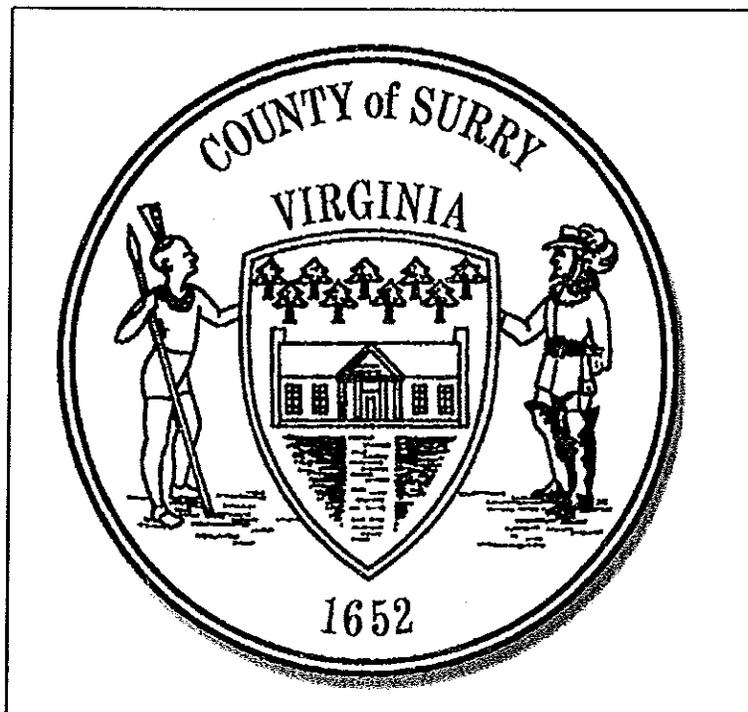

SURRY COUNTY

COMPREHENSIVE PLAN UPDATE



“The Countrie it selfe, I must confesse is a very pleasant
land, rich in commodities; and fertile in soyle...”

-Samuel Argall, ca. 1609

Prepared by:

THE LIVAS GROUP ARCHITECTS, P.C.
NORFOLK, VIRGINIA

Surry County Comprehensive Plan Update

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I. INTRODUCTION

Surry County is located on the South shore of the James River directly across from Jamestown, the first English Settlement in the New World, which became the United States of America. In 1607, English settlers from the Virginia Company of London visited the Quioughcohanock Indians near the present town of Claremont in Surry County. The ships, which could not ride near the south shore, took the first colonists to settle on the north side of the James River.

Surry County was settled as a part of the Jamestown settlement. The first settlement in Surry occurred in 1609, only two years after Jamestown was established. Captain John Smith built Smith's Fort in Surry across the James River to help defend Jamestown. This land was part of the land given to John Rolfe by the Indian Chief Powhatan on Rolfe's marriage to Powhatan's daughter Pocahontas and this included Hog Island which had settlers, hogs and a fort. Surry County since 1609 has been immersed in the history of this area of Virginia and the United States of America.

In 1609, a blockhouse was built on Hog Island to watch for and protect the Jamestown settlers from the Spanish. During the "starving time" around 1610, the local Indians under their leader, Pepiscumah, called "Pipsico", saved the colonists by providing food and training in raising indigenous crops such as corn.

Africans were here in Virginia earlier than most historians give them credit. It is likely that the first Africans were in Surry County around 1619. By 1860, over a third of the Blacks in Surry were free, the highest percentage in Southside Virginia. Many Blacks owned farmland.

In 1622, the colony was saved when Chanco, an Indian youth who had been converted to Christianity at Pace's Paines, told Richard Pace of an imminent massacre by the Indians. The subsequent notice to Jamestown of the planned attack saved the colony from near certain annihilation. While many settlers were killed in the attack, the colony survived. A monument in Chanco's honor sits on the Courthouse grounds today.

By 1646, court was held on the "Surry Side" for the benefit of the settlers across the water. In 1652, Surry became an independent county, with land stretching from the southern shores of the James River to what became North Carolina. Many of the colony's leaders continued to live in Surry.

Great plantations such as Chippokes, Claremont, Smith's Fort, Bacon's Castle and many others-flourished on or near the James River. Further inland, small family farms were settled. By 1700 nearly all of present day Surry County had passed into private hands by land patents from the King of England, including such familiar names as Benjamin Harrison, Sr., Nicholas Meriwether, Captain William Pierce, Thomas Rolfe, William Edwards, Randall Holt, Major Arthur Allen, Col Thomas Swan, George Sandys, John Utie and William Ewens. Surry developed with an independent spirit and a willingness to fight. Throughout the years, the county saw its share of "armed" rebellion. The first American rebellion against unjust and burdensome English taxes took place at Lawne's Creek Church in 1673. In 1676, Nathaniel Bacon's rebels besieged the home of Arthur Allen as an aggressive action toward Royal

Governor William Berkeley. In the succeeding Revolutionary War, British troops marched through the county, and skirmishes took place in the town of Surry itself. Later, from 1861-1865, well over 500 men from Surry County served in the Civil War.

The Surry Lumber Company was the largest industry ever operated in Surry County. Chartered in 1885 by David Steele, Surry Lumber Company became so industrious, the Surry, Sussex and Southampton Railroad (SS&S) was chartered in 1886 to transport its massive production of lumber. Such towns as Dendron and Elberon prospered until the mill closed in 1927.

Virginia Electric and Power Company (VEPCO) began operating a nuclear power station near Hog Island in 1972. Efficient and environmentally sound, Surry Power Station is one of the lowest cost producers of electricity in the country today, providing revenue and employment opportunities for the county and surrounding communities. VEPCO is now known as Dominion Virginia Power.

Surry County remains predominantly rural. Much of its early heritage has been preserved. Historic buildings abound, and its original county records have survived since 1652. Old railroad beds beckon back to their heyday after the Civil War. Since 1925, modern motor ferries have provided transportation from Jamestown to Scotland Wharf. Surry County is proud of its intrinsic heritage and values as well as its natural scenic beauty. To travel to Surry County from the cradle of history (Jamestown, Williamsburg, and Yorktown) one still has only to cross the James River, now traveled by the Jamestown Ferry from Jamestown Settlement to the ferry landing at Scotland Wharf in Surry County. VA. Route 10 crosses the county from Isle of Wight County on the east to Prince George County on the west. VA Route 10 traverses the northern half of the county just south of the James River and parallel to the river. VA Route 31, the major north/south route, starts at Scotland Wharf, where the ferry docks and travels south, intersecting VA Route 10 at the county government seat, the Town of Surry. VA Route 31 continues south to the county line just beyond the Town of Dendron and on into Sussex County and Wakefield.

Surry County, named for Surrey County in England, was formed in 1652 from James City County. The total county land area consists of 280 square miles with 26 miles of inland waterways. The terrain is generally level or gently rolling with some elevation of 93 feet in the eastern section to 120 feet in the western part. Approximately 75 percent of the county is wooded.

Located in the Commonwealth of Virginia, Surry County lies within the coastal plain and is bounded on the northwest and southwest by Prince George County and Sussex County, respectively; and on the southeast and east by Southampton County and Isle of Wight County respectively. The northeast boundary is formed by the James River.

Surry County is a bucolic, primarily rural agricultural county. Its dominant land uses are agricultural and forestry with many historical sites preserved for historical significance as well as everyday use as homes. These historical uses in Surry County are mixed with high technological uses such as the Surry Nuclear Power Station, operated by the Virginia

Dominion Power Company, and modern agri-farms where the latest agricultural technology produce hogs, cattle, grains, forestry products, peanuts, and cotton. Agricultural and forestry form the primary economic engines of Surry County.

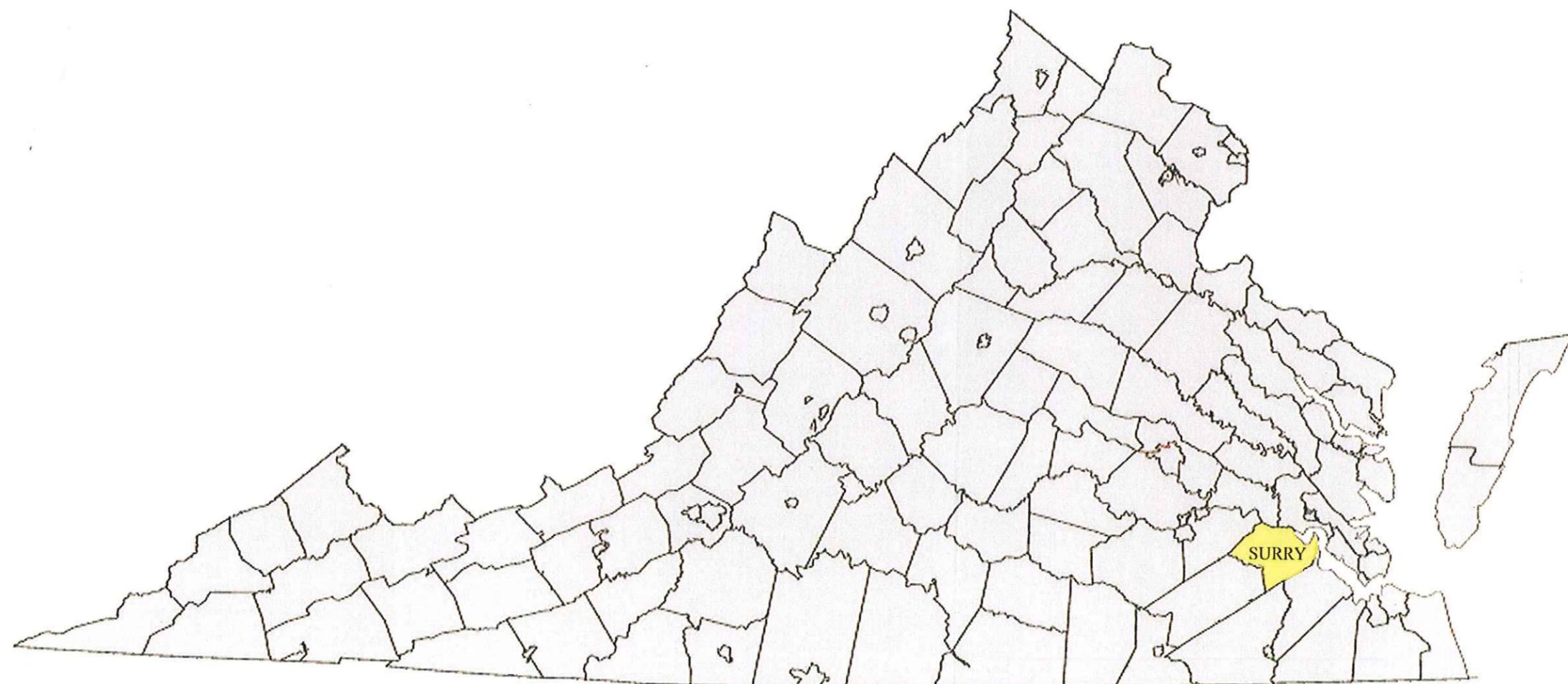
Considerable acreage within the county is occupied by private recreational camps, public recreational facilities, Chippokes Plantation State Park, Hog Island Wildlife Management Area and numerous historical sites. Waterfront land bordering the James River is densely settled at Claremont, Sunken Meadow and Scotland Wharf. The three major population centers within the county are the towns of Claremont, Dendron and Surry. The Town of Surry serves as the county seat, and contains the majority of county government offices.

