.
- e. Pursue an enterprise zone to encourage business investments in Cumberland County.
- f. Establish an existing business and industry appreciation, support and retention program to help address the needs of existing businesses and industries within the County and to encourage them to expand.
- g. Undertake site improvements for the Cumberland Business Park and Riverside Industrial Park.
- h. Pursue the expansion of the Cumberland Business Park and Riverside Industrial Park by the addition of land for new sites as needed.
- i. Identify and consider acquiring additional industrial sites for future development.
- j. Establish a citizen economic revitalization committee comprised of existing business people in the County.

Objective 2: To encourage the development of service and retail businesses to meet the needs of the current and future population of Cumberland County.

Policies:

- a. Amend zoning map to allow for the development of retail and services businesses in appropriate

- locations that will harmoniously integrate with the community.
- b. Amend zoning map to allow for the development of highway-oriented services in appropriate locations, along major transportation routes in clusters or designated areas so that the impacts on the community as a whole, the transportation systems and the surrounding land uses can be effectively regulated.
 - c. Develop necessary infrastructure to support the development and sustainability of service and retail businesses.
 - d. Develop performance standards for businesses comparable to that codified for industry.
 - e. Develop an incentive program to attract appropriate service and retail businesses to the county.

Objective 3: To encourage the economic development potential of Cumberland County's natural and cultural resources.

Policies:

- a. Amend zoning ordinance and zoning map to allow for the development of hospitality services in Cumberland County including restaurants, motels, recreation oriented businesses and bed and breakfast accommodations in appropriate locations.
- b. Amend zoning map in areas adjacent to Bear Creek Lake State Park, High Bridge Trail State Park, Cumberland State Forest, Cobb's Creek Reservoir and Cumberland Courthouse to accommodate appropriate tourism and hospitality services and businesses while still maintaining the rural, natural and/or historic character of these areas.
- c. Improve marketing efforts to bring tourists and tourism related businesses to the county through county branding, social media and web design and the distribution of promotional materials.
- d. Encourage the preservation and development of historic resources within Cumberland County, including historic sites, churches, cemeteries, homes, and community facilities.
- e. Allow for the development and expansion of nature-based recreation facilities to accommodate hunting, fishing, birding, hiking, biking, and equestrian activities in appropriate county locations.
- f. Capitalize on the economic development potential of water-based recreation on the Appomattox River, the James River, Bear Creek Lake and Cobb's Creek Reservoir.
- g. Open a visitor's center or tourism office in the Historic Cumberland Courthouse village to develop its full potential as a tourism stop and destination.
- h. Collaborate with appropriate state and local agencies to promote nature-based, cultural and historical tourism within Cumberland County.

Objective 4: To encourage the development of essential employment opportunities within Cumberland County for the resident workforce.

Policies:

- a. Identify potential sites for future industrial and business development within Cumberland County and zone appropriate sites to accommodate the development of those uses.
- b. Provide appropriate infrastructure (water, sewer, telecommunications, and electrical power) to support basic industry in the Cumberland Courthouse area and other areas zoned for business and industry where infrastructure can be feasibly extended.
- c. Provide training opportunities for the development of the local labor force through the public schools and through other local and regional workforce development programs.
- d. Promote the county's available business and industrial sites such as Riverside Industrial Park, Cumberland Business Park, Cartersville and the Farmville Regional Airport through marketing to

- prospective industries and businesses.
- e. Provide incentives for industries and businesses to provide future employment opportunities within Cumberland County that will offer competitive wages and fringe benefits.
 - f. Work with state and local agencies to promote the development of appropriate multi-modal transportation systems to serve the needs of industry.
 - g. Objectively consider, evaluate, and recommend appropriate development standards to ensure harmonious integration of industrial development into the community as a whole.

Objective 5: Utilize all available resources to maximize the effectiveness of economic development efforts in Cumberland County.

Policies:

- a. Coordinate local economic development efforts through the Cumberland County Industrial Development Authority providing leadership and working with county staff, the Cumberland Board of Supervisors, Cumberland Planning Commission, and other appropriate groups.
- b. Coordinate local economic development efforts with regional and state economic development efforts.
- c. Coordinate local economic development capacity and resources with those available through other organizations including neighboring jurisdictions, the regional organizations, state agencies, federal agencies and the planning district commission.

Transportation: It is the goal of this plan to provide a county wide multi-modal transportation system that will effectively serve the current and future needs of Cumberland County.

Objective 1: To encourage the development of an effective and efficient system of highways, streets and roads throughout Cumberland County to serve the multitude of needs of citizens, workers and travelers.

Policies:

- a. Work with the Virginia Department of Transportation to achieve the appropriate upgrade and development of the key arterial highways passing through Cumberland County including U.S. Route 60 and Virginia Routes 45 and 13.
- b. Pursue the extension of four-lane divided highway facilities from Powhatan County to Cumberland Courthouse.
- c. Pursue a corridor study for Virginia Route 45 from Farmville to Cumberland Courthouse to identify specific needs for upgrade improvements.
- d. Designate a scenic highway in Cumberland County (i.e. Rt. 13 and possible other secondary roads). Develop standards that would enhance the natural beauty along these county roads.
- e. Maintain natural beauty and rural viewsheds along highways.
- f. Explore feasibility of implementing recommendations of the U.S. Route 60 Corridor Study.
- g. Work with the Virginia Department of Transportation to achieve the appropriate upgrade of existing unimproved, graded and drained, gravel and soil surfaced roads within Cumberland County.
- h. Seek grant funding for the implementation of special transportation enhancement projects.
- i. Identify roads appropriate for the Rural Rustic Roads program or programs with similar objectives.

Objective 2: Encourage the development of an appropriate and efficient system of alternative transportation including bicycle and pedestrian facilities throughout Cumberland County.