Map 1 illustrates the general location of Surry County.



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SURRY COUNTY
COMPREHENSIVE PLAN
UPDATE

COMMONWEALTH
OF VIRGINIA

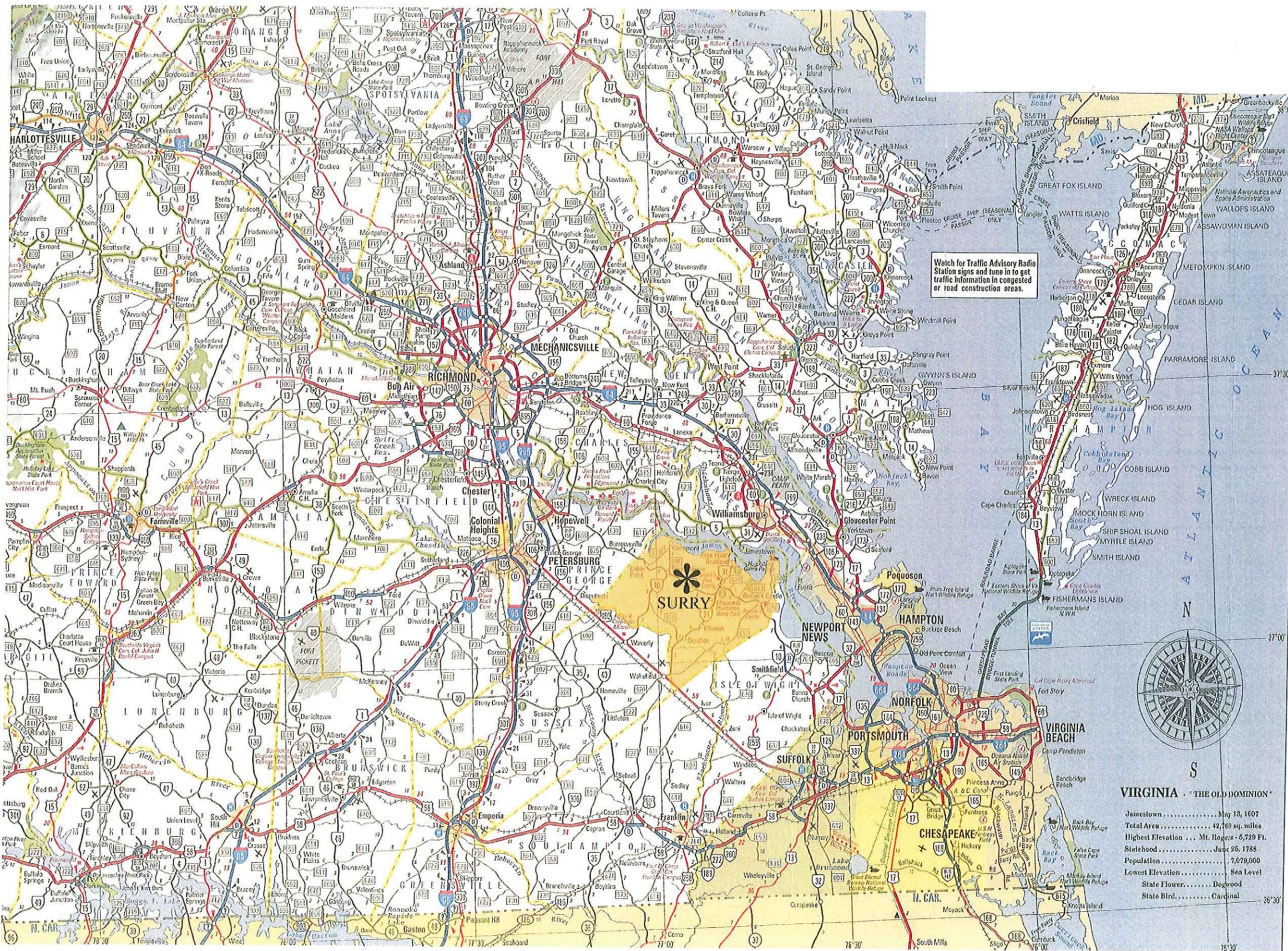
LOCATION MAP

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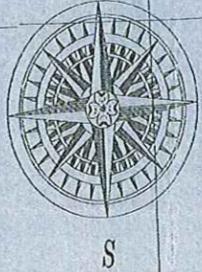


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HAMPTON ROADS AREA

LOCATION MAP



VIRGINIA . . . THE OLD DOMINION™

Jamestown	May 13, 1607
Total Area	42,600 sq. miles
Highest Elevation	Mt. Rogers - 6,729 Ft.
Statehood	June 26, 1788
Population	7,079,000
Lowest Elevation	Sea Level
State Flower	Dogwood
State Bird	Cardinal



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II. INTRODUCTION OF THE COMPREHENSIVE PLAN

Surry County's area of influence extends from Richmond, the Commonwealth of Virginia Capital, to the Atlantic Ocean east of Norfolk at Virginia Beach. Within this area the older cities, Hampton, Newport News, Norfolk, Petersburg, Portsmouth and Richmond have been built out, newer cities such as Virginia Beach, Chesapeake and Suffolk are urbanizing rapidly. The counties of Gloucester, Isle of Wight, James City, Southampton, York and Prince George are being developed as suburban communities in a steady manner. Surry County sits between Prince George and Isle of Wight and the development pressure is beginning to emerge in Surry County. In order to manage this growth pressure, Surry is updating its comprehensive plan. Comprehensive planning is the process by which the county participates in and prepares for the future uses of land within the county. The comprehensive plan, the product of this process, examines existing conditions and needs, proposes goal and policy guidelines, considers opportunities, issues and alternatives, and makes recommendations for the future physical development of the county. It is a general working document intended for use by the Board of Supervisors, Planning Commission, county officials, local public agencies, community developers, and the general citizenry. When the comprehensive plan is adopted and followed, it facilitates more rational and responsive decision making in the development of Surry County. Although it has no direct regulatory effect, it provides the public decision maker a rationale for the resolution of zoning and subdivision cases and other land-use control issues. Without an officially adopted comprehensive plan, decision making is frequently characterized as parochial and capricious.

For the purpose of this report, a comprehensive plan may be defined as an official public document adopted by the Board of Supervisors as a policy guide to decisions about the physical development of the county.

LEGAL BASIS OF THE COMPREHENSIVE PLAN¹

Title 15.2, Chapter 11 of the Code of Virginia, establishes the basic planning responsibilities for Virginia counties. In order to ensure the Surry County Planning Commission has a full understanding of what the Code of Virginia states in regard to developing a comprehensive plan, excerpts of Title 15.2 are attached as Appendix No. 1.

The Code further states that at least once every five years, the comprehensive plan shall be reviewed by the local commission to determine whether it is advisable to amend the plan. In response to changing times and Virginia law, Surry County is reviewing and updating its first comprehensive plan adopted in 1974, which was the Land Development Plan, and updated in 1980, and revised in 1981. In 1993, the Waterfront Access & Recreation Plan, Surry County was adopted as a part of the Comprehensive Plan, and in 2000 the Surry County Chesapeake Bay Preservation Act Program Supplement was enacted as a part of the Surry County Comprehensive Plan.

¹ Sections 15.1-446.1, 447 and 456 of the Code of Virginia, 1950 as amended.

PREPARATION OF THE COMPREHENSIVE PLAN

In the process of preparing a comprehensive plan, certain basic steps are normally followed. These steps can be described as follows:

Formulating Goals and Objectives. A goal is the future toward which action is directed. Generally a goal expresses a long-range future. An objective, on the other hand, is an intermediate step on the path to a goal. When preparing a plan, it is useful to specify both long-range goals and short-range objectives.

Analyzing the Background Data. Throughout the process, background data are collected and analyzed. Some research is directed toward defining and understanding the existing status and likely future of economic, social and physical composition of the county and region. Other research is aimed at specific problems or issues that are identified.

Development of the Alternatives. Once the data and constraints have been analyzed pertaining to economic, social, physical and natural features, alternative plans and land use concepts shall be developed to enhance the development value so as to produce alternatives complementing the setting, respecting cultural values and natural environmental resources. The outcome of this process is the delineation of suitable areas for development.

Plan Formulation. Based on the alternatives developed and input from the citizens, a final plan will be selected. The plan will be based on the adopted goals and objectives, and will describe in graphic and textual form the kind of community desired in the future.

Plan Adoption. The plan requires formal adoption by the Board of Supervisors to be in effect.

Plan Implementation. Formal adoption of a comprehensive plan is by no means the end of the planning process. In a sense, the most important process is implementation. The plan will begin to affect physical development decisions, both public and private, that are continually made in the county. The Capital Improvement Plan, annual budget appropriations, and input to VDOT, Crater Regional Planning District and Hampton Roads Planning District Commission should be done in accordance with the goals and objectives of this plan.

Continuous Evaluation. Critical to these steps of the planning process are methods by which the county can evaluate implementation of its plan. The county should maintain a record of its successes or failures toward achieving its desired goals. With this record, the comprehensive plan can be reviewed and amended more effectively.

CHRONOLOGICAL HISTORY OF PLANNING IN SURRY COUNTY

11/9/64	County Planning Commission Formed
9/17/65	Subdivision Ordinance Adopted
7/71	Planning Assistance Program Initiated for Crater Planning District Commission
11/21/74	Land Development Plan Adopted
9/75	County Planning Department Established
9/4/75	Zoning Ordinance Adopted
12/17/75	Board of Zoning Appeals Formed
8/76	Office of Housing Established
9/16/76	Revised Subdivision Ordinance Adopted
4/79	Surry County Industrial Study Completed
6/79	Capital-Improvement Program Completed
7/79	Comprehensive Plan Revision Began
6/80	Surry County Planning Commission submitted proposed Comprehensive Plan to the Surry County Board of Supervisors
11/80	Public Information Meetings were Held
3/81	Comprehensive Plan Revised
1988	Comprehensive Plan Revision – Comprehensive Plan Agriculture Addendum
4/6/95	Zoning Ordinance Amended – Section 2.AL Agricultural Limited District
4/97	Comprehensive Plan Update Started
2001	Zoning Ordinance Amended – Section 1.AR – Agricultural Rural – Residence District
1993	Waterfront Access Plan adopted as part of the Comprehensive Plan.
2000	Surry County Chesapeake Bay Preservation Act, Program Supplement adopted as part of the Comprehensive Plan

III. GOALS AND OBJECTIVES

In the process of preparing a comprehensive plan, selected Surry County interests need to be translated into development policies expressing the goals of the plan. Realistic goals provide a direction and framework for the development of a comprehensive plan. Thus, goals and objectives should reflect the needs and desires of the citizenry based on the past and present situations that are found within the county. The following is an attempt to define the terms, goals and objectives, as they are applied in this document.

Goals: A general statement of decision and ultimate ideals indicating broad social, economic or physical needs that the county intends to embrace.

Objective: A limited and precise aim or purpose, which is action oriented, that will help to guide the county's development programs, as well as a basis for evaluation of progress.

Surry County's 1980 Comprehensive Plan as revised, outlined initial goals and objectives. Some of the listed objectives have been achieved. The others are still relevant to the county's current situation. The Planning Commission has studied the future directions for development of the county and recommended the following statement of goals and objectives.