Policies:

- a. Improve bicycle and pedestrian accommodations within the Cumberland Courthouse community by adding sidewalks, crosswalks and bicycle infrastructure.
- b. Seek grant funds for special enhancement projects involving alternative modes of transportation such as bicycle and pedestrian facilities.

Community Facilities: It is the goal of this plan to provide adequate community facilities in support of the needs of the current and future citizens of Cumberland County.

Objective 1: Develop and maintain high standards of excellence and efficiency for all public school facilities within Cumberland County.

Policies:

- a. Develop a policy that promotes the delivery of quality education including the attraction and retention of quality educators.
- b. Adopt and maintain a capital improvements program for all public school facilities within Cumberland County to ensure that all school facilities are well maintained and meet all applicable standards; that facilities are efficient and functionally appropriate to meet current and foreseen instructional requirements at all grade levels; and that school facilities can accommodate appropriate technology advances in computers, telecommunications, the sciences and athletic facilities.
- c. Continue cooperative relationships with neighboring school divisions to share facilities and to improve overall cost effectiveness of school investments.
- d. Explore grant funding for pedestrian improvements in the vicinity of Cumberland County school facilities.

Objective 2: Develop and maintain appropriate local government administrative facilities to efficiently serve the needs of the citizens of Cumberland County.

Policies:

- a. Develop a policy to attract and retain qualified staff in the County Government.
- b. Preserve the historic Cumberland Courthouse Square along with all of the historic buildings.
- c. Provide incentives and promote through conditional zoning the participation in the Cumberland Courthouse Square Historic District Design Guidelines so that the surrounding environment is developed in a style sympathetic and supportive of the historic character of the public buildings.
- d. Adopt and maintain a capital improvements program for all local government facilities to ensure that local government facilities are well maintained, efficient and functionally appropriate to meet all the local government program requirements in Cumberland County.
- e. Improve public outreach and communication through use of web and social media.

Objective 3: Develop and maintain appropriate emergency services facilities to efficiently and effectively serve the needs of the citizens and industries of Cumberland County including those services relating to police protection, fire protection and emergency medical services.

Policies:

- a. Adopt and maintain a capital improvements program for all emergency services facilities to ensure that those facilities, equipment and personnel are well maintained, efficient and functionally appropriate to meet current and foreseen needs of the citizens.
- b. Develop a long-term master plan for the County's emergency services facilities to accommodate the foreseen emergency requirements for all areas of the County. This would include the provision of appropriate and interoperable communication systems and technology for E-911 and other emergency services.
- c. Support neighboring hospitals and emergency centers to help to develop the best possible emergency medical and long term services for the citizens of Cumberland County and the surrounding region.
- d. Support the development of other basic healthcare services within Cumberland County including medical, optical, dental, elderly care, pediatrics, and pharmacies.
- e. Maintain mutual aid agreements with neighboring jurisdictions and procedures for effective response and coordination of services in times of emergency.
- f. Maintain established hazard mitigation measures to afford protection against the impacts of the full range of natural hazards (including floods, winds, and drought) and man-made hazards (such as hazardous materials and biosolids).
- g. Maintain an up-to-date Emergency Operations Plan.

Objective 4: Develop and maintain appropriate parks, recreation and open space facilities to efficiently and effectively serve the needs of the citizens of Cumberland County.

Policies:

- a. Maintain parks, recreation and open space facilities in the County so that all citizens, including seniors, may have reasonably comparable and fair access to those facilities.
- b. Develop and maintain parks, recreation and open space facilities that capitalize on and enhance the County's unique natural and manmade environmental features including rivers (the James, Willis and Appomattox), lakes, historic sites and buildings.
- c. Maintain scenic and natural buffer areas along and adjacent to the James, Willis and Appomattox rivers.
- d. Maintain parks, recreation and open space facilities that provide balanced opportunities for citizens of all age groups and social and economic backgrounds.
- e. Work with state agencies to develop and promote Bear Creek Lake State Park and High Bridge State Park.
- f. Explore feasibility of establishing public/private partnerships, special authorities, boards or committees to help develop, maintain and operate parks, recreation and open space facilities within Cumberland County.
- g. Develop a long term plan for the Cumberland Community Center to address the need for additional youth and senior services and recreational and fitness facilities.

Objective 5: Encourage the development of a connected system of pedestrian, bicycle and equestrian trails throughout Cumberland County.

Policies:

- a. Adopt by reference as a part of this Comprehensive Plan the Piedmont Regional Bicycle Plan

(adopted January 2001), specifically those portions that relate to bicycle routes and facilities within Cumberland County.

- b. Pursue the implementation of bicycle facilities along the routes defined in the Piedmont Regional Bicycle Plan.
- c. Explore the feasibility of linking Cumberland Courthouse with Bear Creek Lake State Park by bicycle, pedestrian and/or equestrian trails making use of the existing easement connecting the two areas.
- d. Explore the feasibility of linking and expanding upon existing pedestrian, bicycle, and equestrian trails.

Objective 6: Develop and maintain appropriate public utilities to support current and future growth of all types in Cumberland County.

Policies:

- a. Maximize the utilization of existing utility systems (sewer) in the Cumberland Courthouse area by hooking up new users.
- b. Expand public water service in the Cumberland Courthouse area to include Cumberland Business Park and other appropriate areas.
- c. Explore the feasibility of extending public water and sewer services to other high growth areas within Cumberland County (near Farmville).
- d. Improve voice, data and communications services and seek the expansion of high speed internet throughout the entire county.
- e. Develop and maintain appropriate and cost effective solid waste management facilities, services and programs to serve the needs of citizens, businesses, industries and the environment.
- f. Identify future water sources, ground and surface, for use by the citizens of Cumberland County.