GENERAL GOALS AND OBJECTIVES

- Achieve a balanced pattern of land use that meet the needs of county residents, stimulates physical, social, and economic development and protects the ecological integrity of the land.
- Protect productive agricultural land and timber land from premature conversion by discouraging competing and conflicting uses.
- Support and institute (where necessary) community-facility and service programs in areas demonstrating the need for such activities in order to promote a safe, convenient, and healthy living environment.
- Encourage decisive community action (private and public) and careful planning to foster a favorable climate for attracting new economic development.

HOUSING

Goal: Encourage the development of an adequate supply and range of housing in order that all county residents might live in decent, safe and sanitary units. Provide affordable housing choices to discourage the installation of mobile homes in areas other than mobile home parks.

- Objective:** Achieve an overall county-wide balance in the construction of new housing for low and moderate income persons as well as for middle and upper income persons.
- Objective:** Discourage strip-residential development along the Virginia primary highways and Virginia secondary highways.
- Objective:** Encourage maximum participation in appropriate state and federal housing programs in accordance with locally defined housing needs.
- Objective:** Support the restoration and preservation of architecturally and historically significant residential structures.
- Objective:** Provide appropriate areas for mobile-home park developments. Surry County should determine how the county is to address the improper location of individual mobile homes which has gotten worse due to the Commonwealth of Virginia statutes which deny local control over mobile homes in agricultural districts.
- Objective:** Promote residential growth node development in or near the historical villages of Claremont, Dendron and Surry; and the many crossroads such as Bacons Castle, Runnymede, Elberon, Spring Grove and California Crossroads. This development should be facilitated through public investment in the infrastructure needs of these communities.
- Objective:** Promote the development of retail stores and service facilities near the residential development at these village centers.

AGRICULTURAL AND TIMBER LAND

- Goal:** Preserve existing prime agriculture and timberlands from conflicting demands for use, thus maintaining, the agriculture and timber segments of the economy.
- Objective:** Identify the prime agricultural lands that need to be protected and then ensure that county development policies protect them.
- Objective:** Improve the area of agricultural education and forestry management in the public school system. Develop career and technical education programs and facilities to support existing agricultural and forestry related industries in the country.
- Objective:** Promote timber harvesting and reforestation methods which insure good environmental practices, land conservation, forest fire prevention, and visual quality.

Objective: Continue the process of review and evaluation of intensive agricultural development to reduce impact on adjacent land use and the environment.

Objective: Promote and protect family owned and operated small farms.

Objective: Establish agricultural and forest land trusts.

TRANSPORTATION

Goal: Promote a transportation system that will provide an economical, safe and efficient means for movement of people and goods within the county and between the county and other parts of Hampton Roads, Crater, and Central Virginia regions. The transportation system should enhance Surry County's economic development objective, i.e. facilitate the transport of goods into and out of the county.

Objective: In conjunction with the Virginia Department of Transportation (VDOT), develop the Six-Year Secondary Maintenance and Construction Fund Program that is administered by the VDOT.

Objective: In conjunction with the Virginia Department of Transportation (VDOT), develop the Ten-Year Primary Projects Listing Report that is administered by the VDOT.

Objective: Continue to support special transportation services for citizens of the county particularly elderly and disabled who are in need of such programs.

Objective: Establish a maxi-van system of transportation which will originate at Scotland Wharf and circle the county stopping at all the historical sites open to the public and at the towns of Surry, Claremont and Dendron.

Objective: Develop a public transportation plan for Surry County.

Objective: Enhance Surry County's business and resident access to regional airports.

Objective: Influence and impact VDOT's policy on highways serving the county.

Objective: Coordinate with VDOT in the establishment of a scenic highway system for the county.

Objective: Promote transportation system improvements that facilitate the goals and objectives stated herein under of Housing, Agricultural and Timberlands, Community Facilities and Services, Historical Preservation and Conservation, and Industrial and Economic Development.

Objective: Explore the feasibility of providing bicycle and hiking trail systems in selected locations within the county:

- (1) Scotland Wharf to Chippokes and Bacon's Castle.
- (2) Enos Tract to Scotland Wharf, Claremont and the combined school campus at the intersecting Route 616 and Route 618.
- (3) Route 617.
- (4) Chippokes to Bacon's Castle
- (5) Scotland Wharf to Smith's Fort and the town of Surry.
- (6) Connect the bicycle and hiking trail systems with adjoining counties and James City County biked and hiking trail systems.

Objective: Define what the highway system in Surry County should be in terms of capacity, design, environment compatibility, and visual quality.

COMMUNITY FACILITY AND SERVICE

Goal: Provide county facilities and services for Surry County's residents that will promote a safe desirable community.

Objective: Continually update the capital improvements program to develop community facilities and services necessary to ensure that planning objectives are carried out commensurate with the financial capability of the county.

Objective: Conduct a space-need analysis of county facilities to determine current and future requirements. This effort should be closely coordinated with the county's capital improvements program.

Objective: Increase the presence and service of John Tyler Community College in Surry County.

Objective: Encourage multiple uses of existing and future facilities, thus providing services in the most economical manner.

Objective: Provide public water/sewer facilities as alternatives to individual septic tank/drain field systems in areas of the county that are in need of such services because of natural features or development objectives for housing, commercial and individual uses.

- Objective:** Provide public service facilities, i.e. libraries, cultural and historical, health, and recreational, to capitalize development in accordance with the comprehensive plan.
- Objective:** Expand public access to waterfront areas on the James River for boating, fishing and the development of a waterfront park.
- Objective:** Promote the development of Commonwealth of Virginia owned properties to provide a greater recreational diversity for Surry County residents.

HISTORICAL PRESERVATION AND CONSERVATION

- Goal:** Encourage the preservation of existing and potential recreation lands, flood plains, wetlands, valuable natural and scenic resources, and the unique historical landmarks for present and future generations.
- Objective:** Reserve ecologically fragile areas for open space, noncommercial forest, and agricultural uses.
- Objective:** Ensure that the county has an adequate opportunity to provide input for all environment resource studies that potentially affect the county.
- Objective:** Protect key sections of waterfront lands along the James River from incompatible uses.
- Objective:** Coordinate with the Virginia Department of Highways and Transportation in the establishment of a scenic highway system for the county.
- Objective:** Preserve and protect historic sites and buildings in the county through the use of the Historic Preservation District described in the county's zoning ordinance.
- Objective:** Coordinate with Crater Planning District and the Hampton Roads Planning District to determine the land use impact on the Blackwater River and James River drainage basins.

INDUSTRIAL AND ECONOMIC DEVELOPMENT

- Goal:** Promote the expansion and development of desirable industrial and commercial development in the county in order to broaden the tax base and increase local employment opportunities as well as provide needed services within the county.
- Objective:** Designate and develop adequate and suitable land for the development of another industrial park.

- Objective:** Utilize fully those agencies and programs that provide mechanisms for attracting economic development.
- Objective:** Examine the career and technical education programs and increase the career planning program in order to produce a labor force that has entry-level skills.
- Objective:** Continue the public support of identified industrial areas through the capital improvement and regulatory code programs.
- Objective:** Involve and coordinate the two regional planning districts in the economic development program.
- Objective:** Support the development of an active tourism program as part of the county's economic development program.
- Objective:** Support the Chippokes Plantation State Park expansion program.

LAND USE

- Goal:** Guide and support land-use development within the county in a sound and attractive manner that will result in the best possible fiscal and environmental impact.
- Objective:** Locate intensive land-use development in areas where the efficiency of transportation systems, utility service, and community facilities will be maximized and their costs minimized.
- Objective:** Discourage the development of conflicting and incompatible land use in adjacent areas that would prevent proper land development.
- Objective:** Monitor previously approved but unconstructed development proposals to ensure an appropriate allocation of county land resources.
- Objective:** Achieve continuing coordination and cooperation among public and private agencies regarding development policies, programs and projects.
- Objective:** Maintain a continuing program of public awareness of county development policies.
- Objective:** Locate land uses generating a high volume of vehicular traffic near roads capable of handling the additional traffic volume.

IV. THE NATURAL ENVIRONMENT

Surry County is a rural county where farms and fields are still prolific, and the natural forests and terrain still are the dominant features of this serene county. With the suburbanization of Isle of Wight County on the east and 460 corridor developments on the south, Surry is also feeling the pressure of residential and agri-business development.

Land-use activities determine the nature and vitality of man's environment. Consequently, changes are being made in the landscape, therefore it is necessary to study and plan for the long range needs and to mitigate some problems which are occurring. In order to ensure that development is compatible with the natural environment, it is important to understand the natural resources existing in Surry County.

Surry County's major enterprises are directly tied to its natural resources. These include traditional agriculture, agri business, forestry products and, quarrying. A balanced natural environment is critical to the health of these enterprises. A plan is needed to continue the productivity of the renewal resources while growth occurs in Surry County.

A. PHYSIOGRAPHY

The physiography of the county is a description of nature or natural phenomena in general. Surry County lies within the Coastal Plain Physiographic Province and is underlain by sedimentary rocks, over which there is a veneer of sand, gravel, marl and clay. The county has 280 square miles of land area (179,200 acres) and 26 miles of inland water ways. The land varies from flat to undulating to rolling, with elevations ranging from 100 to 120 feet above sea level in the western portion.

B. WATER RESOURCES

Ground water is available throughout the county is usually obtained from wells 15 to 80 feet deep in sand and gravel deposits. They are often found in the water-table zone. Deep wells are also found in the county. Water samples taken in the area indicate that the water quality is basically soft to moderately hard, with an excessive quantity of iron, and is often found to be acidic. There are two artesian aquifer zones in the county.

C. SURFACE WATER

Portions of the county (central and southern) have maintained an adequate supply of water from the Blackwater River. An estimate of the stream flow of the Blackwater River near Dendron is 196 million gallons per day, so all indications are that the flow is good except during dry periods. Drainage of Surry County is divided into the James River drainage basin, 25% of the county, and the Blackwater River drainage basin, 75% of the county.

Forming the northern boundary of the county is the James River which is a part of the Chesapeake Bay System, a three state body of water is influenced by which the ebb and

flow of the lunar tidal cycles. Fresh water flowing down the James River mixes with the salty waters moving up the James River from the Chesapeake Bay. The salinity of the James River varies from season to season and is influenced greatly by the amount of rainfall occurring upriver.

This James River drainage basin, 25% of the county, is part of the Chesapeake Bay Preservation Area. Adopted in 1988, the Chesapeake Bay Preservation Act established a cooperative program between state and local governments aimed at reducing nonpoint source pollution by protecting environmentally sensitive land features from inappropriate use and development. Central to the Bay Act is the philosophy that land can be used and developed in ways that minimize impacts to water quality.

The Chesapeake Bay Preservation Act created a unique partnership between the state and the cities, counties, and towns of Tidewater Virginia. It acknowledged that local governments have primary responsibility for land use decisions, expanded local government authority to protect water quality, and established a more specific relationship between water quality protection and local land use decision-making.

To implement the Bay Act, each locality must adopt a Chesapeake Bay Preservation Area Program, based on the Chesapeake Bay Preservation Area Designation and Management Regulations which were adopted by the Chesapeake Bay Local Assistance Board in 1989 and amended in 1991. In response to these regulations, Surry County adopted its Chesapeake Bay Preservation District. An additional requirement of the Act is that local governments adopt a comprehensive plan or plan amendment to incorporate water quality protection measures consistent with the goals and objectives of the Bay Act. Surry County's Chesapeake Bay Preservation Act Program Supplement is a part of the Comprehensive Plan of Surry County.

The greater part of the county, 75%, drains through the Blackwater River to the Chowan River and Albermarle Sound on the coast of North Carolina. Streams in the county are very slow running and generally have swampy bottoms.

Upriver from Surry County there are numerous major municipal and industrial dischargers which discharge in the James River. These dischargers affect the water quality of the river downstream through the discharge of pollutants contained in the effluents. The extensive farm runoff and the continued urbanization along the James River also adversely impacts the water quality of the river. These issues are addressed in the Program Supplement of the Chesapeake Bay Preservation Act, Surry County Comprehensive Plan.

D. FLOOD PLAINS

Areas adjoining a river, stream, watercourse, ocean, lake or a body of standing water that have been or may be covered by floodwaters are considered flood plains.

Normally a flood is considered to be any temporary rise in stream flow or stage, or an overflow to lands that are usable by man and not normally covered by water.

Over the past several years flooding in Surry has been rather frequent. Several areas in the county along the James River have been designated as special flood-hazard areas. Floods have occurred during all seasons of the year. Good flood-plain management is necessary to keep flood waters away from development and development away from flood-prone areas. The Statewide Building Code is used mainly to help restrict development from the flood plain.

E. TOPOGRAPHY

Topography refers to the general description of a particular place, or tract of land. Surry County's topography varies from gently rolling to level to extremely swampy. Elevations vary from about 100 to 120 feet above sea level throughout the county. The land form is a critical factor in the development of the county. Ground slope is one of the more important aspects of topography, because use and maintenance are dependent upon it. On land that is predominantly level, the problem of relating buildings and roads to the topography is relatively simple. On the other hand, steeply sloping sites can be costly to the developers and the community. Excessive gradients may result in significant cuts and fills, excessive road maintenance to repair erosion and deep trenches for utility installations. In short, slope is a major consideration in land-use planning.

F. SOIL

Soil is defined as the upper stratum of the earth's crust; or the compound substance that furnishes nutriment to plants, earth, ground, land and country. Soil tests or analyses are performed to determine the most suitable sites for land use. The suitability and limitations of soils in the county have a significant impact upon future land development. A working knowledge of soil conditions is useful for formulating comprehensive land development plans, subdivision plats and zoning districts. Other soil factors such as depth, absorptions, percolation, shrink-swell conditions, wetness and filtering action all have an effect upon future development. These factors should also help in determining lot sizes and density of development. The dominant soils in the county include Norfolk, Marlboro, Goldsboro, Dragston, Lenior Atlee and Mixed Allwid. A working definition for each soil suitability classification as provided by the Virginia Soil Conservation Service follows:

Slight Limitations: Soil with properties that are favorable for an intended use. Soil limitations are minor and can be easily overcome.

Moderate Limitations: Soil with properties that are moderately favorable for an intended use. On-site study is recommended to determine the degree of limitations. The situation can be overcome or modified by special planning, design and by good management.

Severe Limitations: Soil with properties that are unfavorable for an intended use. They may have one or more serious problems and on-site study is necessary to determine the feasibility of corrective measures. Limitations are difficult to modify or overcome. The Program Supplement, Chesapeake Bay Preservation Act, Surry County Comprehensive Plan provides detail descriptions and maps of soils, wetlands, flood prone areas under the section, titled Physical Constraints to Development.

G. CLIMATE

Climate refers to the condition of a region in relation to the various phenomena of the atmosphere: temperature, wind, and moisture. Surry residents enjoy a moderate climate during most of the year. Summers are usually long with relatively short and cool winters. The average yearly temperature is around 58.0 degrees, with precipitation averaging 43.5 inches annually. The average snowfall is about 10 inches a year.

H. MINERALS

Surry County is underlaid principally by sand, gravel, clay and marl strata that were deposited upon rocks resembling those in the Piedmont province. Sand and gravel are used mainly for building purposes and the maintenance of roads. Calcareous marl was formerly produced at sites near Claremont and marketed for agricultural use. Analyses of clay materials from selected sites indicate the potential use of clay in the manufacturing of face brick, floor tile, and garden pottery products.

I. FOREST RESOURCES

Forest resources play an important role in the economic and physical well-being of the county. The importance of the forest lands in maintaining a viable forest industry, providing the protection and maintenance of watersheds, providing the necessary habitat for wildlife and furnishing the environment necessary for the enjoyment of a great variety of outdoor recreational experiences must be emphasized. Of the total land area in Surry County (179,200 acres), there are approximately 133,958 acres of commercial forest land. Approximately 99.9 percent of Surry's commercial forest lands are privately owned, with 1,100 acres under public ownership. Growth of forest species in the county is above average with loblolly pine, oak pine, oak hickory and oak-gum-cypress being the dominant species. Recently there has been a decline in timber in the county because of the enormous amount of over cutting in the area. Foresters are not only concerned about over cutting, but also about new sawtimber industries moving into the area. There is a growing need and concern for reforestation in the county. Shortleaf-pine was one species in the county that no longer exists because of the lack of reforestation. State controlled forest land and forest land trust needs to be developed in Surry County. These forests will maintain resources for the forest industry but also provide natural resource areas for wildlife and protect watersheds and wetlands.

V. POPULATION

County growth can be attributed to many elements: population, housing, employment, transportation and the overall general environment of an area. However, population is considered to be one of the prime generators of growth. As the population of an area increases, so does the demand for housing, employment, transportation and other public facilities and services. Consequently, the study of an area's population, its size and composition, is a critical factor in the overall comprehensive planning process.

POPULATION COMPOSITION

According to the 2000 census, Surry County's population was 6,829 48.6 percent of which was male, 51.4 percent female. The County's population in 2000, was comprised of 51.6 % Black, 46.9 % White and 1.5 % Other. As can be seen in Table 1, both the racial and male/female composition changed between 1990 and 2000. The most recognized change occurred in the racial diversity. This change when viewed over a twenty year span, has shown a twenty five percent (25%) growth in the white population. This population growth represents the increase in overall population and actually the replacement of young blacks as they leave the county.

The Surry County population has grown in 2000 to 6,829 an increase from 1990 of 11.1%. See Table 2.

The 2000 census showed that the elderly population of Surry County remained essentially the same but there was growth in each age group except under 5, which decreased 2 percentage points. See Table 1.

POPULATION PROJECTIONS

Population projections help determine the amount of land needed for future residential, commercial and industrial uses. Projections also provide indication of the need for future public facilities and services.

In the decade from 1990 to 2000, Surry County experienced a growth rate of 11.1% or an increase of 684 persons. See table 2. The county is projected to continue its present growth, though a slight drop is projected in 2010. While Surry County has had limited success in attracting new industry to the county, it has become desirable for high end housing. The continued residential development of the northern portion of the county will make it possible for commercial development to occur in the form of super markets and associated stores such as drug stores, personal service and specialty shops.

Surry County Comprehensive Plan

Table 1
Composition of Population (%) by Age, Race and Sex
1980, 2000
Surry County

<u>Age Distribution</u>	<u>Surry County</u>			<u>Crater Planning District</u>			<u>Virginia</u>		
	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
Under 5	6.9	7.3	5.6	6.7	7.3	6.5	6.7	7.2	6.5
5-14	16.4	15.0	15.2	16.0	13.6	14.5	15.3	13.3	14.0
15-24	18.9	12.0	11.6	20.0	14.9	13.1	19.4	15.5	13.6
25-34	14.0	16.7	10.3	15.7	16.7	14.5	17.4	18.4	14.6
35-44	10.6	15.3	17.5	11.4	14.5	17.1	12.4	16.0	17.0
45-54	10.5	9.9	14.3	10.2	10.7	14.6	10.2	10.7	14.1
55-64	9.3	9.1	11.4	9.9	9.4	8.5	9.2	8.1	9.0
65+	13.3	14.7	14.0	10.1	13.0	11.3	9.4	10.7	11.2
<u>Race</u>									
White	37.5	44.5	46.9	58.2	72.4	64.9	79.1	77.4	72.3
Black	62.5	55.5	51.6	40.4	25.5	30.2	18.9	18.8	19.6
Other	0.03	0.03	1.5	1.5	2.1	4.9	2.0	3.8	8.1
<u>Sex</u>									
Male	48.6	48.1	48.4	49.2	48.3	48.1	51.0	49.0	49.0
Female	51.4	51.9	51.6	50.8	51.7	51.9	49.0	51.0	51.0

*Does not include Chesterfield County figures.
Source: Bureau of the Census, 1980, 1990, 2000.

Table 2
Population Profile
1960-2000
Surry County

<u>Year</u>	<u>Population</u>	<u>Net Increase (Decrease)</u>	<u>Percent Increase (Decrease)</u>
1960	6,220	-	-
1970	5,882	(338)	(5.4)
1980	6,046	164	2.8
1990	6,145	99	1.6
2000	6,829	684	11.1

Source: Bureau of the Census, 1960, 1970, 1980, 1990, 2000.

**SURRY COUNTY COMPREHENSIVE PLAN
 TOTAL POPULATION – SURRY, ADJACENT COUNTIES AND COMMONWEALTH OF VIRGINIA
 POPULATION GROWTH PROJECTIONS**

COUNTY	2000	2010	2020	2030	2000-2030
Surry	6,829	6,643	7,014	7,513	10%
Sussex	12,504	4,714	4,805	10,345	-17.3%
Prince George/Hopewell	55,401	54,887	57,649	61,969	11.9%
Isle of Wight	29,728	34,095	NA	NA	-
Commonwealth of Virginia	7,078,515	8,040,285	8,948,151	9,961,361	40.7%

Source: Virginia Employment Commission 6/02
 N/A – Not Available

VI. ZONING

The Board of Supervisors of Surry County, Virginia for the purpose of promoting health, safety, order, prosperity, the conservation of natural and historic resources and the general welfare that requires it, adopted the zoning ordinance of Surry County on September 4, 1975. The Zoning Ordinance has been revised and updated over the years to best suit the needs and requirements of the county. There are seven (7) zoning districts and three (3) overlay districts.

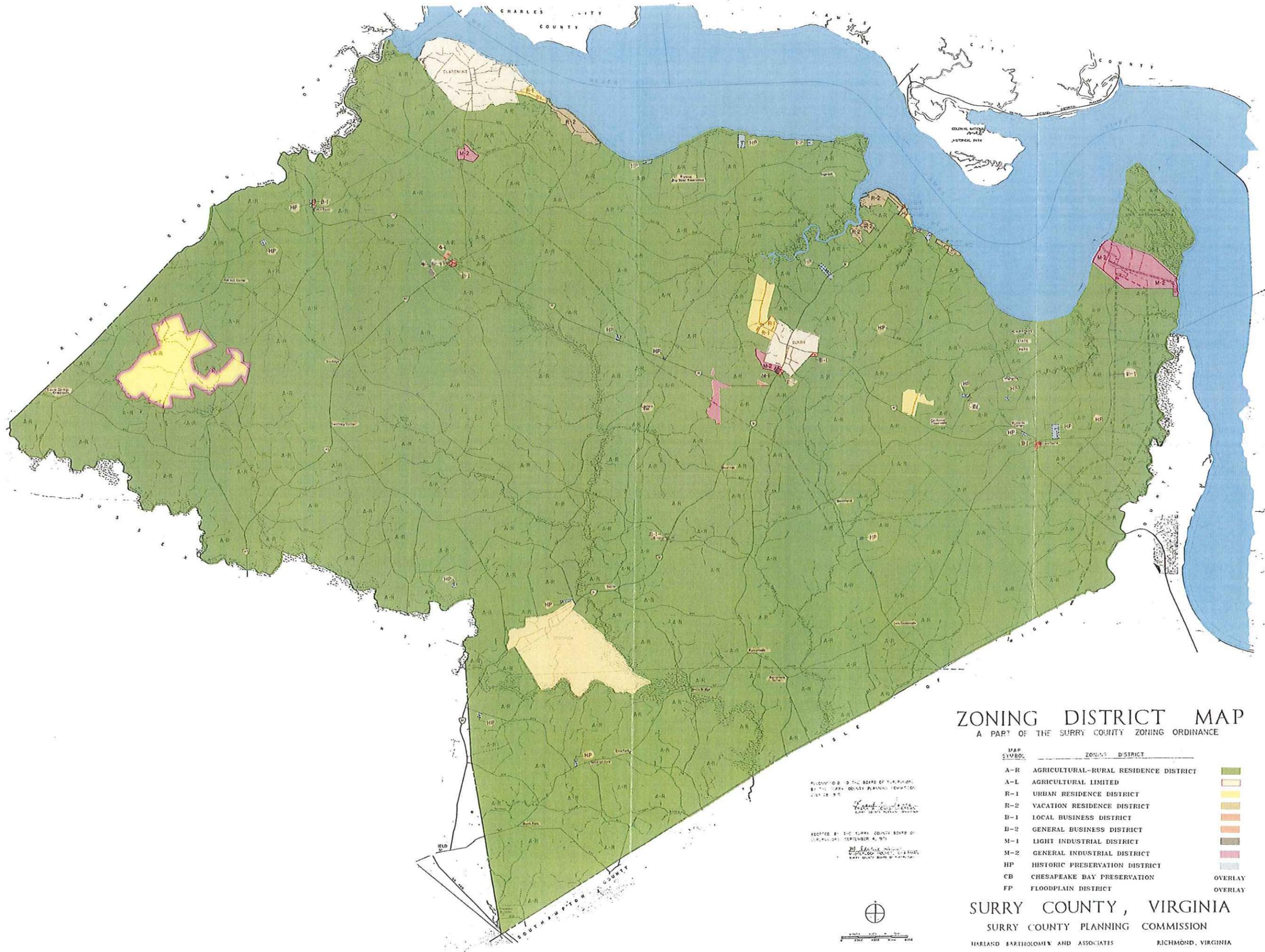
Delineated in the zoning ordinance, these are:

- A-R Agricultural – Rural Residence District
- A-L Agricultural Limited
- R-1 Urban Residence District
- R-2 Vacation Residence District
- B-1 Local Business District
- B-2 General Business District
- M-1 Light Industrial District
- M-2 General Industrial District
- HP Historic Preservation District
- FP Floodplain District

Most of the county is zoned A-R Agricultural – Rural Residence District. The purpose of this district is to encourage continued agricultural and forest uses, and preserve the natural beauty of rural areas in the county where urban services such as sewer and water mains are not planned. The district is intended to provide for spacious residential development for those who chose to live in a rural environment and to protect this environment where it exists. However this zoning has been abused especially in the Commonwealth's Statute which pre-empts the county's control of manufactured housing, primarily mobile homes. Being zoned primarily as an agricultural use permits the uncontrolled placing of these homes throughout the county. This problem needs to be addressed.

On April 7, 1995, the zoning ordinance was amended to establish a new agricultural district entitled AL – Agricultural Limited District. This district seeks to control agricultural activities such as concentrated animal facilities and the subsequent nuisance associated with those uses. Agriculture is increasingly moving in that direction. Since this is a potential economic engine and a source of needed tax revenue, Surry County needs to look at some innovative methods of dealing with the problems associated with concentrated animal facilities, and revised the ordinance accordingly.

The zoning map is attached.



ZONING DISTRICT MAP

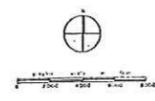
A PART OF THE SURRY COUNTY ZONING ORDINANCE

MAP SYMBOL	ZONING DISTRICT	
A-R	AGRICULTURAL-RURAL RESIDENCE DISTRICT	Green
A-L	AGRICULTURAL LIMITED	Light Green
R-1	URBAN RESIDENCE DISTRICT	Yellow
R-2	VACATION RESIDENCE DISTRICT	Light Yellow
B-1	LOCAL BUSINESS DISTRICT	Orange
B-2	GENERAL BUSINESS DISTRICT	Light Orange
M-1	LIGHT INDUSTRIAL DISTRICT	Brown
M-2	GENERAL INDUSTRIAL DISTRICT	Red
HP	HISTORIC PRESERVATION DISTRICT	Blue
CB	CHESAPEAKE BAY PRESERVATION	Light Blue
FP	FLOODPLAIN DISTRICT	Light Blue
	OVERLAY	Light Blue
	OVERLAY	Light Blue

APPROVED BY THE BOARD OF SUPERVISORS
BY THE SURRY COUNTY PLANNING COMMISSION
JULY 28, 1978

ADOPTED BY THE SURRY COUNTY BOARD OF SUPERVISORS
SEPTEMBER 4, 1978

BY: *[Signature]*
SURRY COUNTY PLANNING COMMISSION



SURRY COUNTY, VIRGINIA
SURRY COUNTY PLANNING COMMISSION
HARLAND BARTHELOMEW AND ASSOCIATES RICHMOND, VIRGINIA

VII. HOUSING

A. HOUSING VISION STATEMENT

The rural quality of Surry County endures through housing and development programs that encourage the preservation of agriculture and the woodlands, which are a vital part of the economies of Surry County. Housing throughout the county is economically diverse and includes manufactured singlewide "mobile home" parks that provide sites for this much-needed lower priced residential units. New subdivisions for affordable single family units are being developed along with market priced homes in clusters near villages and crossroads, and where utilities are accessible. A number of real estate developments have been successful throughout the county. These housing and development initiatives enhance historic villages of the county as well as the prominent crossroads where housing has traditionally been located.

B. CURRENT HOUSING STATUS

The housing inventory in Surry County is in excellent condition. This is evident by the 2000 Housing Census which list 67 units or 1.6 percent (%) are without complete plumbing facilities. However, the census survey indicated 675 units are vacant, which represents 20.5 percent (%) of the total housing inventory.

Owner occupied housing represents the majority of the occupied housing 77.2 percent (%). This exceeds the Commonwealth of Virginia percentage, 63.1%, indicating a certain stability in Surry County's residents.

Surry has had an average growth of 40 new units per year over the 6 year period of 1993 to 1998. A majority of these units have been manufactured units, double wide and single wide. This has an economic impact on the county since single wide are considered mobile homes and are taxed as personal property rather than improved real estate. Yet these facilities will require the same county services such as education, recreation, public safety, disposal of solid waste, and public administration of the Surry County Government.

The amendment of Section 15.2-2290 of the Code of Virginia eliminates community control of the location of single wide units in agricultural districts. A review of the issued building permits of Surry County from 1993 to 1995 does not indicate an increase in the number of single wide manufactured units permitted in the county.

The significant change is the increase in the development of single family homes in Cobham Magisterial District. Though double wide and single wide represent over 65% of the new housing, with single wide representing approximately 60% of the total single wide and double wide. A review of the recent subdivision of land indicates that new housing built or purchased by new families locating in Surry County will continue in the northern tiers of Cobham Magisterial District. These subdivisions do not follow a defined growth plan.

C. HOUSING ISSUES

In 1997, the General Assembly of the Commonwealth of Virginia enacted the Code of Virginia, Subtitle II, Power of Local Government, Chapter 22, and Planning, subdivision of Land and Zoning, Section 15.2-2290, Uniform Regulations for manufactured residential units. As a consequence, the use of this type of residential unit has increased and created tax revenue and property value problems for the county. Since these properties are taxed as personal property there is a diminishing value and a resulting diminishing tax revenue for services needed by residents, with public safety, schools and recreation being paramount.

Surry County lacks a strong labor-intensive economic base. The government system comprised of the Commonwealth of Virginia service groups, Virginia Department of Transportation (VDOT), Department of Natural Resources (DNR), county government services, including sheriff department, judicial court system and school division are the largest employers within the county. Residents leave the county for employment. Currently other neighboring counties are closer to the employment bases. However, there is beginning to be some residential development pressure.

Surry County has a 10,000 gpd wastewater plant located adjacent to the school campus at the intersection of County Routes 616 and 618. The service lines of this plant extend to Route 31. Water resources are primarily wells in the Towns of Surry and Dendron which have local water distribution systems. Land efficient residential communities need water and waste water systems.

Large tracts of land are not readily available in Surry County. Some properties, after the trees are harvested and the owners see no long-term future in replanting with a 10-20-30 year yield tree farm, subdivide the land into large lots and sell. These subdivisions are poorly planned.

Surry County has nationally and locally important historical places. The County has a large historical Commonwealth of Virginia park and some superb private camps. The County does not have other than as a part of the schools, museums and performing arts facilities. Neither are there any public waterfront parks and those life enriching amenities that create a viable, and desirable community. There are public satellite libraries in the Town of Surry and the Town of Claremont.

While the county has a volunteer rescue squad, there are no medical complexes providing urgent care or emergency care. The Surry County Health Department constitutes the primary health care facility.

Surry County has two small transient housing facilities. Both of these are located in the Town of Surry. There is not a business or commerce in the county that necessitates transient housing for it's visiting business clients, customers or salesmen.

D. HOUSING OPPORTUNITIES

Surry remains an agrarian community. While there has been residential development especially north of VA Route 10 and east of Route 31, agricultural land and forest are the dominant land uses. There is development pressure on areas adjacent to the James River. Except for a few clusters of homes at various locations throughout the county, housing is sparsely located in the county. The land is available in the sense that it is vacant and being used for farming or is a forest. This status allows the county to plan for residential growth.

Surry County's rural character as demonstrated by farms, forest, and undeveloped river frontage provides a natural quality to the County which if preserved, in the development of the County, will be a tremendous asset. Other housing opportunity factors are low crime rate, low taxes, and a good public education system. There is no significant traffic congestion in Surry County. With planned road improvements in conjunction with the planned growth, traffic congestion should not occur.

The small community qualities are an advantage. Surry County historically had some very active towns, Claremont, Dendron and the Town of Surry. These small communities provide an opportunity for revitalization and have vacant lands surrounding the towns. The provision of water and waste water system could spur the development of these areas dominated by the small towns.

E. HOUSING GOAL

Encourage the development of an adequate supply and range of housing in order that all county residents might live in decent, safe and sanitary units. Provide affordable housing choices to discourage the installation of mobile homes in areas other than mobile home parks.

Objective: Achieve an overall county-wide balance in the construction of new housing for low and moderate income persons as well as for middle and upper income persons.

Objective: Discourage strip-residential development along the Virginia primary highways and Virginia secondary highways as defined in the zoning ordinance and the Surry County Land Development Plan. Surry County has designated these roads as Arterial and Collector Roads.

Objective: Encourage maximum participation in appropriate state and federal housing programs in accordance with locally defined housing needs.

Objective: Support the restoration and preservation of architecturally and historically significant residential structures.

Objective: Provide appropriate areas for mobile-home park developments. Surry County should determine how the county is to address the improper location of individual mobile homes which has gotten worse due to the Commonwealth of Virginia statues which deny local control over mobile homes in agricultural districts.

Objective: Promote residential growth node development in or near the historical villages of Claremont, Dendron and Surry; and the many crossroads such as Bacons Castle, Runnymede, Elberon, Spring Grove and California Crossroads. This development should be facilitated through public investment in the infra-structure needs of these communities.

Objective: Promote the development of retail stores and service facilities near the residential development at these village centers.

F. HOUSING STRATEGIES

- | | | |
|----------|-----|---|
| Strategy | 1.0 | Land use and development controls |
| | 1.1 | Establish building control over manufactured housing. |
| | 1.2 | Revised zoning codes to insure the placement of manufactured housing is done per county plan. |
| Strategy | 2.0 | Housing Development |
| | 2.1 | Develop housing at preferred sites in county. Establish where the preferred sites are located. |
| | 2.2 | Determine what county initiatives are needed to encourage housing development at the preferred sites. |
| Strategy | 3.0 | Infrastructure Improvements |
| | 3.1 | Develop utility improvement concept plan. |
| | 3.2 | Develop road and street improvements to support housing development at preferred sites. |

Table 3

**Housing Units in Towns and Unincorporated Areas
Surry County
2000**

<u>County</u>	<u>Single Unit</u>	<u>Multi Unit</u>	<u>Manufactured Housing</u>	<u>Other</u>	<u>Total Units</u>	<u>% of</u>
Town of Claremont	205	0	43	0	248	7.5
Town of Dendron	110	0	22	0	132	4.0
Town of Surry	106	5	9	0	120	3.7
Total, Towns	421	5	74	0	500	15.2
Total, Unincorporated	1,953	147	694	34	2,794	84.8
Total, County	2,374	152	768	40	3,294	100.0

Source: Bureau of the Census, 2000.

Table 4
Selected Housing Characteristics
Surry County

	Number		% Distribution	
	<u>Surry</u>	<u>Virginia</u>	<u>Surry</u>	<u>Virginia</u>
All housing units	3,294	2,904,192	100.0	100.0
Occupied	2,619	2,699,173	79.5	91.8
Vacant	675	205,019	20.5	8.2
Tenure and Race	2,022	1,837,939	100.0	100.0
White	883	1,296,422	50.6	85.3
Black	863	191,749	49.4	12.6
Other	0	31,473	0.0	2.1
Renter Occupied	597	861,234	100.0	100.0
White	235	544,924	43.8	70.6
Black	302	198,179	56.2	25.7
Other	0	29,083	0.0	3.8
Units in Structure				
One Unit	2,374	2,090,142	70.8	70.1
Two or more units	152	590,128	5.4	23.6
Manufactured Housing	768	185,282	23.8	6.2
Plumbing				
Complete Plumbing Facilities	3,241	2,884,662	98.4	99.3
Lacking Complete Plumbing Facilities	53	19,550	1.6	0.7

Source: Bureau of the Census, 2000

Table 5

Dwelling Units by Type and Location, 1990
 Surry County

	<u>Blackwater District</u>	<u>Cobham District</u>	<u>Guilford District</u>	<u>Total County</u>	<u>Percent of Total Units</u>
<u>Occupied Units</u>					
Single-Unit	322	776	550	1,648	55.3
Multi-Unit	0	91	8	99	3.3
Manufactured Housing	74	336	99	509	17.1
Other	9	11	7	27	0.9
Total Occupied	405	1,214	664	2,283	76.6
<u>Vacant Units</u>					
Single-Unit	72	141	250	463	15.5
Multi-Unit	2	21	0	23	0.8
Manufactured Housing	10	85	105	200	6.7
Other	0	9	4	13	0.4
Total Vacant	84	256	359	699	23.4

Source: Bureau of the Census, 1990.

Table 6
Plumbing Facilities
Surry County

	<u>Total Units</u>	<u>Complete Plumbing Facilities</u>	<u>Lacking Complete Plumbing Facilities</u>
Surry County	2,294	3,241 (98.4%)	53 (1.6%)
Virginia	2,904,192	2,854,642 (99.3%)	19,550 (0.7%)

Source: Bureau of the Census, 2000

VIII. AGRICULTURE AND TIMBER LANDS

A. AGRICULTURAL AND TIMBER LANDS VISION STATEMENT

Surry County has a “rural county” appearance as the agricultural and timberlands dominate the visual appearance of the county. As planned residential development, commercial, industrial and economic growth continue, the agricultural and timber industries continue to thrive in the county serving to maintain economic viability, open space and the rural quality of Surry County.

B. CURRENT STATUS OF AGRICULTURE

Agriculture is still one of the principal economic engines of the county. While the total farm acreage has remained relatively constant, those who farm have changed dramatically. The timber and woodlands which have also been a significant economic factor in Surry County have also continued to decline in revenues and in acreage devoted to woodlands.

C. AGRICULTURAL AND TIMBERLANDS ISSUES

The small farmers in Surry County have stated that agriculture is becoming unprofitable for them. Large corporate farms are increasing in size in Surry County and the number of small family farms is declining. If these small family farms cannot continue, what will be the future of agriculture in Surry County?

Farmland is being taxed at a market value. This value is based on the assumed marketability of the land. Farmers need tax relief. The Commonwealth of VA has enacted tax laws, which provide for farmland to be taxed according to its current use rather than some abstract market value. However, Surry County has not enacted this Farm tax relief measure.

Virginia Forestry Department practices are not supportive of a sustained healthy timber land economy. The Commonwealth of Virginia’s regulations do not require reforestation of timberlands after the timber has been cut.

D. AGRICULTURAL AND TIMBER LANDS OPPORTUNITIES

The school system should be used to prepare future farmers to include the incorporation of technology in farm management courses. A curriculum that supports and enhances the county’s primary agricultural products should be a part of the school’s curriculum.

There are available agricultural and timber lands in Surry County. Through land use designation, conservation programs, land use controls and the purchase of land development rights, there might be some encouragement to preserve agricultural and timberlands. These will serve to maintain the desired rural

character of Surry County.

Provide land use tax abatement for practicing farmers. The Commonwealth of Virginia and the federal government through various federal departments and agencies provide support for economic development in urban areas. Innovative tax abatement and economic assistance should be developed for the small farms and rural areas.

Diversify agricultural corps. The traditional markets through which local farms have sold their produce are changing or access to some of the traditional markets is being denied to these farmers. New markets and new products need to be developed.

As the regional planning districts, Crater and Hampton Roads develop plans and implement new regional roads, Surry County farmers would be provided access to regional roads to move produce and timber to markets.

Develop enterprises within Surry County, which utilize the agricultural and timber products, thereby utilizing the existing resources.

E. AGRICULTURAL AND TIMBER LAND GOAL

Preserve existing prime agriculture and timberlands from conflicting demands for use, thus maintaining, the agricultural and timber segments of the economy and the desired rural quality of the county.

Objective: Identify the prime agricultural lands that need to be protected and then ensure that county development policies protect them.

Objective: Improve the area of agricultural education and forestry management in the public school system. Develop career and technical education programs and facilities to support existing agricultural and forestry related industries in the country.

Objective: Promote timber harvesting and reforestation methods which insure good environmental practices, land conservation, forest fire prevention, and visual quality.

Objective: Continue the process of review and evaluation of intensive agricultural development to reduce impact on adjacent land use and the environment.

Objective: Promote and protect family owned and operated small farms.

Objective: Establish agricultural and forest land trusts.

F. AGRICULTURAL AND TIMBERLANDS STRATEGIES

Strategy 1.0 Increase the Economic Viability of Farms.

- 1.1 Develop programs that increase the economic feasibility of local farms.
- 1.2 Develop Surry County legislation to benefit from Commonwealth statutes that provide tax relief to active farms.
- 1.3 Develop land use controls, which encourage farming and timberland conservation.
- 1.4 Develop cooperative reforestation programs between the Commonwealth of Virginia Department of Forestry and Surry County.
- 1.5 Develop agricultural economic viability program with U.S. Department of Agriculture.

Strategy 2.0 Business development for Farm and timber products.

- 2.1 Develop a specific economic development program that targets enterprises that will utilize products grown in Surry County.

Table 7
Number and Size of Farms
Surry County

	<u>1982</u>	<u>1987</u>	<u>1992</u>	<u>1997</u>
Number of Farms	186	126	110	115
Total Acres of Farmland	55,565	46,030	52,770	44,901
Percent of County Land	30.9	25.6	29.5	25.1
Average Size of Farm (acres)	299	365	480	390

Source: 1992 Census of Agriculture.

Table 8

**Farm Operators
Surry County**

	<u>1982</u>	<u>1987</u>	<u>1992</u>	<u>1997</u>
Full Owners (farms)	75	47	42	43
Land in Farms (acres)	15,161	7,259	9,568	9,007
Percent of Total Farmland	27.3	15.8	18.1	20.1
Part Owners (farms)	92	64	56	47
Land in Farms (acres)	37,618	34,733	40,616	29,721
Percent of Total Farmland	67.7	75.5	77.0	60.2
Tenants (farms)	19	15	12	25
Land in Farms (acres)	2,786	4,038	2,586	6,173
Percent of Total Farmland	5.0	8.8	4.9	13.7

Source: 1992 Census of Agriculture.

Table 9

**Farm use and Distribution (percentage)
Surry County**

	<u>1982</u>	<u>1987</u>	<u>1992</u>
Cropland	62.2	71.3	61.6
Woodland	29.1	22.0	29.0
Pasture	5.2	4.7	7.3
Other Land	3.5	2.0	2.1

Source: 1992 Census of Agriculture

Table 10

**Market Value of Farm Products
Surry County**

	<u>1982</u>	<u>1987</u>	<u>1992</u>	<u>1997</u>
Total Sales	\$12,377,000	\$9,807,000	\$18,865,000	\$19,536,000
Average Per Farm	66,542	77,833	171,496	169,878
Total Crops	15,252,000	11,339,000	16,455,000	8,657,000
All Livestock & Products	2,677,000	2,970,000	8,622,000	10,869,000
Poultry & Poultry Products	(D)	(D)	2,000	(D)
Hogs & Pigs	2,330,000	2,487,000	8,105,000	(D)

(D) – Withheld to avoid disclosing data for individual farms.

Source: 1992 Census of Agriculture.

IX. TRANSPORTATION SYSTEM

A. TRANSPORTATION SYSTEM VISION STATEMENT

The primary roads in Surry County, VA Routes 10, 31 and 40 and some secondary roads will have all been brought up to highway standards and are safe and efficient highways serving the commerce, industrial, residential and tourist centers of Surry County. As a result the Surry community is attractive to its citizens and those visiting or simply passing through. U.S. Route 460 and/or the new limited access highway are easily accessible, thereby improving commerce in the county. With roadway improvements the rural and natural visual quality has been maintained, and scenic roads add to the quality of life in Surry County.

B. CURRENT STATUS OF THE TRANSPORTATION SYSTEM

The existing highway system is used primarily to support the agricultural economy of the county. As the nearby urban areas grow and develop, Surry's road system is beginning to be used for commuting to work sites in these areas for families that have moved into residential areas of the county. The principal population centers include the Town of Surry, Claremont, Dendron, and the communities of Scotland Wharf and Bacon's Castle.

COUNTY ROAD SYSTEM

Primary Roads

The road system consists of three primary state highways with capacity based on current history of low demand. One of the highways, VA Route 31, links the county with the north shore of the James River via the Jamestown –Scotland ferry. Removal of tolls has increased use of the ferry. Long range planning for the county should include consideration of the increased volumes generated by the removal of the tolls. Of the other three state highways, VA Route 10 crosses the county in a northeasterly-southwesterly direction extending from Richmond to Suffolk. VA Route 31 originates in James City County at the intersection VA Route 199 and extends through Surry County to U.S. Route 460 at Wakefield. VA Route 31 passes through the town of Surry and Dendron. VA Route 40 begins at its juncture with VA Route 10 at Spring Grove and crosses the state ending at the foot hills of the Blue Ridge Mountains.

The highways in Surry County are well maintained two lane, two way roadways with narrow shoulders that do not provide for space to pull safely off the road in case of an emergency. At the intersection of the highways, current volumes do not warrant installation of a traffic signal. A flashing warning signal has been installed at the north intersection of VA Route 10 and VA Route 31. Peak hour volumes are less than 400 vehicles in both directions of travel. A traffic signal stoplight is planned for installation in 2004.

The current alignment of the primary routes has not been upgraded to provide wide shoulders and to eliminate the tight curves that pose a hazard for today's traffic. The current Surry County Master Plan contains proposals to adjust the alignment of sections of VA Route 10 and VA Route 31 to eliminate some of the curves and improve the overall quality of the highways.

Maintenance

The Virginia Department of Transportation (VDOT) maintains all public roads in the county road system. VDOT conducts an annual survey of the roads in Surry County to assess their condition and identify those segments in need of maintenance or repair. There are programs for primary and for secondary road maintenance in the county. Those segments of roadway identified as needing repair and/or resurfacing are included in VDOT's maintenance program for the following maintenance season.

Secondary Roads

All secondary roads within the county are part of the county road system and are maintained by VDOT. These roads provide access to the important attractions within the county. These attractions include the historic Chippokes Plantation State Park, Dominion Virginia Power's Surry Power Station, Bacon's Castle, Smith's Fort Plantation, and the planned Surry West Business Center. The public schools in the county are primarily located in a cluster off the primary highways at the intersection of two VA Secondary Highways, 616 and 618.

The secondary roadways to the key tourist attractions do not meet standards necessary to support a high volume of tourists. These roads have not been improved above the level of all weather surfaces for secondary roads and do not normally support heavy traffic volumes attracted to historic places.

Public Transportation Systems

Currently there is no publicly supported transportation system in the county with the exception of the school bus system. Low population densities throughout the county cannot effectively support a local system. A Demand Responsive system for mobility limited residents could be developed as joint effort with adjacent counties to assist in providing access to essential services.

C. TRANSPORTATION SYSTEM ISSUES

Adverse weather such as rainstorms, windstorm and hurricanes easily cause roadblocks and traffic disruption. Several of the county's principle roadways cross streams that are subject to flooding during severe rainstorms. A survey should be made of these locations assessing the severity of the potential for flooding, develop a program to reconstruct the culvert system to eliminate the flooding, and determine a priority

system to implement the program. Coordinate with The Virginia Department of Transportation (VDOT) to include the program in the state's maintenance program.

VA Secondary Highways serving primary sites such as Dominion VA Power, Chippokes Plantation State Park, and the Town of Claremont and the various campsites are of poor quality. The VDOT six year road maintenance program is currently under review. Emphasis should be placed on a more efficient maintenance and repair program for Surry County roads. The goal is to develop a better plan for road repair, replacement and maintenance. The county should initiate negotiations with VDOT to promote the upgrading of the roads that are critical to the growth and development of the county.

Surry County lacks welcome centers with restroom facilities in the county. Scotland Wharf is a significant entry point for Surry County. It is the place where many of the visitors enter the county as they expand their visit beyond the Colonial Williamsburg/Jamestown area. A VDOT visitor's center located in the Scotland Wharf area near the ferry slip would provide a central location to introduce these visitors to the county, identify the county's attractions and provide guidance for reaching these places and provide restroom facilities for travelers. An attractive and conveniently located center would encourage more groups to visit the county and increase its attraction as a tourist destination. Completion of a center by the beginning of the year 2007 would complement the "Jamestown 2007" celebration.

Many of the secondary roads in the area are reaching the end of their useful life and do not meet VDOT standards and create safety hazards. The county in cooperation with VDOT, should develop a prioritized list of roadways to be upgraded, with those most vital to planned growth in the county heading the priority list. This effort should consider both industrial and tourist locations along the routes to assist in setting priorities.

The county, in cooperation with The Virginia Department of Rail and Public Transportation (VDRPT) and Hampton Roads Transit (HRT), should develop a local transit service that would serve the needs of the transit dependent and also function as the transit service for those tourists desiring guided tours to attractions in Surry County and the adjacent communities. Surry County's sparse development does not make public transportation feasible.

Currently, Surry County's roads are attractive to bicyclists with many using the existing system despite the lack of any designated bike routes or provisions for bike routes or provisions for bike safety. A planned system of bike routes that would reach all of the tourist attractions, the ferry, the government center, and the commercial areas will increase safety for bicyclist and assist them in their travels through the county.

The current ferry schedule operates at a level of efficiency that attempts to maximize use of the available equipment. VDOT plans to replace the oldest ferry now in operation with a new larger capacity ferry that should reduce delay during peak demand

periods. The county should, in cooperation with VDOT, review the operation of the ferry to identify additional methods to improve service. The benefit would enhance the commute of the county's residents who work on the north side of the James River and encourage additional visitors to expand their vacation by including a visit to the county.

D. TRANSPORTATION SYSTEM OPPORTUNITIES

The primary state route system through the county has been in the process of being upgraded by VDOT. The upgraded sections meet current standards for design, safety, and aesthetic quality. Improvements include the elimination of hazardous curves and reconstructed bridges to minimize flooding. Intersection improvements permit separate left turn lanes for increased safety and reduced delay for through traffic. This acts to enhance travel within the county for both residents and for visitors. Surry County roadways have good visual quality and are very scenic.

Travel to Surry County, especially for tourists via the Jamestown-Scotland Ferry, provides an opportunity for economic growth. Enhancements of the ferry operations, development of a visitor's center at the ferry slip and improvements to the roadway (VA Route 31) would attract more visitors to the county increasing the potential for commercial growth. Tourist services, including restaurants, motels and supportive retail would generate additional economic growth for the county.

The attraction of Surry County encourages the development of a bikeway network in the county. Surry County should explore the possibility of developing hiking and biking trails throughout the county. A potential bike way would closely follow the James River and pass through and by the tourist sites, including Chippokes Plantation State Park and Bacon's Castle in the county and end in the historic section of Smithfield. Other bike ways would provide access to the Town of Surry and other locations attractive to visitors.

A local transit system using the regional transit corporation for scheduling, operation, and maintenance would provide a means for the county to provide transit services for the county residents and for tourists to the county. Support for this operation could be provided through the Virginia Department of Rail and Public Transportation.

Surry County has available improved industrial development sites on Route 10 with access to Routes 31 and 40. Promotion of the easy accessibility of these sites to the ports and to the other areas of the state will increase the possibility of their growth. The location of a limited access highway between Richmond and Norfolk and south of the James River with improvements to US 460, benefits the county's growth and development. Better access to Richmond, the state capital, and faster access to ports in the Hampton Roads area will increase the county's ability to attract new commercial and industrial operations. This will enlarge the county's employment base providing employment closer to home for the county's residents.

Surry County is actively supporting the legislative commission's efforts to develop a new and improved highway system within the US 460 Corridor. The coalition of planning districts is working diligently with the state legislature to develop a final alignment for this new highway. Continued support of this project by Surry County insures that future growth potential within the county will be enhanced through the completion of this project.

Surry County's historical sites are scattered and provide an opportunity to create a historical tour using 20 passenger vehicles. The buses used for county residents commuting to work and other services could be used during off peak times for visitor tours to the historical locations. The alternative use would increase the feasibility of a transit service for the county.

E. TRANSPORTATION GOAL

Promote a transportation system that will provide an economical, safe and efficient means for movement of people and goods within the county and between the county and other parts of Hampton Roads, Crater, and Central Virginia regions. The transportation system should enhance Surry County's economic development objective, i.e. facilitate the transport of goods into and out of the county.

Objective: In conjunction with the Virginia Department of Transportation (VDOT), develop the Six-Year Secondary Maintenance and Construction Fund Program that is administered by the VDOT.

Objective: In conjunction with the Virginia Department of Transportation (VDOT), develop the Ten-Year Primary Projects Listing Report that is administered by the VDOT.

Objective: Continue to support special transportation services for citizens of the county particularly elderly and disabled who are in need of such programs.

Objective: Establish a maxi-van system of transportation which will originate at Scotland Wharf and circle the county stopping at all the historical sites open to the public and at the towns of Surry, Claremont and Dendron.

Objective: Develop a public transportation plan for Surry County.

Objective: Enhance Surry County's business and resident access to regional airports.

Objective: Influence and impact VDOT's policy on highways serving the county.

Objective: Coordinate with VDOT in the establishment of a scenic highway system for the county.

Objective: Promote transportation system improvements that facilitate the goals and objectives stated herein under Housing, Agricultural and Timberlands, Community Facilities and Services, Historical Preservation and Conservation, and Industrial and Economic Development.

Objective: Explore the feasibility of providing bicycle and hiking trail systems in selected locations within the county.

- (1) Scotland Wharf to Chippokes and Bacon's Castle.
- (2) Enos Tract to Scotland Wharf, Claremont and the combined school campus at the intersecting Rte 616 and Rte 618.
- (3) Route 617
- (4) Chippokes to Bacon's Castle
- (5) Scotland Wharf to Smith's Fort and the town of Surry.
- (6) Connect the bicycle and hiking trail systems with adjoining counties and James City County bike and hiking trail systems.

Objective: Define what the highway system in Surry County should be in terms of capacity, design, environment compatibility, and visual quality.

F. TRANSPORTATION SYSTEM STRATEGIES

Strategy 1.0 Impact the VDOT Six Year Plan

1.1 Update the VDOT Six Year Plan

Identify Surry County's priorities for the VDOT Six Year Plan. These priorities should reflect the objectives of the Surry County Comprehensive Plan. The components of the transportation system should be designed to accommodate the citizens within the county and between the county and other communities. The location and design of any facility should consider the immediate and long range needs of the community as the road system will have a significant effect on land use and development decisions.

Strategy 2.0 Transportation Modes

2.1 Develop program for alternative modes of transportation.

- 2.2 Participate in the planning of the proposed high speed rail on the Norfolk and Southern Line.

Strategy 3.0 Transportation and Economic Development

- 3.1 Coordinate with the Surry County economic development agencies and the tourist agencies to determine critical transportation assets and needs to insure growth.

X. COMMUNITY FACILITIES AND SERVICES

A. COMMUNITY FACILITIES AND SERVICES VISION STATEMENT

Surry County's riverfront park on the James River provides county residents and visitor's unparalleled public access and use of the waterfront, this combined with county parks and recreational facilities located in or near the towns of Surry, Dendron and Claremont, provide a full complement of recreational and park facilities.

The development of the Surry County Public Library in conjunction with an educational center where the Surry campus of the John Tyler Community College is located provides opportunities for learning, research, and recreational reading for Surry's citizens. Surry County's expansion of the public water and waste water systems has allowed the development of residential, commerce and industrial development as planned by Surry County and increased the economic vitality of the county.

These county facilities are complemented by the development of the Commonwealth of Virginia facilities such as Chippoke State Park, Hog Island Wildlife Management Area which, with the primary historical sites of Bacon's Castle and Smith's Fort bring visitors to Surry County.

B. CURRENT STATUS OF COMMUNITY FACILITIES AND SERVICES

The county's recreation program is based in the Community Center located on VA Route 10 near the Town of Surry on the Enos Tract. This modern, architecturally pleasing structure is capable of accommodating activities ranging from banquets to indoor tennis and basketball. The Community Center contains an arts and crafts room, various meeting rooms and a large multi-purpose room. In conjunction with the Community Center, the county's three facilities and the Community Center contain the only parks and recreation facilities owned or controlled by Surry County.

The county's recreation program includes organized team sports such as basketball and softball and year-round programs including course instructions in classes ranging from arts and crafts to physical fitness.

The Surry County Parks and Recreation Commission has reached a crossroads where available recreational facilities and programs are not meeting the current demand for recreational opportunities the citizens desire. Citizens of Surry County want to spend more of their recreational time in the county according to surveys made by the Department of Parks and Recreation. In order to assure the best of recreational services in the 21st century, Surry County needs to renovate and expand the present recreational facilities.

The Surry County Parks and recreational facilities are located on an estimated 104 acre tract that has a natural scenic area surrounded with tall timber and picturesque ravines.

The Surry County Parks and Recreation Commission's objective is to forecast the recreational needs going in the 21st century with a logical incremental approach to meet those needs.

C. COMMUNITY FACILITIES AND SERVICES ISSUES

Surry County is located on the James River but there are no publicly owned water based recreational facilities on the riverfront. While there are several private beaches, camps, state parks and the federally owned Colonial National Historic Park on the James River, there is no local publicly owned or controlled recreational facilities along the shoreline of the James River in Surry County.

Plans for expanding Chippokes Plantation State Park are underway.

The lack of capital resources inhibits the acquisition of waterfront land and other critical lands for community facilities. Capital improvement funds have not been available to acquire waterfront land.

There is not a county wide water distribution system and waste water sewerage system. Surry County has developed a wastewater treatment facility adjacent to the three-school complex at the intersection of County Road 616 and 618. The county does not have a water treatment and distribution system. In order to control growth and preserve agricultural lands and timberlands Surry County will have to develop these systems.

The Surry County Community Center and adjacent facilities need renovation, enlargement, modernization, and additional facilities.

Surry County has not implemented the recommendations of the 1993 Waterfront Access and Recreation Plan.

D. COMMUNITY FACILITIES AND SERVICES OPPORTUNITIES

There remains large private ownership of waterfront land that Surry County may purchase in the future for a county waterfront park and recreation area.

The recreational center and other recreational facilities on 104 acre tract that is near the Town of Surry and the center of the county are widely used and there are adequate land resources at this location to expand these facilities and the center. This site has the land to expand these facilities and to improve and add additional facilities. The topography will permit the impoundment of a recreational lake for boating and fresh water fishing. Surry County's school division's first class athletic facilities are centrally located.

A water access and recreational plan for Surry County has been developed. This plan was prepared in 1993. The recommendations of the plan as noted in the previous issue statement have not been implemented. Implementation would address access issues

and the development of water recreation facilities. There is adequate land available in Surry County for the development of additional community facilities. While there is adequate undeveloped land the County should acquire land for future park, school and recreational needs.

There are historical right of ways of roads and railroads that can be used for the development of countywide water and sewer systems.

E. COMMUNITY FACILITY AND SERVICE GOAL

Provide county facilities and services for Surry County's residents that will promote a safe desirable community and contribute to the goal of maintaining the rural quality of the county.

Objective: Continually update the capital improvements program to develop community facilities and services necessary to ensure that planning objectives are carried out commensurate with the financial capability of the county.

Objective: Conduct a space-need analysis of county facilities to determine current and future requirements. This effort should be closely coordinated with the county's capital improvements program.

Objective: Increase the presence and service of John Tyler Community College in Surry County.

Objective: Encourage multiple uses of existing and future facilities, thus providing services in the most economical manner.

Objective: Provide public water/sewer facilities as alternatives to individual septic tank/drain field systems in areas of the county that are in need of such services because of natural features or development objectives for housing, commercial and individual uses.

Objective: Provide public service facilities, i.e. libraries, cultural and historical, health, and recreational, to capitalize development in accordance with the plan.

Objective: Expand public access to waterfront areas on the James River for boating, fishing and the development of a waterfront park.

Objective: Promote the development of Commonwealth of Virginia owned properties to provide a greater recreational diversity for Surry County residents.

F. COMMUNITY FACILITIES AND SERVICES STRATEGIES

Strategy 1.0 Development of Community Facilities

Strategy 1.1 Develop a capital improvement program which defines the costs of acquiring and developing waterfront facilities in Surry County.

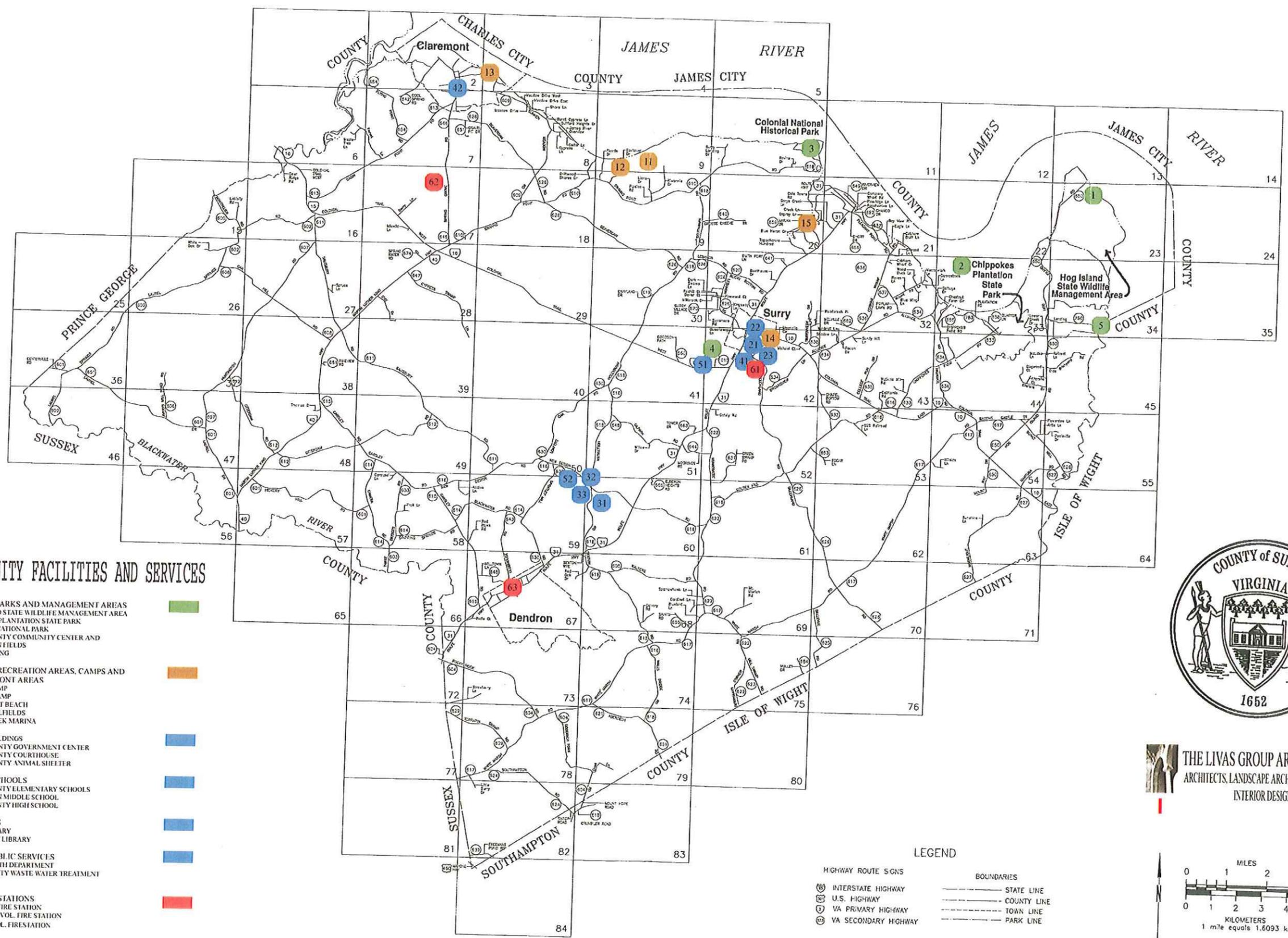
1.2 Develop a five year capital improvement budget to implement the program on an annual basis.

1.3 Develop a master plan for the development of county wide utility service.

Strategy 2.0 Funding of the development of Community Facility.

2.1 Identify funding sources to implement utility programs.

SURRY COUNTY COMPREHENSIVE PLAN



COMMUNITY FACILITIES AND SERVICES

- PUBLIC PARKS AND MANAGEMENT AREAS**
 - 1. HOG ISLAND STATE WILDLIFE MANAGEMENT AREA
 - 2. CHIPPOKES PLANTATION STATE PARK
 - 3. COLONIAL NATIONAL PARK
 - 4. SURRY COUNTY COMMUNITY CENTER AND RECREATION FIELDS
 - 5. BOAT LANDING
- PRIVATE RECREATION AREAS, CAMPS AND WATERFRONT AREAS**
 - 11. PISCO CAMP
 - 12. CHANCO CAMP
 - 13. CLAREMONT BEACH
 - 14. SURRY BALLFIELDS
 - 15. GRAYS CREEK MARINA
- PUBLIC BUILDINGS**
 - 21. SURRY COUNTY GOVERNMENT CENTER
 - 22. SURRY COUNTY COURTHOUSE
 - 23. SURRY COUNTY ANIMAL SHELTER
- PUBLIC SCHOOLS**
 - 31. SURRY COUNTY ELEMENTARY SCHOOLS
 - 32. L.P. JACKSON MIDDLE SCHOOL
 - 33. SURRY COUNTY HIGH SCHOOL
- LIBRARIES**
 - 41. SURRY LIBRARY
 - 42. CLAREMONT LIBRARY
- OTHER PUBLIC SERVICES**
 - 51. SURRY HEALTH DEPARTMENT
 - 52. SURRY COUNTY WASTE WATER TREATMENT PLANT
- VOL. FIRE STATIONS**
 - 61. SURRY VOL. FIRE STATION
 - 62. CLAREMONT VOL. FIRE STATION
 - 63. DENDRON VOL. FIRE STATION



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LEGEND

- HIGHWAY ROUTE SIGNS**
 - INTERSTATE HIGHWAY
 - U.S. HIGHWAY
 - VA PRIMARY HIGHWAY
 - VA SECONDARY HIGHWAY
- BOUNDARIES**
 - STATE LINE
 - COUNTY LINE
 - TOWN LINE
 - PARK LINE

